MEMORANDUM

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Date: July 24, 2025

To: Steven Andrews

From: Stuart Samberg, PE, PTOE, PTP, RSP (RK&K)

CC: File

Re: CR 887 (Old US 41) Project Development and Environment Study
Collier and Lee Counties, Florida
Financial Project ID: 435110-1-22-01 & 435347-1-22-01
Project Traffic Analysis Report (PTAR) Supplement Analysis

INTRODUCTION

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze Existing and Future No-Build conditions and assess the need for capacity improvements for the CR 887 (Old US 41) corridor, henceforth referenced as Old US 41 in this report. The purpose of this PD&E study is to evaluate, and document potential engineering and environmental effects of improvements needed to relieve existing congestion and accommodate future travel demand from projected population and employment growth in the area. The project study area is shown in **Figure 1**.

The Project Traffic Analysis Report (PTAR) was approved in February of 2024, and as a follow-up to the PTAR, FDOT has requested a supplemental analysis to evaluate an additional Build Alternative. This memorandum serves as a supplement to the previously approved PTAR and presents the analysis results for the newly developed Build Alternative C. A copy of the approved CR 887 (Old US 41) PD&E PTAR is provided in **Appendix A**.

STUDY AREA

The project's study area is predominantly a combination of residential and commercial land uses with some industrial developments along Old US 41. According to FDOT's web-based functional classification map, within the study limits, Old US 41 is considered a 2-lane urban major collector, US 41 is an urban principal arterial, and Bonita Beach Road is an urban minor arterial. The study area includes the intersections listed below and the roadway segments between them.

Study Intersections

1. US 41 at Wiggins Pass Road (Signalized)
2. US 41 at Old US 41 (Signalized)
3. US 41 at Veterans Memorial Parkway (Planned intersection)
4. Old US 41 at Gulf Coast Drive (Unsignalized in No-Build and Build scenarios)
5. Old US 41 at Veterans Memorial Parkway (Planned intersection)
6. Old US 41 at Collier Center Way (Unsignalized in No-Build and Build scenarios)
7. Old US 41 at Sun Century Road / Sterling Oaks Drive (Unsignalized in No-Build and Build scenarios)
8. Old US 41 at Rail Head Boulevard (Unsignalized in No-Build and signalized in Build scenarios)
9. Old US 41 at Via Palacio Avenue (Unsignalized in No-Build and signalized in Build scenarios)
10. Old US 41 at Mediterra Drive (Unsignalized in No-Build and signalized in Build scenarios)
11. Old US 41 at New Quadrant Roadway (Build scenarios only – planned intersection)
12. Bonita Beach Road at Old US 41 (Signalized)
13. Bonita Beach Road at Race Track Road (Signalized)
21. US 41 at Sunrise Boulevard – Southern Median U-turn (Future Build Alternative C only)
22. US 41 at Mall Entrance – Northern Median U-turn (Future Build Alternative C only)

BUILD ALTERNATIVE C DEVELOPMENT

Originally two improvement alternatives (Alternatives A and B) were developed and evaluated for the PTAR, based on feedback from FDOT, Lee County, Collier County and other stakeholders. FDOT requested an evaluation of a third alternative (Alternative C) where Old US 41 includes two through lanes in each direction between US 41 and the proposed signalized intersection of New Quadrant Road approx. 1,200 feet south of Bonita Beach Road. Based on FDOT's guidance, no improvements were included on Old US 41 north of the New Quadrant Road intersection or at the intersection of Bonita Beach Road at Old US 41. Additionally, three of the six existing unsignalized intersections along Old US 41 are projected to be signalized. A summary of Build Alternative C improvements is presented in **Table 1,** and a lane configuration schematic is shown in **Figure 2**.

Figure 1: Study Area

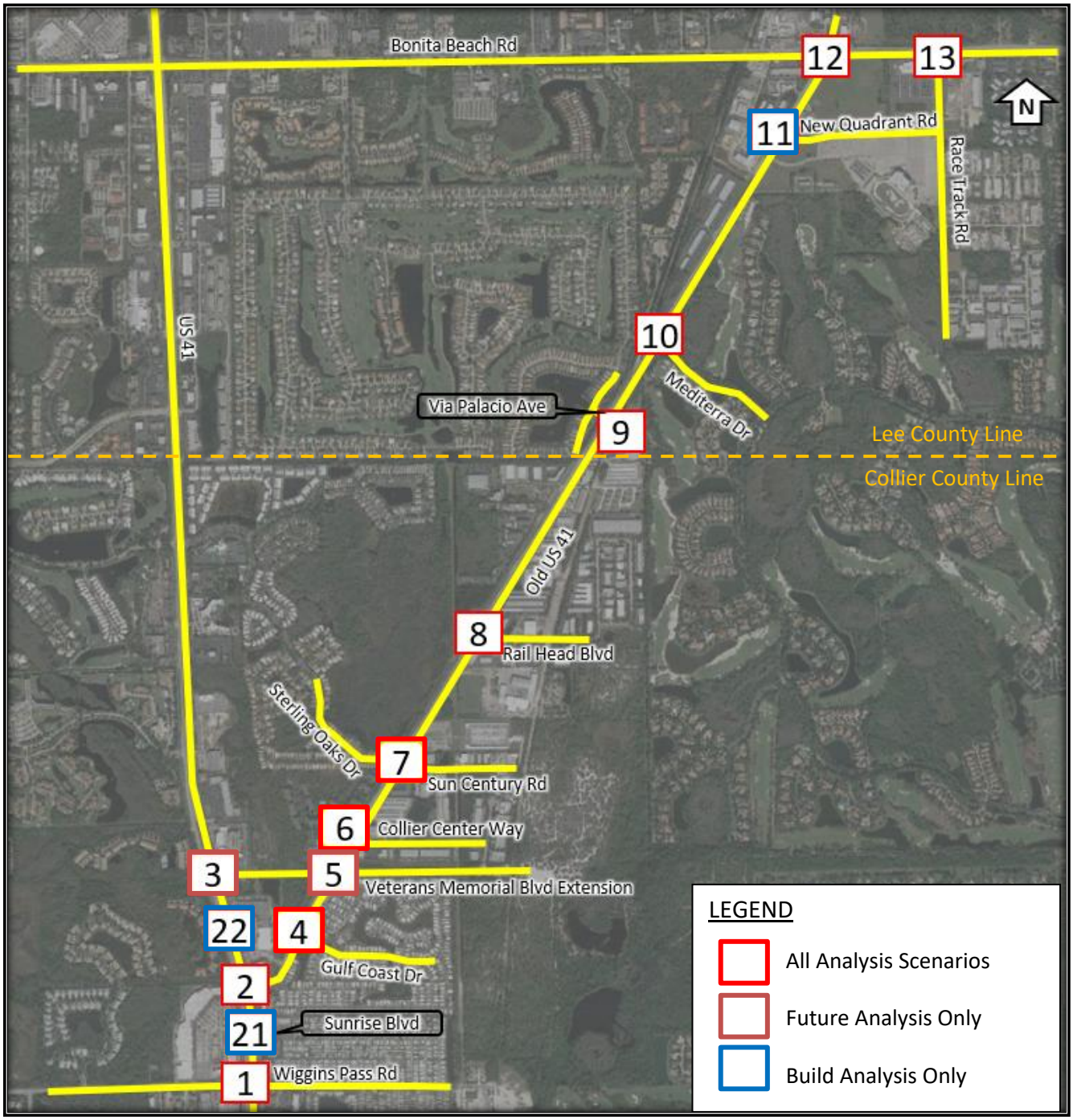
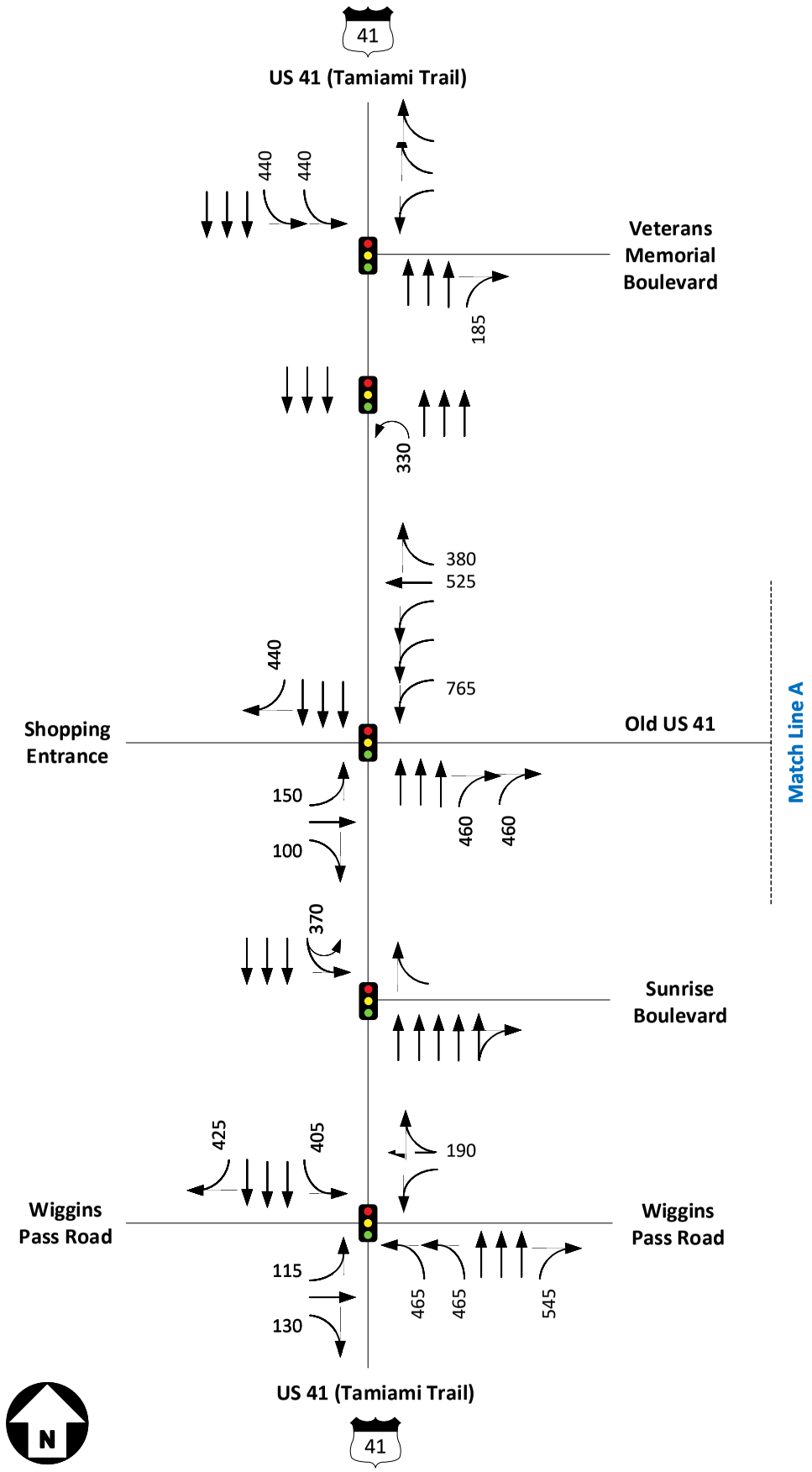
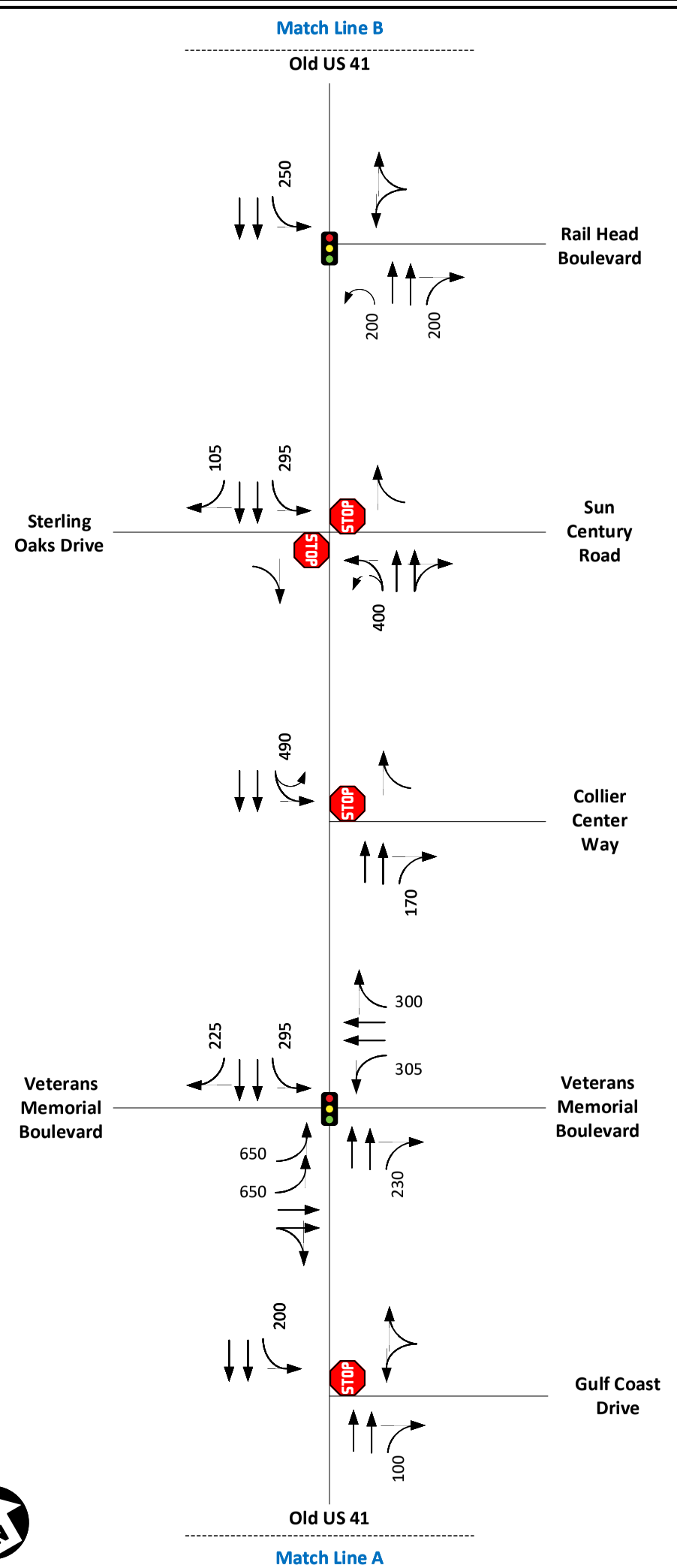


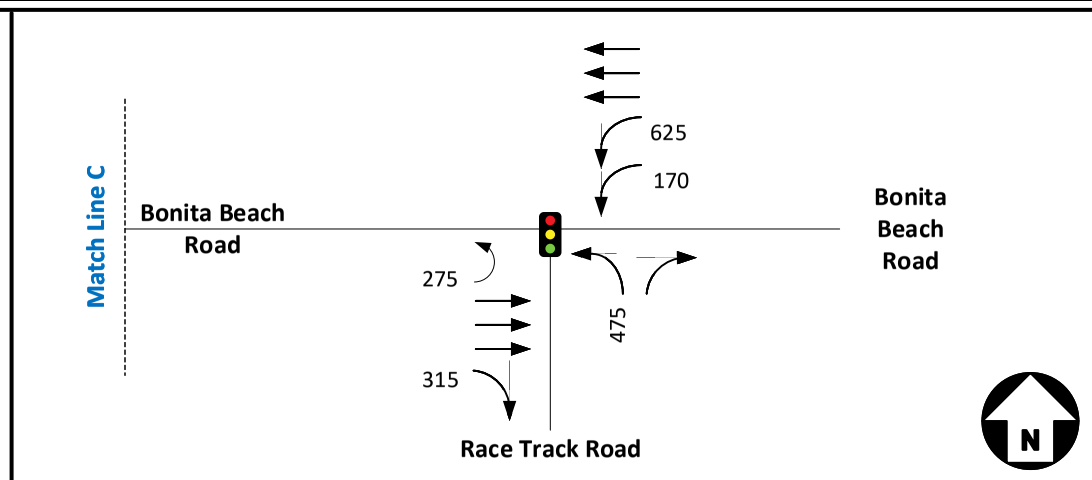
Table 1: Build Alternative C – Proposed Improvements

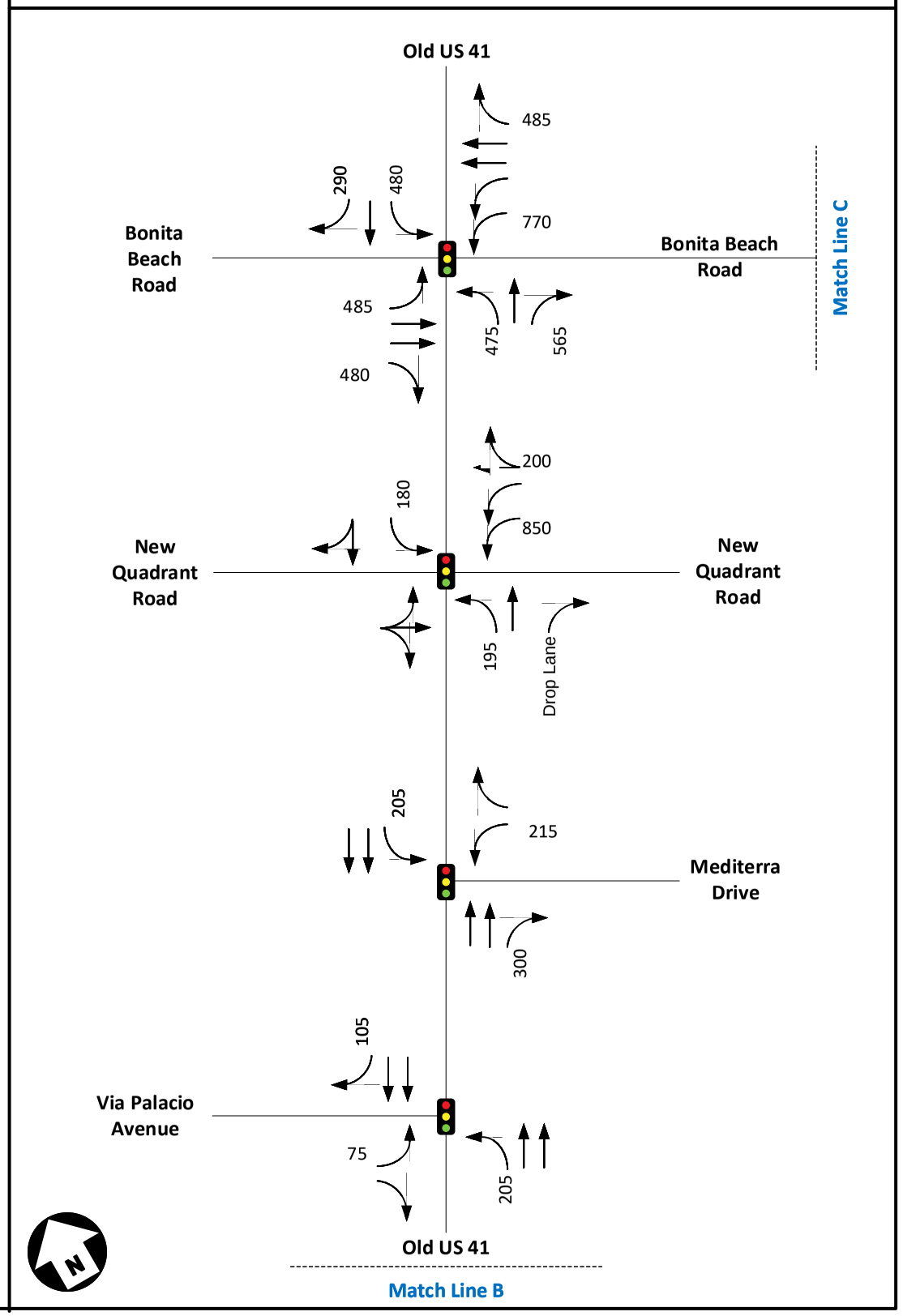
Alternative	Improvements

Alternative C	• The intersection at US 41 and Veterans Memorial Blvd Extension would have the following approach configurations:
	  ○ Northbound: Thru-Thru-Thru-Right
	  ○ Southbound: Left-Left-Thru-Thru-Thru
	  ○ Westbound: Left-Right-Right
	• The intersection at Old US 41 and Veterans Memorial Blvd Extension would have the following approach configurations:
	  ○ Northbound: Thru-Thru-Right
	  ○ Southbound: Left-Thru-Thru-Right
	  ○ Eastbound: Left-Left-Thru-Thru/Right
	  ○ Westbound: Left-Thru-Thru-Right
	• Northbound left turns would be redirected to the northbound U-turn at Old US 41 and Sterling Oaks Dr / Sun Century Rd
	• Modify the Old US 41 and Collier Center Way intersection to prohibit left turns from Collier Center Way. These left turns would be redirected to the northbound U-turn at Old US 41 and Sterling Oaks Dr / Sun Century Rd.
	• Modify the Old US 41 and Sterling Oaks Dr / Sun Century Rd intersection to prohibit left turns or through movements from either Sterling Oaks Dr or Sun Century Rd. Left turns and through movements from Sterling Oaks Dr would be redirected to the southbound U-turn at the Old US 41 and Collier Center Way intersection. Left turns and through movements from Sun Century Rd would be redirected to the northbound U-turn at Old US 41 and Rail Head Blvd.
	• Install a traffic signal at Old US 41 and Rail Head Blvd.
	• Install a traffic signal at Old US 41 and Via Palacio Ave.
	• Install a traffic signal at Old US 41 and Mediterra Dr.
	• Construct a new signalized intersection on Old US 41 approximately 1,200’ feet south of Bonita Beach Rd. The intersecting roadway, New Quadrant Rd, would connect to Industrial Rd to the west and Race Track Rd to the east.
	• Widen Old US 41 to provide two through lanes in each direction between US 41 and New Quadrant Rd.
	• The signalized intersection at Bonita Beach Rd and Race Track Rd would have an additional westbound left turn lane with a storage length of 365 feet. An additional receiving lane would be provided on Race Track Rd and extend for approximately 500 feet.
	• The left turn lanes would be removed from the northbound and southbound approaches at the intersection of US 41 and Old US 41.
	• The left turn movements from the US 41 and Old US 41 intersection would be redistributed to partial median U-turn (PMUT) intersections to the north and south. These intersections would be signalized and coordinated with signals in zone 1 to maximize throughput.
	• The Old US 41 at New Quadrant Rd intersection would have the following approach configurations:
	  ○ Northbound: Left-Thru-Right
	  ○ Southbound: Left-Thru/Right
	  ○ Eastbound: Left/Thru/Right
	  ○ Westbound: Left-Left-Thru/Right









LEGEND	CR 887 (OLD US 41) PD&E STUDY	
← - Lane Movement	Proposed Lane Configuration	
### - Storage Length (ft)	**ALTERNATIVE C**	
STOP - Stop Sign	**PREPARED BY**: RK&K	
- Signal	**DATE**: July 2025	**FIGURE 2**

DESIGN YEAR (2045) ANALYSIS

Analysis Methodology

The traffic analysis presented in this memorandum follows the same methodology as the PTAR provided in **Appendix A**.

Operational Analysis Results

The traffic forecast for the project approved by FDOT in 2021, primarily included two scenarios; No-Build scenario which assumed a two-lane section (one-lane in each direction) along Old US 41, and Build scenario, which assumed a four-lane section (two-lanes in each direction) along Old US 41 from US 41 to Bonita Beach Road. Alternative C assumes the widening of Old US 41 only until the proposed signalized intersection of New Quadrant Road approximately 1,200 feet south of Bonita Beach Road. The configuration proposed as part of Alternative C includes a two-lane (one-lane in each direction) section of Old US 41 between the proposed New Quadrant Road and Bonita Beach Road, which is expected to affect the traffic demand since the travel demand model will route fewer vehicles through this two-lane section and this scenario is not captured in the traffic forecast, and the volumes used to evaluate Alternative C are based on the forecast which assumes the widening of Old US 41 all the way to Bonita Beach Road. At the intersection of Old US 41 and Bonita Beach Road, the Build condition volumes entering the intersection from Old US 41 are 48%/29% (AM/PM peak hours) larger than the No-Build volumes. This increased demand is primarily resulting in higher delays and queueing in Alternative C compared to No-Build conditions. More details about volume increases under Alternative C at this intersection are provided below:

- Old US 41 northbound approach volumes entering the intersection are 53%/7% higher than No-Build volumes during the AM/PM peak hours. Specifically northbound through volumes are 391%/100% higher than No-Build volumes during the AM/PM peak hours.
- Old US 41 southbound approach volumes entering the intersection are 43%/82% higher than No-Build volumes during the AM/PM peak hours. Specifically southbound through volumes are 80%/284% higher than No-Build volumes during the AM/PM peak hours.

Design Year (2045) *VISSIM* network performance results are presented in **Table 2.** The results indicate that under Alternative C conditions, average delay is expected to increase by 74% in the AM and decrease by 8% in the PM peak hour when compared to No-Build conditions. However, the vehicular throughput (model processed volumes) in Alternative C is expected to increase by 10%/26% (AM/PM peak hours) based on the vehicle miles traveled results, which is the total distance (miles) traveled by all the vehicles active within the *VISSIM* network or that have already left the network by the time the simulation ends.

Table 2: Design Year (2045) Network Performance Results

Network Performance Category	No-Build 2045		Build Alt C 2045	
	AM	PM	AM	PM
System-Wide Average Delay (sec/veh)	184.5	285.7	320.1	262.6
Latent Demand (veh)	25	346	724	734
Vehicle Miles Traveled (miles)	26,821	24,211	29,612	30,534

A comparison of intersection analysis results for Design Year (2045) No-Build and Build conditions is presented in **Table 3**. The results indicate that for Build Alternative C, 53% of study intersections or more are expected to operate at overall LOS D or better during both peak hours. In contrast, under No-Build conditions, 50% of intersections or less are expected to operate at overall LOS D or better. Detailed Design Year (2045) intersection analysis results for No-Build and Alternative C are presented in **Tables 4 and 5,** respectively.

Table 3: Design Year (2045) Intersection Analysis Results Summary

Scenario	Type	AM Peak Hour			PM Peak Hour		
		LOS D or better	LOS E or Worse	% LOS D or better	LOS D or better	LOS E or Worse	% LOS D or better
No-Build	Overall LOS	5	7	42%	6	6	50%
	Lane Group LOS	49	54	48%	51	52	50%
Alternative C	Overall LOS	8	7	53%	8	7	53%
	Lane Group LOS	69	47	59%	62	54	53%

Note: Lane group is a set of lanes established at an intersection approach for separate capacity and LOS analysis. All exclusive turn lanes are treated as separate lane groups, through lanes are also grouped together even if they allow for shared right/left turn movements.

The primary cause for the increase in system-wide average delay (74%) under Alternative C conditions when compared to No-Build conditions, is the lack of improvements at the Bonita Beach Road at Old US 41 intersection. The traffic simulation shows that this intersection is expected to become a bottleneck for vehicles travelling northbound and southbound along Old US 41, resulting in vehicular queues which are expected to extend along Old US 41 beyond Sun Century Road (approx. 2 miles south of Bonita Beach Road). Similarly, vehicles travelling westbound along Bonita Beach Road are expected to be bottlenecked at the Old US 41 intersection and create vehicular queues that impact operations at the intersection of Bonita Beach Road at Race Track Road. Similar issues are expected at the Bonita Beach Road at Old US 41 intersection under No-Build conditions; however, the operational issues are exacerbated under Alternative C because peak hour volumes along Old US 41 are higher than No-Build.

Table 4: Design Year (2045) No-Build VISSIM Results

Intersection	Approach	Movement	No-Build AM Peak 2045				No-Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at US 41 (Signalized)	US 41	SBL	102	134.4	F	220	73	165.5	F	270
		SBT	2,581	106.0	F	1,555	1,626	23.7	C	545
		SBR	65	66.9	E	85	68	4.2	A	80
	Old US 41	WBL	633	136.5	F	1,075	445	167.1	F	1,020
		WBT	28	120.8	F	140	48	133.4	F	255
		WBR	59	84.0	F	175	50	94.1	F	270
	US 41	NBL	30	73.3	E	100	52	117.5	F	150
		NBT	1,700	22.4	C	415	2,256	49.4	D	1,230
		NBR	479	12.7	B	335	701	113.9	F	1,265
	Old US 41	EBL	47	72.6	E	130	100	88.7	F	255
		EBT	45	119.5	F	240	52	88.8	F	215
		EBR	25	81.3	F	290	44	44.1	D	265
	Overall		**5,794**	**76.6**	**E**	-	**5,515**	**63.1**	**E**	-
Old US 41 at Gulf Coast Dr	Old US 41	SBL	13	40.8	E	25	20	35.4	E	55
		SBT	701	80.5	F	1,000	533	41.3	E	595
	Gulf Coast Dr	WBL	17	1510.8	F	1,470	7	1405.4	F	1,250
		WBR	7	1579.2	F	1,490	4	1874.7	F	1,270
	Old US 41	NBT	599	1.5	A	265	783	82.8	F	975
		NBR	26	0.9	A	0	44	37.9	E	0
	Overall		**1,363**	**68.2**	**F**	-	**1,391**	**74.8**	**F**	-
Old US 41 at Collier Center Way	Old US 41	SBL	102	46.9	E	95	53	8.8	A	60
		SBT	866	63.5	F	1,100	633	4.6	A	220
	Collier Center Way	WBL	18	1072.2	F	1,325	76	89.7	F	655
		WBR	23	771.6	F	1,345	119	65.4	F	670
	Old US 42	NBT	594	0.7	A	45	828	0.7	A	5
		NBR	83	0.3	A	0	19	0.2	A	0
	Overall		**1,685**	**56.8**	**F**	-	**1,728**	**10.7**	**B**	-
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	49	48.2	E	70	19	18.9	C	55
		SBT	914	64.8	F	1,790	634	1.4	A	90
		SBR	9	48.8	E	0	11	0.8	A	0
	Sun Century Rd	WBL	25	57.3	F	155	33	15.3	C	90
		WBT	0	0.0	A	155	0	0.0	A	90
		WBR	29	23.5	C	180	42	15.2	C	125
	Old US 41	NBL	7	15.7	C	45	33	7.8	A	70
		NBT	574	1.1	A	110	905	0.5	A	0
		NBR	35	1.3	A	110	10	0.7	A	0
	Sterling Oaks Dr	EBL	6	30.1	D	40	6	16.0	C	30
		EBT	0	0.0	A	80	0	0.0	A	0
		EBR	37	63.8	F	90	19	9.8	A	45
	Overall		**1,685**	**39.6**	**E**	-	**1,711**	**2.0**	**A**	-
Old US 41 at Rail Head Blvd	Old US 41	SBL	140	21.3	C	135	98	14.7	B	150
		SBT	934	24.0	C	1,500	561	0.3	A	0
	Rail Head Blvd	WBL	65	273.8	F	1,470	102	197.4	F	1,065
		WBR	98	248.1	F	1,500	185	190.5	F	1,095
	Old US 41	NBT	530	0.6	A	0	821	2.6	A	225
		NBR	78	1.0	A	0	136	1.4	A	0
	Overall		**1,844**	**30.4**	**D**	-	**1,903**	**31.1**	**D**	-
Old US 41 at Via Palacio Ave	Old US 41	SBT	1,057	4.6	A	250	637	1.9	A	160
		SBR	4	1.4	A	0	22	0.6	A	0
	Old US 41	NBL	13	15.8	C	60	36	32.8	D	55
		NBT	618	0.4	A	0	958	35.8	E	2,240
	Via Palacio Ave	EBL	12	19.2	C	45	10	121.1	F	45
		EBR	33	39.1	E	75	22	9.0	A	45
	Overall		**1,737**	**3.9**	**A**	-	**1,685**	**22.7**	**C**	-
Old US 41 at Mediterra Dr	Old US 41	SBL	58	7.2	A	60	33	36.0	E	80
		SBT	1,037	5.0	A	375	628	0.8	A	65
	Mediterra Dr	WBL	26	14.8	B	75	30	80.5	F	90
		WBR	40	6.9	A	65	35	420.4	F	855
	Old US 41	NBT	597	0.3	A	0	929	35.5	E	1,135
		NBR	35	0.8	A	0	25	20.9	C	0
	Overall		**1,792**	**3.7**	**A**	-	**1,680**	**28.5**	**D**	-

Table 4: Design Year (2045) No-Build VISSIM Results (Continued)

Intersection	Approach	Movement	No-Build AM Peak 2045				No-Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Bonita Beach Rd at Old US 41 (Signalized)	Old US 41	SBL	212	129.6	F	480	159	704.8	F	4,070
		SBT	318	178.8	F	2,570	104	410.3	F	290
		SBR	124	88.8	F	100	86	332.5	F	115
	Bonita Beach Rd	WBL	613	80.3	F	505	459	78.9	E	400
		WBT	1,617	85.9	F	1,485	1,033	22.1	C	785
		WBR	205	48.0	D	85	259	6.5	A	120
	Old US 41	NBL	108	86.8	F	285	102	128.5	F	215
		NBT	114	56.7	E	250	265	163.7	F	3,125
		NBR	417	14.6	B	70	571	166.4	F	3,195
	Bonita Beach Rd	EBL	89	84.9	F	215	136	207.4	F	300
		EBT	966	36.0	D	730	1,507	180.4	F	5,910
		EBR	166	17.4	B	160	98	139.3	F	95
	Overall		**4,948**	**72.9**	**E**	-	**4,780**	**148.2**	**F**	-
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	321	59.6	E	410	160	43.6	D	215
		WBT	2,212	92.0	F	1,790	1,502	6.8	A	340
	Race Track Rd	NBL	231	70.3	E	670	248	67.2	E	550
		NBR	118	9.2	A	120	271	13.7	B	255
	Bonita Beach Rd	EBU	0	0.0	A	0	0	0.0	A	0
		EBT	1,347	12.6	B	280	2,068	4.7	A	245
		EBR	258	4.7	A	135	173	2.9	A	95
	Overall		**4,486**	**57.4**	**E**	-	**4,422**	**10.8**	**B**	-
US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	97	93.2	F	215	135	373.2	F	810
		SBT	2,792	41.3	D	1,210	1,751	27.4	C	695
		SBR	344	28.4	C	275	215	15.4	B	115
	Wiggins Pass Road	WBL	236	63.0	E	460	127	83.3	F	335
		WBT	35	55.4	E	245	21	101.7	F	375
		WBR	138	27.8	C	265	132	83.4	F	395
	US 41	NBL	483	116.2	F	630	449	127.1	F	415
		NBT	1,833	21.3	C	530	2,665	116.2	F	5,620
		NBR	191	4.5	A	90	268	84.1	F	160
	Wiggins Pass road	EBL	236	125.9	F	1,675	229	447.9	F	1,710
		EBT	10	100.2	F	40	14	439.0	F	55
		EBR	306	84.2	F	1,690	232	341.3	F	1,245
	Overall		**6,700**	**45.9**	**D**	-	**6,240**	**112.1**	**F**	-
US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	631	63.3	E	570	861	321.2	F	4,195
		SBT	2,692	37.5	D	1,430	1,618	28.2	C	200
	Veterans Memorial Extension	WBL	115	67.7	E	135	150	42.9	D	140
		WBR	834	36.3	D	665	587	21.7	C	360
	US 41	NBT	1,668	22.6	C	785	2,309	58.0	E	1,365
		NBR	137	24.6	C	170	107	46.8	D	90
	Overall		**6,076**	**36.2**	**D**	-	**5,632**	**85.3**	**F**	-
Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	273	68.7	E	550	174	50.3	D	375
		SBT	414	63.3	E	565	297	45.1	D	470
		SBR	195	8.4	A	130	237	6.7	A	195
	Veterans Memorial Extension	WBL	293	330.1	F	4,525	244	135.5	F	615
		WBT	744	198.5	F	4,525	490	37.8	D	295
		WBR	178	160.1	F	170	200	9.7	A	120
	Old US 41	NBL	6	91.6	F	40	8	165.9	F	40
		NBT	296	58.7	E	715	435	122.3	F	1,035
		NBR	306	11.6	B	190	336	77.0	E	505
	Veterans Memorial Extension	EBL	202	44.9	D	1,350	211	44.3	D	1,380
		EBT	555	81.2	F	1,350	743	105.8	F	1,470
		EBR	8	15.8	B	30	13	9.8	A	35
	Overall		**3,472**	**113.7**	**F**	-	**3,387**	**72.6**	**E**	-

Note 1: Intersection delay for unsignalized intersection calculated as a weighted average of individual movements delays for ease of comparison.

Table 5: Design Year (2045) Build Alternative C VISSIM Results

Intersection	Approach	Movement	Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	123	71.6	E	250	158	200.7	F	555
		SBT	3,270	18.7	B	675	1,984	22.3	C	650
		SBR	286	8.3	A	185	214	7.9	A	165
	Wiggins Pass Road	WBL	151	498.3	F	765	122	258.2	F	610
		WBT	16	365.2	F	230	28	209.6	F	615
		WBR	56	303.2	F	255	130	172.1	F	635
	US 41	NBL	443	221.1	F	1,245	494	113.3	F	2,095
		NBT	2,087	14.8	B	1,225	3,402	38.8	D	2,865
		NBR	150	5.0	A	100	238	44.6	D	160
	Wiggins Pass road	EBL	149	574.3	F	1,720	112	1040.6	F	1,715
		EBT	22	503.7	F	415	19	915.5	F	250
		EBR	209	457.7	F	1,735	107	784.6	F	585
	Overall		**6,961**	**70.5**	**E**	-	**7,007**	**78.8**	**E**	-
21 - US 41 and U-turn South (Signalized)	US 41	SBU	107	67.3	E	245	69	152.3	F	410
		SBL	19	62.2	E	245	48	132.3	F	410
		SBT	3,672	9.6	A	585	2,348	7.0	A	430
	Sunrise Blvd	WBR	64	6.5	A	70	38	6.0	A	55
	us 41	NBT	1,350	3.0	A	125	1,964	2.5	A	145
		NBR	14	4.4	A	170	73	3.4	A	315
	Overall		**6,197**	**8.3**	**A**	-	**6,175**	**7.4**	**A**	-
2 - Old US 41 at US 41 (Signalized)	US 41	SBT	2,308	38.5	D	665	1,495	23.8	C	525
		SBR	143	3.9	A	65	109	2.9	A	60
	Old US 41	WBL	1,460	71.4	E	980	924	89.2	F	695
		WBT	26	51.9	D	90	53	79.2	E	475
		WBR	64	19.1	B	65	45	15.9	B	80
	US 41	NBT	1,415	17.1	B	425	2,011	19.3	B	445
		NBR	1,076	4.1	A	340	1,694	6.5	A	405
	Old US 41	EBL	64	67.2	E	195	156	83.9	F	425
		EBT	42	76.2	E	125	47	92.7	F	155
		EBR	38	73.1	E	130	48	93.0	F	165
	Overall		**6,635**	**35.4**	**D**	-	**6,581**	**29.6**	**C**	-
22 - US 41 and U-turn North (Signalized)	US 41	SBT	2,375	12.8	B	605	1,546	2.6	A	165
	US 41	NBU	81	110.7	F	205	50	90.6	F	160
		NBT	1,462	0.7	A	0	2,160	2.4	A	40
	Overall		**3,918**	**10.3**	**B**	-	**3,756**	**3.7**	**A**	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	774	54.7	D	730	1,082	40.9	D	1,035
		SBT	2,365	4.6	A	305	1,538	2.8	A	145
	Veterans Memorial Extension	WBL	9	66.7	E	50	7	44.8	D	40
		WBR	1,041	47.2	D	745	688	24.8	C	420
	US 41	NBT	1,449	42.4	D	640	2,131	43.6	D	945
		NBR	13	32.6	C	60	35	30.8	C	60
	Overall		**5,651**	**29.2**	**C**	-	**5,481**	**29.2**	**C**	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	SBL	31	8.6	A	60	48	25.3	D	95
		SBT	1,492	3.2	A	230	994	2.4	A	70
	Gulf Coast Dr	WBL	65	20.7	C	115	37	37.2	E	175
		WBR	31	11.9	B	115	21	39.2	E	180
	Old US 41	NBT	1,074	1.7	A	150	1,648	12.3	B	720
		NBR	33	1.8	A	0	69	6.5	A	0
	Overall		**2,726**	**3.2**	**A**	-	**2,815**	**9.3**	**A**	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	110	35.8	D	205	135	76.9	E	320
		SBT	1,362	19.8	B	545	926	22.0	C	520
		SBR	248	9.6	A	135	196	5.8	A	90
	Veterans Memorial Extension	WBL	138	45.5	D	205	112	117.3	F	270
		WBT	781	62.7	E	1,340	512	88.5	F	710
		WBR	165	21.6	C	560	144	35.3	D	180
	Old US 41	NBT	1,006	40.5	D	855	1,551	54.4	D	1,045
		NBR	79	15.1	B	60	86	30.7	C	70
	Veterans Memorial Extension	EBL	324	90.1	F	335	267	75.2	E	270
		EBT	444	46.8	D	320	852	93.7	F	830
		EBR	6	46.8	D	320	7	86.0	F	830
	Overall		**4,663**	**39.5**	**D**	-	**4,788**	**59.1**	**E**	-

Table 5: Design Year (2045) Build Alternative C VISSIM Results (Continued)

Intersection	Approach	Movement	Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
6 - Old US 41 at Collier Center Way	Old US 41	SBL	110	9.9	A	465	87	47.2	E	295
		SBT	1,731	8.3	A	500	1,257	2.3	A	170
	Collier Center Way	WBR	130	12.7	B	415	174	67.6	F	520
	Old US 42	NBT	1,338	8.1	A	400	1,920	8.3	A	420
		NBR	131	1.2	A	0	35	0.9	A	0
	Overall		**3,449**	**8.2**	**A**	-	**3,483**	**10.1**	**B**	-
7 - Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	87	12.6	B	130	36	25.6	D	85
		SBT	1,711	2.7	A	280	1,204	1.0	A	30
		SBR	21	3.7	A	0	26	1.4	A	0
	Sun Century Rd	WBR	74	40.1	E	180	86	130.9	F	365
	Old US 41	NBL	15	27.6	D	130	82	21.6	C	150
		NBT	1,252	29.3	D	1,000	1,863	25.9	D	990
		NBR	71	25.4	D	1,000	26	19.6	C	990
	Sterling Oaks Dr	EBR	63	10.6	B	80	37	6.9	A	50
	Overall		**3,381**	**14.8**	**B**	-	**3,468**	**18.9**	**C**	-
8 - Old US 41 at Rail Head Blvd (Signalized)	Old US 41	SBL	136	17.7	B	135	72	25.3	C	110
		SBT	1,721	7.3	A	710	1,131	8.0	A	460
	Rail Head Blvd	WBL	77	226.1	F	1,575	88	151.4	F	740
		WBR	118	210.4	F	1,580	171	150.3	F	745
	Old US 41	NBT	1,067	118.0	F	2,010	1,684	77.0	E	2,000
		NBR	123	82.2	F	70	162	56.2	E	80
	Overall		**3,281**	**59.2**	**E**	-	**3,345**	**56.9**	**E**	-
9 - Old US 41 at Via Palacio Ave (Signalized)	Old US 41	SBT	1,796	2.6	A	270	1,167	4.0	A	370
		SBR	4	1.7	A	25	42	3.2	A	70
	Old US 41	NBL	10	308.7	F	20	62	125.5	F	45
		NBT	982	331.1	F	3,425	1,637	154.6	F	3,405
	Via Palacio Ave	EBL	20	88.9	F	60	12	69.8	E	50
		EBR	50	9.4	A	55	28	7.3	A	35
	Overall		**2,862**	**116.7**	**F**	-	**2,947**	**90.1**	**F**	-
10 - Old US 41 at Mediterra Dr (Signalized)	Old US 41	SBL	92	19.7	B	130	70	21.4	C	90
		SBT	1,731	6.7	A	415	1,143	4.5	A	290
	Mediterra Dr	WBL	67	178.7	F	150	70	56.6	E	155
		WBR	94	365.6	F	845	84	163.8	F	395
	Old US 41	NBT	908	238.9	F	1,255	1,567	111.4	F	1,230
		NBR	64	109.7	F	75	50	55.4	E	70
	Overall		**2,956**	**94.5**	**F**	-	**2,984**	**67.4**	**E**	-
11 - Old US 41 at New Quadrant Road (Signalized)	Old US 41	SBL	10	28.6	C	30	7	9.9	A	20
		SBT	868	29.1	C	1,020	606	14.1	B	690
		SBR	4	22.9	C	1,025	2	32.7	C	695
	New Quadrant Road	WBL	939	43.5	D	610	609	52.4	D	425
		WBT	4	27.6	C	50	1	37.2	D	40
		WBR	14	14.7	B	0	7	10.0	A	0
	Old US 41	NBL	3	193.7	F	15	2	100.0	F	15
		NBT	724	314.6	F	3,195	931	161.6	F	3,180
		NBR	255	141.6	F	2,005	686	65.3	E	3,185
	New Quadrant Road	EBL	0	0.0	A	45	1	117.7	F	50
		EBT	1	48.6	D	45	1	73.6	E	50
		EBR	7	8.3	A	50	7	9.3	A	55
	Overall		**2,827**	**117.0**	**F**	-	**2,859**	**82.6**	**F**	-
12 - Old US 41 at Bonita Beach Rd (Signalized)	Old US 41	SBL	200	247.2	F	2,205	141	560.1	F	4,020
		SBT	447	228.2	F	4,020	394	266.7	F	4,015
		SBR	70	218.7	F	145	84	263.9	F	165
	Bonita Beach Rd	WBL	283	81.0	F	275	157	196.9	F	275
		WBT	1,292	132.9	F	1,485	1,160	54.2	D	1,150
		WBR	220	87.9	F	225	149	21.0	C	115
	Old US 41	NBL	63	100.1	F	145	91	81.6	F	175
		NBT	424	138.5	F	1,270	487	92.9	F	1,265
		NBR	251	39.4	D	265	355	29.4	C	300
	Bonita Beach Rd	EBL	115	682.1	F	2,450	109	283.5	F	275
		EBT	819	132.8	F	2,135	1,365	245.6	F	7,780
		EBR	136	96.2	F	170	70	197.5	F	90
	Overall		**4,317**	**150.9**	**F**	-	**4,559**	**163.4**	**F**	-
13 - Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	632	87.0	F	8,710	450	63.5	E	490
		WBT	1,612	256.6	F	9,630	1,268	9.1	A	385
	Race Track Rd	NBL	179	66.5	E	435	195	75.0	E	460
		NBR	221	7.2	A	165	689	47.1	D	1,275
	Bonita Beach Rd	EBU	0	0.0	A	0	0	0.0	A	0
		EBT	1,101	10.5	B	405	1,694	18.3	B	715
		EBR	169	4.4	A	120	141	6.6	A	130
	Overall		**3,913**	**126.4**	**F**	-	**4,437**	**26.9**	**C**	-

Predictive Crash Method

The Highway Safety Manual (HSM) predictive method for estimating expected average crash frequencies at individual sites was utilized to analyze the safety effects of the No-Build and Build alternatives. This method relies on safety performance functions (SPF) that estimate predicted average crash frequency as a function of traffic volume and roadway characteristics (e.g., number of lanes, median type, intersection control, number of approach legs).

The HSM spreadsheet tools developed by FDOT were utilized as the basis of the predictive crash analysis. The tools compute the estimated monetary cost of yearly predicted crashes and transform it to present day dollar amounts. The present day cost of all crashes during the 20-year project's life cycle is then added to calculate the total present cost of crashes for the No-Build and Build alternatives. **Table 6** shows a summary of the predictive crash analysis results based on crash severity (property damage only, injury, fatal), and the present-day value of predicted crashes. Detailed HSM spreadsheet tool worksheets are provided in **Appendix B**.

The HSM predictive method results indicate that approximately 447 (28%) additional crashes are expected for Build Alternative C when compared to the No-Build, this is an expected outcome since the demand/traffic volumes under Alternative C are higher than under No-Build conditions. However, Alternative C is expected to experience about 27% less fatal crashes than the No-Build. The total present value of crashes for Alternative C is about 10% larger than the No-Build.

Additionally, the proposed PMUT configuration at the US 41 at Old 41 intersection has 10 fewer crossing conflict points when compared to a conventional four-leg intersection (No-Build), which is likely to result in less overall crashes. Furthermore, head-on and angle type crashes that have high probabilities of injury are lower for PMUT intersections compared to conventional intersections.

Table 6: Predictive Crash Analysis Summary

Description	No-Build				Alternative C			
	PDO*	Injury	Fatal	Total	PDO*	Injury	Fatal	Total
Total Crashes	927.70	671.52	14.98	1,614.21	1,247.88	801.96	10.98	2,060.82
Total Present Value	$153,907,134				$168,634,268			

*: Property Damage Only

SUMMARY OF ANALYSIS RESULTS

Table 7 shows a quantitative summary of Design Year (2045) analysis results comparing No-Build to Alternatives A, B and C. The results indicate that at the intersection level, Alternative C is expected to be better than No-Build, which is mainly due to the proposed improvements at the intersections of US 41 at Old US 41 and US 41 at Veterans Memorial Boulevard. At the network-wide level, Alternative C is expected to perform at a much higher average delay (sec/veh) than No-Build which is due to the lack of proposed improvements at the intersection of Bonita Beach Road at Old US 41. This intersection is critical to the network performance, because it connects two roadways expected to carry high vehicular volumes (under Build conditions) which must be efficiently processed through the intersection to achieve lower system-wide delay.

In addition, Alternatives A and B both show improved performance at the intersection level and system-wide level when compared to No-Build. Both Alternatives A and B included widening Old US 41 to a 4-lane roadway from US 41 all the way to Bonita Beach Road. In addition, these alternatives include capacity improvements at every leg of the Bonita Beach Road at Old US 41 intersection as opposed to Alternative C which did not include any improvements at that intersection. Detailed improvements proposed as part of Alternatives A and B are provided in the PTAR in **Appendix A**.

Table 7: Build Alternatives System-Wide Improvements Summary – Design Year 2045

Network Performance Category	No-Build 2045		Build Alt A 2045		Build Alt B 2045		Build Alt C 2045	
	AM	PM	AM	PM	AM	PM	AM	PM
Average Delay (sec/veh)	184.5	285.7	141.1	130.0	123.3	125.5	320.1	262.6
Latent Demand (veh)	25	346	389	538	393	550	724	734
Latent Delay (hours)	4.5	189.4	201.2	355.6	203.3	362.3	359.6	474.8
Vehicle Miles Traveled (miles)	26,821	24,211	32,172	31,282	32,417	31,385	29,612	30,534
Percentage of Intersections Expected to Operate at LOS D or Better	42%	50%	**85%**	**85%**	**93%**	**87%**	**53%**	**53%**

APPENDIX A: CR 887 (Old US 41) PD&E Study Project Traffic Analysis Report (PTAR)

PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District One

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

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

Lee and Collier Counties, Florida

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

ETDM Number: 10563

February 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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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TECHNICAL REPORT COVERSHEET

650-050-38
ENVIRONMENTAL
MANAGEMENT
08/22

Project Traffic Analysis Report

Florida Department of Transportation

District 1

CR 887 (OLD US 41) PD&E Study

Limits of Project: From US 41 to Lee County Line and from Collier County Line to Bonita Beach Road

Lee and Collier Counties, Florida

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

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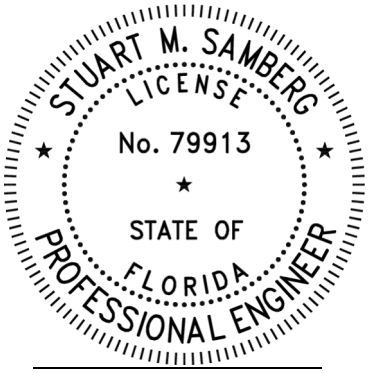


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1.0 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze Existing and Future No-Build conditions and assess the need for future capacity improvements for the CR 887 (Old US 41) corridor from US 41/Tamiami Trail (in Collier County) to CR 865/Bonita Beach Road (in Lee County). This Project Traffic Analysis Report (PTAR) provides the detailed traffic forecasting and analysis results for the No-Build and Build conditions, including the evaluation of identified improvements to enhance traffic operations and safety.

The Existing Year (2019) conditions results indicate that all signalized intersections are operating at overall LOS D or better during both peak hours, none of the unsignalized intersections are showing failing movements, and vehicular queue lengths exceeding 1,000' are recorded at two intersections.

The Design Year (2045) No-Build condition analysis results indicate that four of the six signalized intersections are expected to operate at overall LOS F during at least one of the two peak hours. In addition, at least one individual movement at every unsignalized intersection is expected to operate at LOS F during the AM or PM peak hours. Also, vehicular queue lengths exceeding 1,000' are expected at every study intersection. The system-wide average delay is expected to increase 236% in the AM and 374% in the PM peak hour, when compared to the Existing Year (2019) conditions.

As part of the identification of improvement alternatives, based on feedback from FDOT, Lee County, Collier County and other stakeholders, two Build alternatives (A and B) were developed and evaluated for this study. Under both Design Year (2045) Build conditions, Old US 41 provides two through lanes in each direction between US 41 and Bonita Beach Road. Additionally, each alternative features a different treatment at the intersection of US 41 at Old US 41.

A. Alternative A: Conventional traffic signal with upgraded lane configuration.
B. Alternative B: North-South Partial Median U-turn (PMUT).

Detailed Lane configuration diagrams for Alternatives A and B are depicted in **Figure 1-1** and **Figure 1-2**, respectively.

The Design Year (2045) Build conditions results indicate that both Alternatives A and B show improvements in operations when compared to No-Build conditions. **Table 1-1** shows a quantitative summary of the improvements resulting from both Build alternatives.

Table 1-1: Build Alternatives Improvement Summary

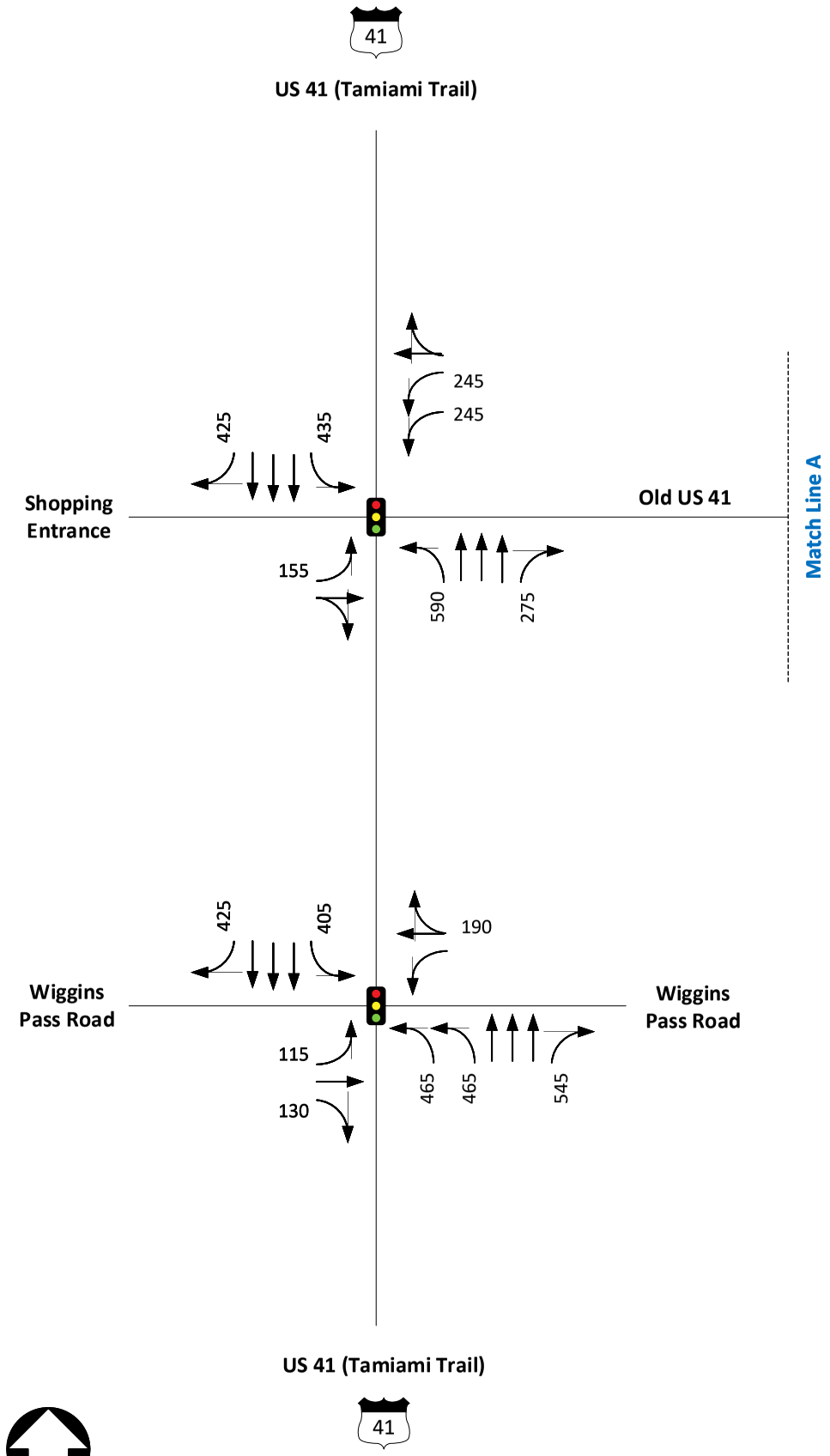
Improvement Category	No-Build 2045		Alternative A 2045		Alternative B 2045	
	AM	PM	AM	PM	AM	PM
System-Wide Average Delay Reduction	0%	0%	-24%	-55%	-33%	-56%
Percentage of Intersections Expected to Operate at LOS D or Better	42%	50%	85%	85%	93%	87%

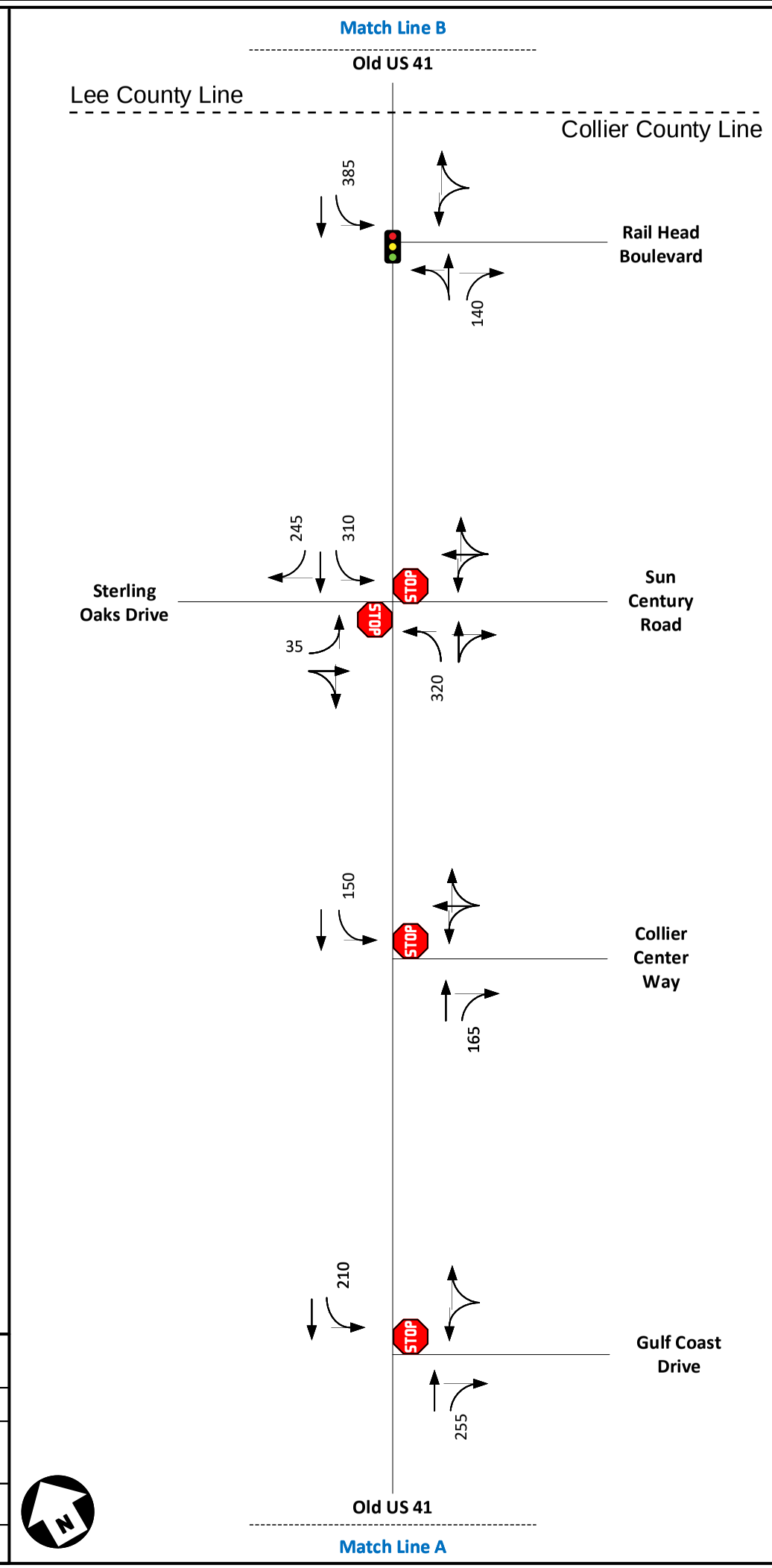
The Highway Safety Manual (HSM) predictive crash method results indicate that Alternative B (PMUT) has a lower total present cost of crashes than Alternative A (conventional signal), i.e. lower expected crash frequency and increased traffic safety.

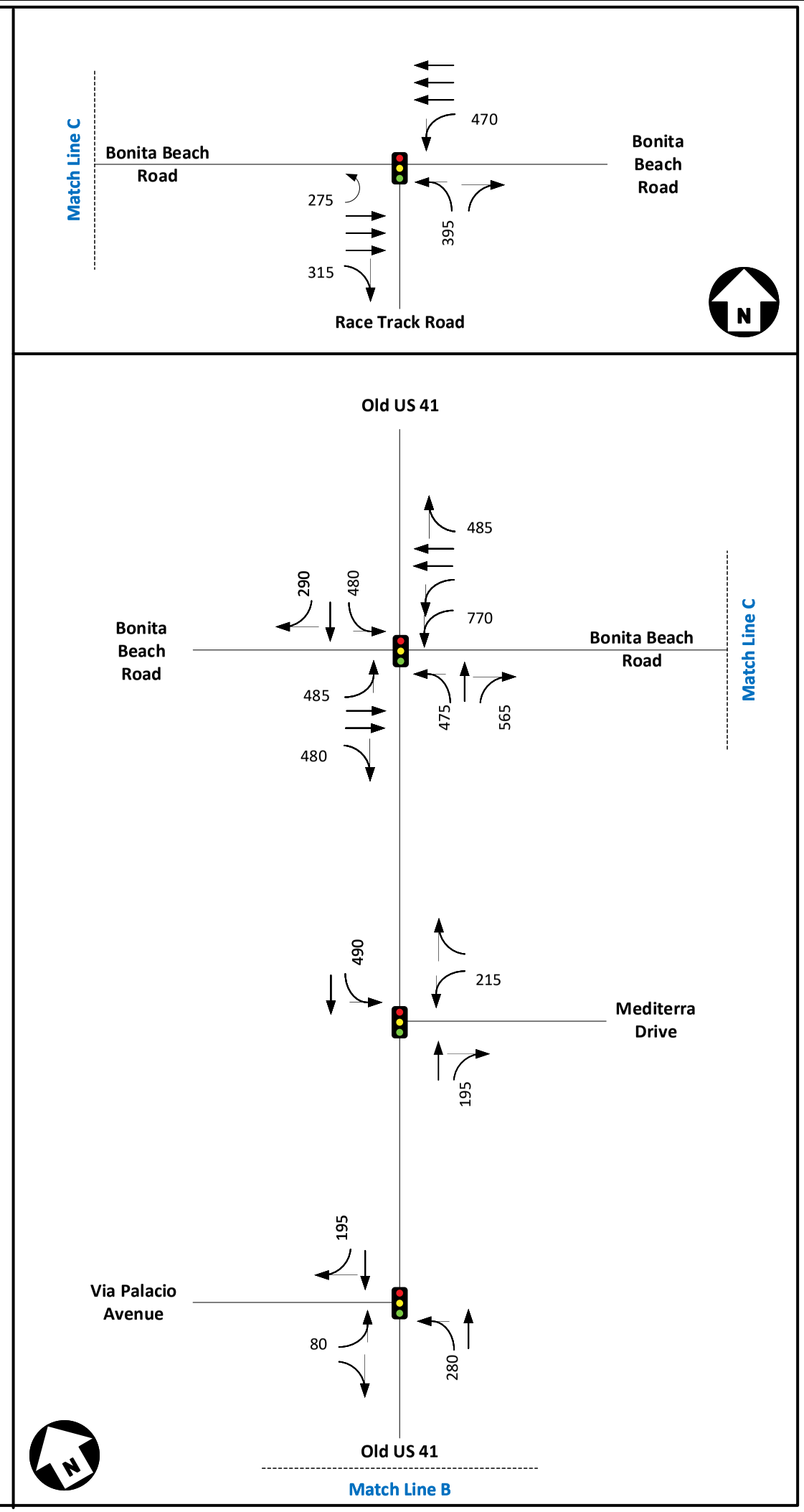
FDOT's SPICE (Safety Performance of Intersection Control Evaluations) tool results indicate that predicted fatal and injury crashes under Alternative A are expected to be 18% higher than under Alternative B. Similarly the Design Year (2045) SSI score for Alternative B is expected to be 280% higher than the score for Alternative A, which is indicative of improved traffic safety. A summary of the SPICE tool results is provided in **Table 1-2.** Based on both the HSM predictive crash method and FDOT's SPICE tool results, Alternative B performs better than Alternative A in terms of traffic safety.

Table 1-2*: SPICE Tool Results Summary*

Scenario	Fatal and Injury Crashes (20-Year Project Life)	SSI Score
Alternative A	89.68	10
Alternative B	76.23	38







LEGEND

- ← - Lane Movement
- ### - Storage Length (ft)
- STOP - Stop Sign
- - Signal

CR 887 (OLD US 41) PD&E STUDY

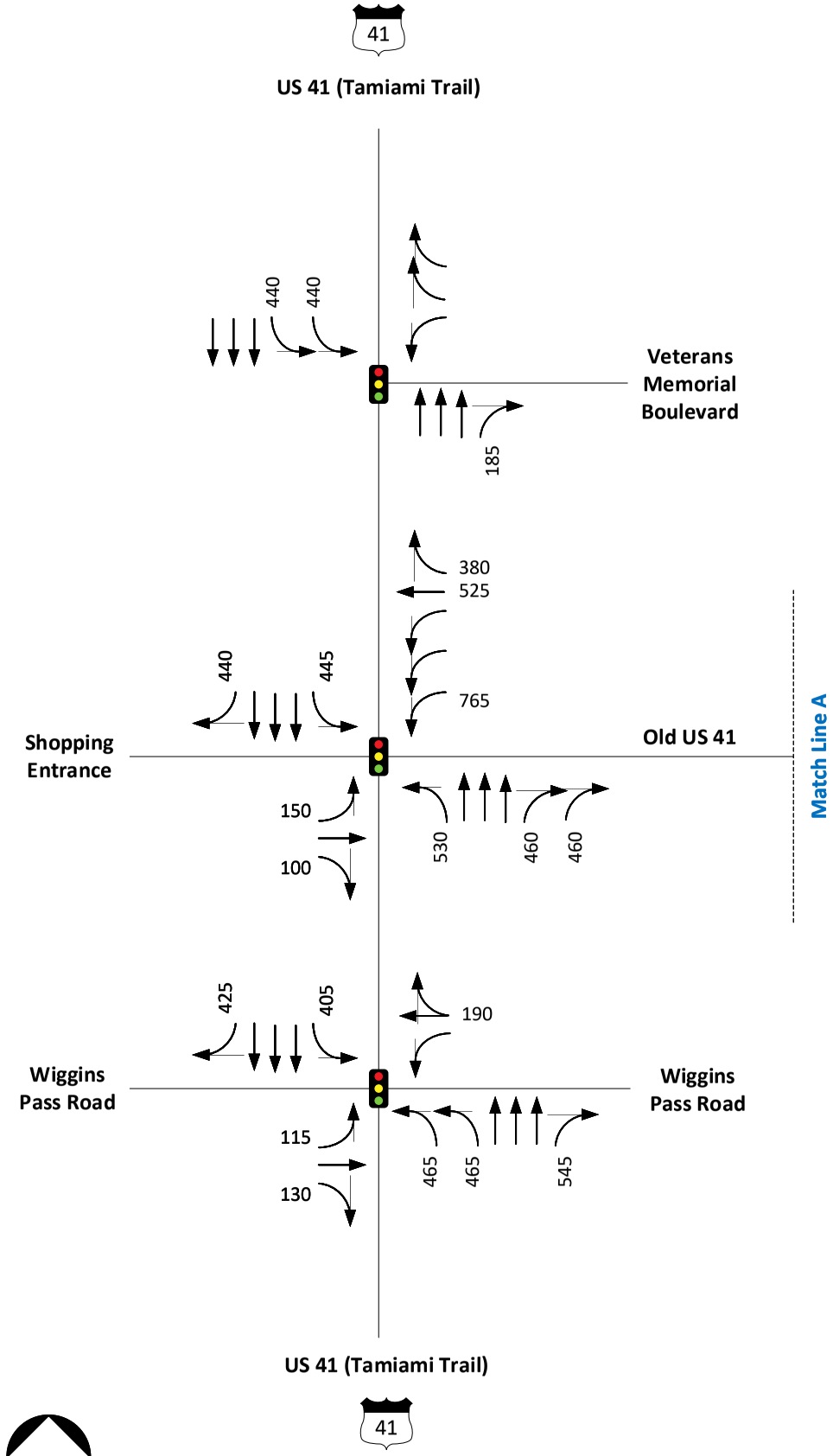
Lane Configuration

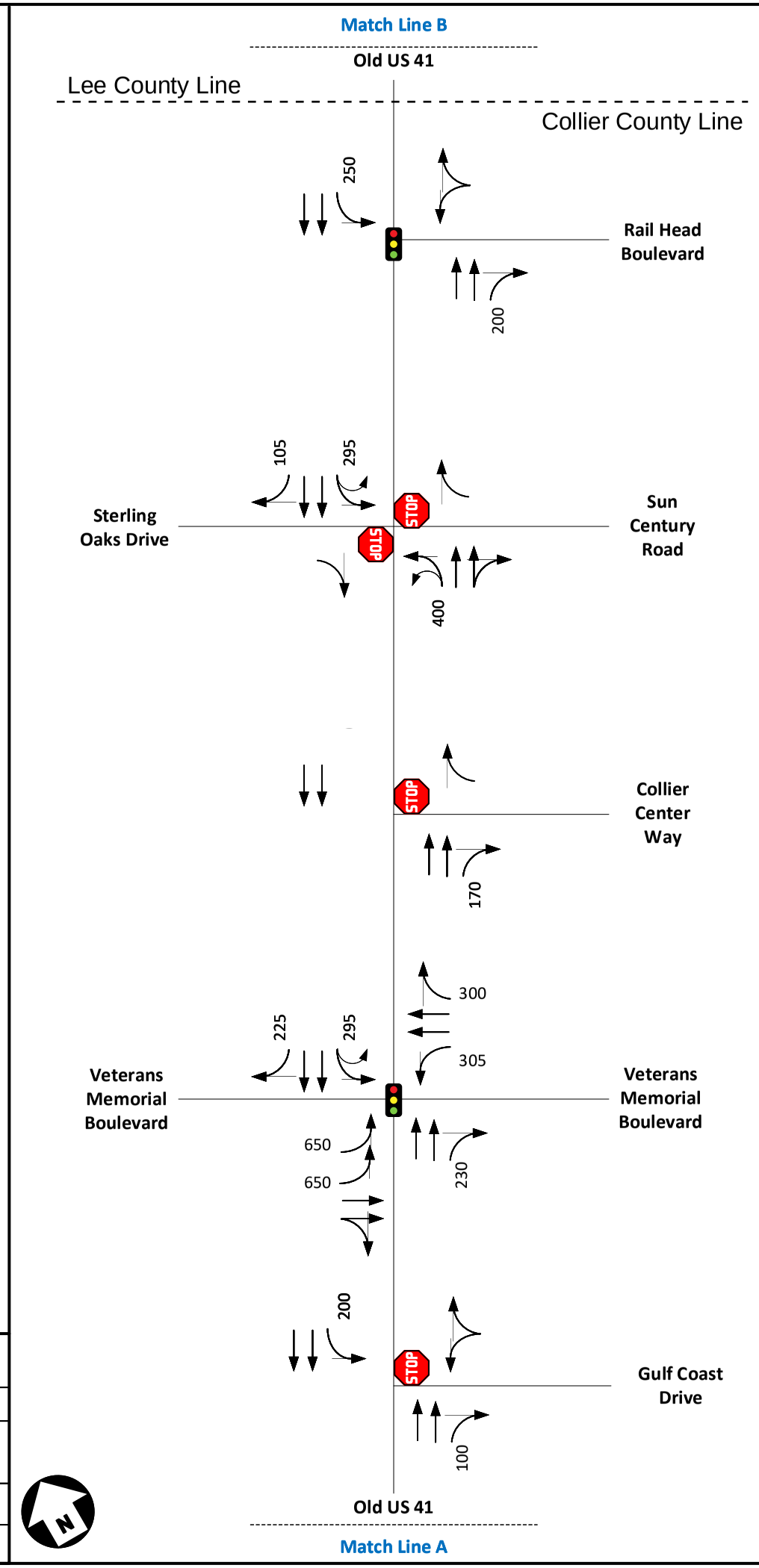
EXISTING (2019)

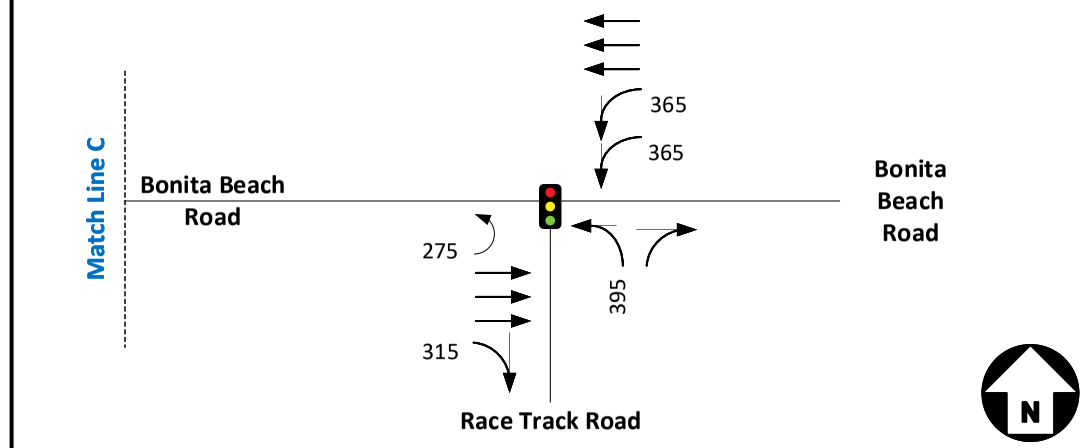
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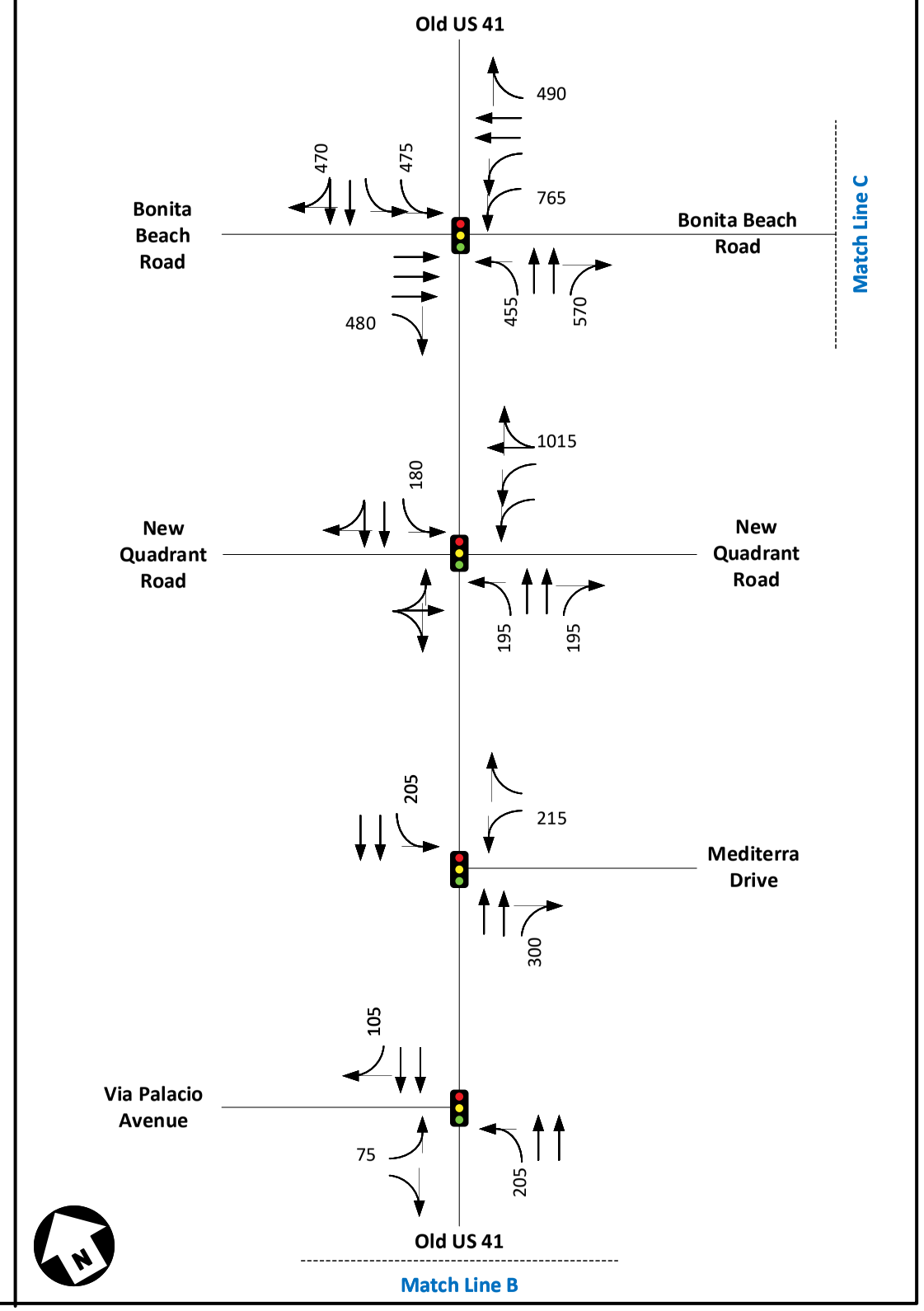
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FIGURE 1-1

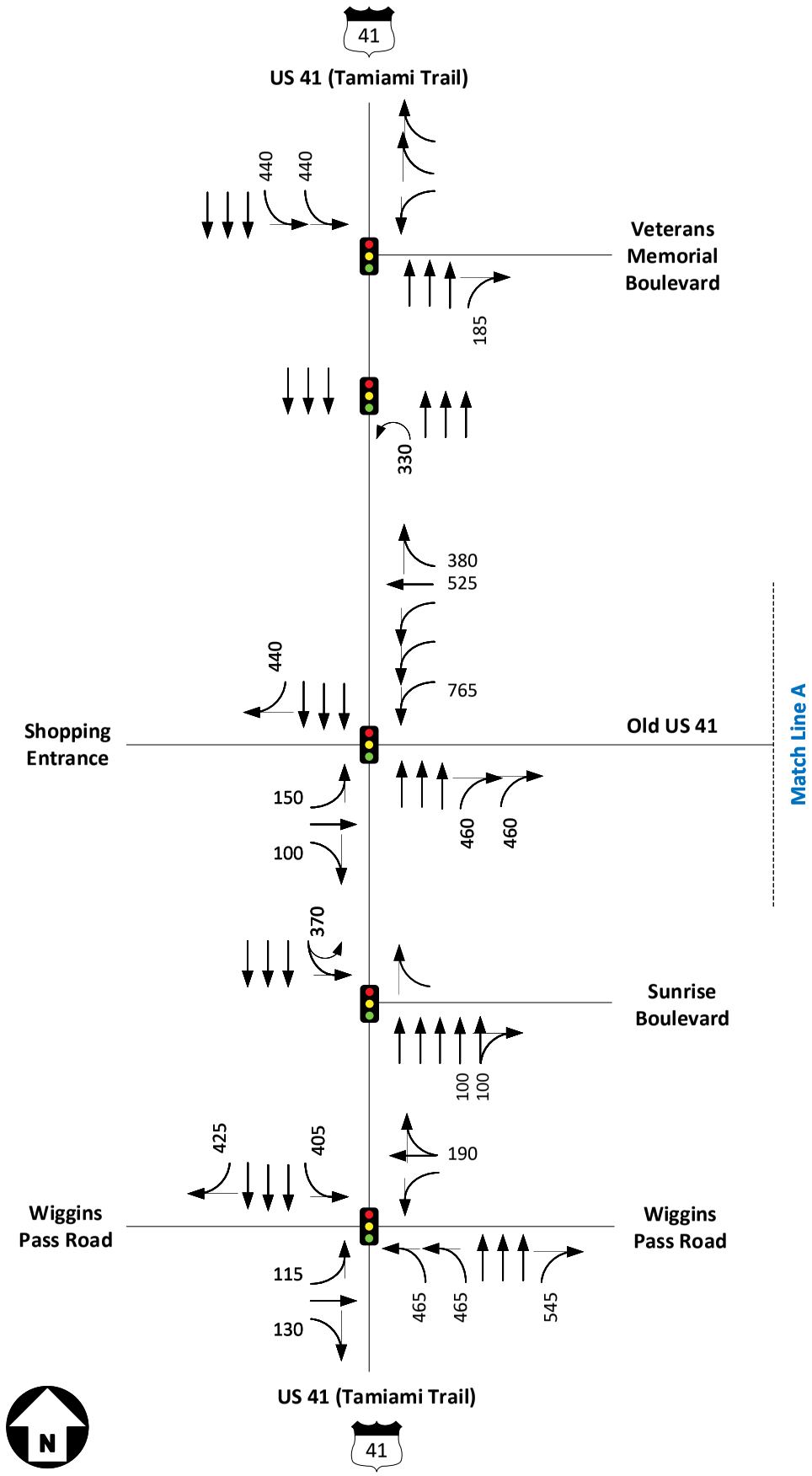


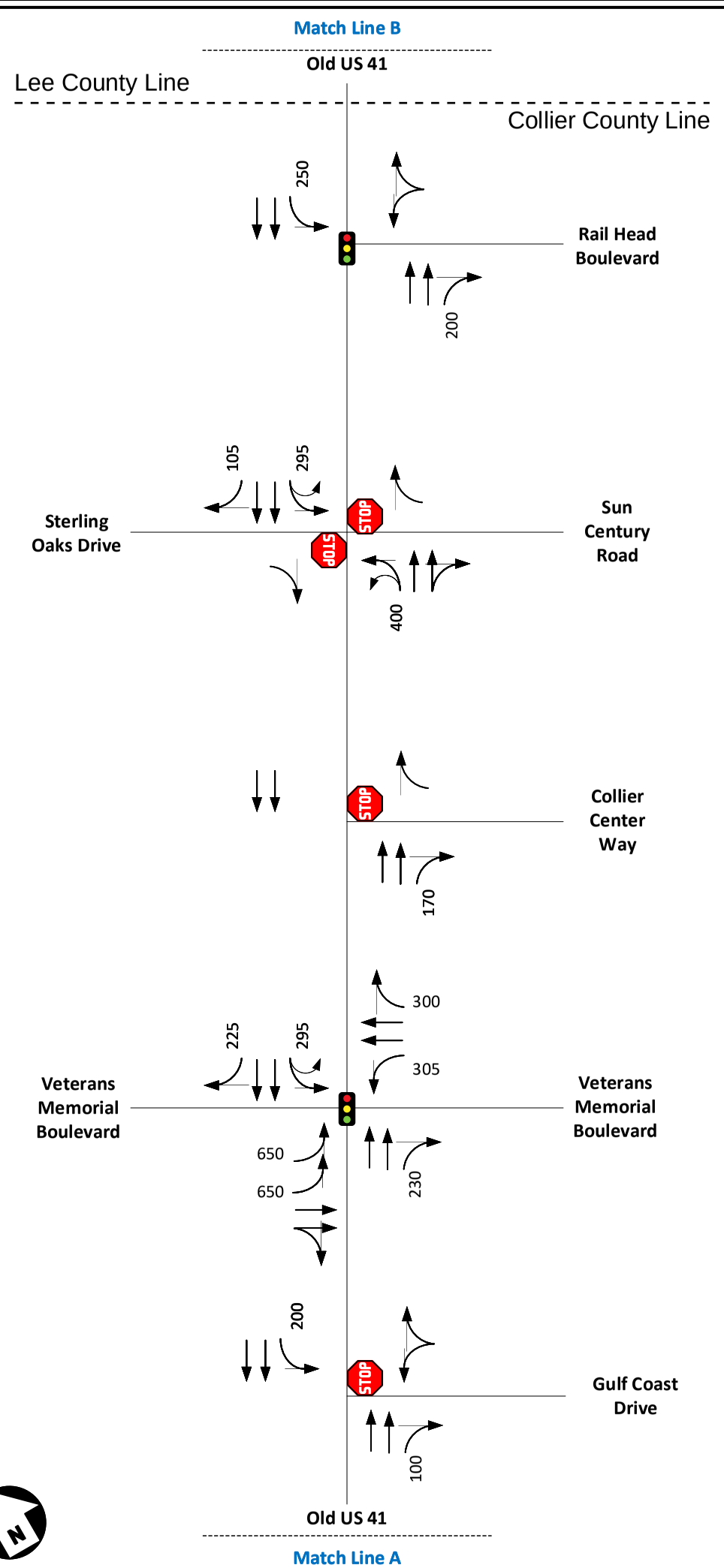


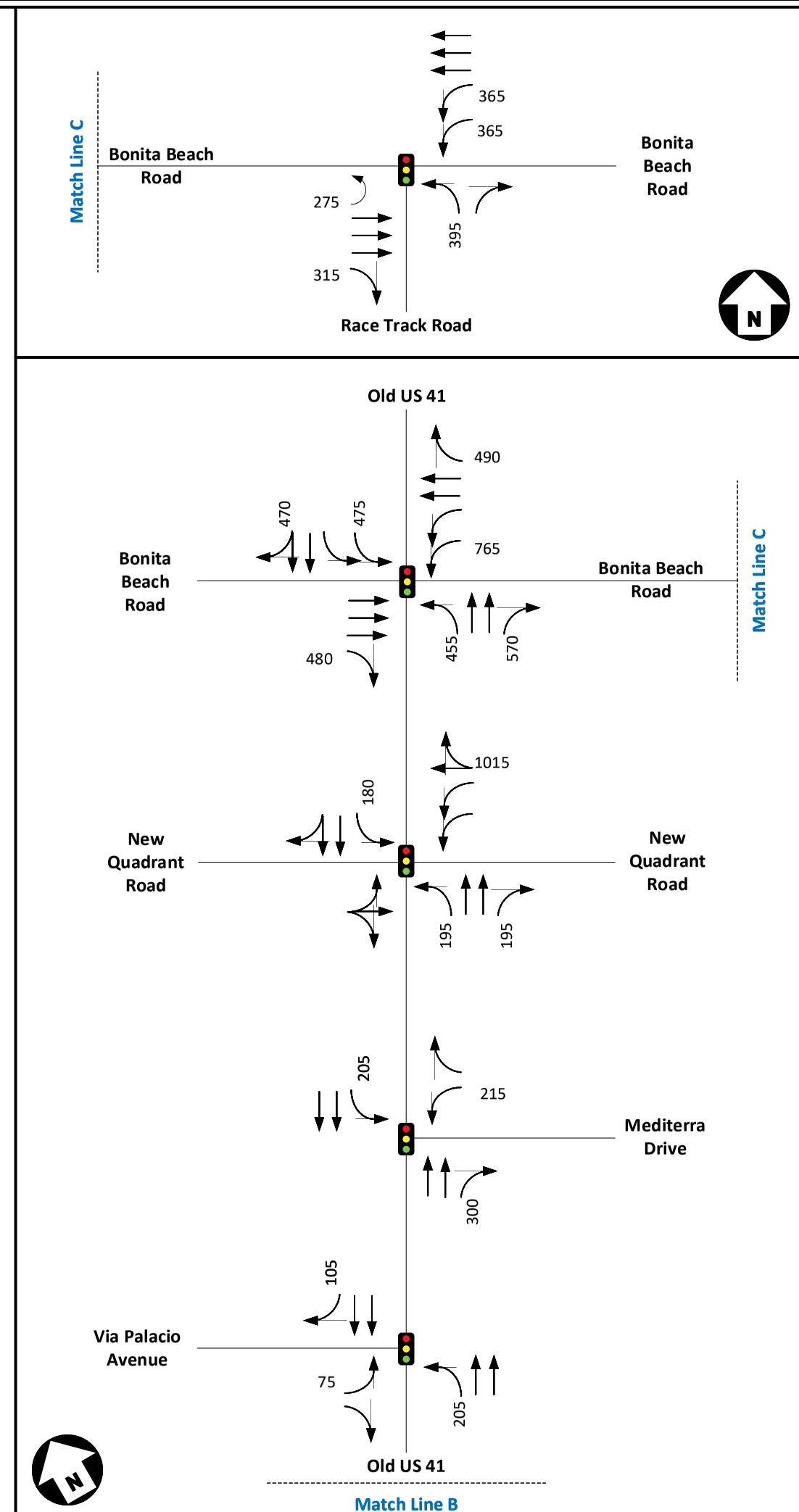




LEGEND	CR 887 (OLD US 41) PD&E STUDY
← - Lane Movement	Proposed Lane Configuration
### - Storage Length (ft)	**ALTERNATIVE A**
STOP - Stop Sign	**PREPARED BY**: RK&K
- Signal	**DATE**: Jan 2024 — **FIGURE 1-2**







LEGEND	CR 887 (OLD US 41) PD&E STUDY	
← - Lane Movement	Proposed Lane Configuration	
### - Storage Length (ft)	**ALTERNATIVE B**	
STOP - Stop Sign	**PREPARED BY**: RK&K	
- Signal	**DATE**: Jan 2024	**FIGURE 1-3**

2.0 PROJECT TRAFFIC ASSUMPTION SUMMARY

Traffic forecast for the project was developed using:	
☒ Travel Demand Model	☐ Growth Rates
Type of Travel Demand Model Used: ☐ Metropolitan Planning Model ☒ Other Model District One Regional Planning Model (D1RPM) v 1.0.6	*Refer to appropriate section of Project Traffic Analysis Report that discusses growth rates*
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
☒ YES	☐ NO
_____ Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
2010 Base Year of Travel Demand Model	
2040 Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): _____	
Traffic Data and Factors	
Standard K = 9.00% D Factor = 60% T_{Daily} = 4.6%	Data Collection Year = 2019 Opening Year = 2025 Interim Year = 2035 Design Year = 2045
Discuss any changes in land use, economics, population and employment data since the model was built	
Traffic Analysis Assumptions	
Study Area: CR 887 (Old US 41) from US 41/Tamiami Trail to CR 865/Bonita Beach Road, in Lee and Collier Counties, Florida. Data calibration/validation parameters: volumes, travel time, speeds. Analysis Tools: *VISSIM* version 11-06. Analysis Years: Existing Year (2019), Opening Year (2025), Interim Year (2035), Design Year (2045) MOEs: Intersection delay, queue length.	

3.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze Existing and Future No-Build conditions and assess the need for capacity improvements for the CR 887 (Old US 41) corridor, henceforth referenced as Old US 41 in this report. This Project Traffic Analysis Report (PTAR) provides the detailed traffic forecasting and analysis results for the No-Build and Build conditions, including the evaluation of identified improvements to enhance traffic operations and safety. The project study area is shown in **Figure 3-1**.

3.1 PROJECT DESCRIPTION

The project study area includes the Old US 41 corridor from US 41/Tamiami Trail (in Collier County) to CR 865/Bonita Beach Road (in Lee County), for approximately 2.73 miles. The proposed project improvements include safety, complete streets elements, and capacity improvements. The project's objective is to improve operations and safety for all users, including bicyclists and pedestrians through Design Year (2045).

3.2 STUDY AREA

The project's study area is predominantly a combination of residential and commercial land uses with some industrial developments along Old US 41. According to FDOT's web-based functional classification map, within the study limits, Old US 41 is considered a 2-lane urban major collector, US 41 is an urban principal arterial, and Bonita Beach Road is an urban minor arterial. The study area includes the intersections listed below and the roadway segments between them.

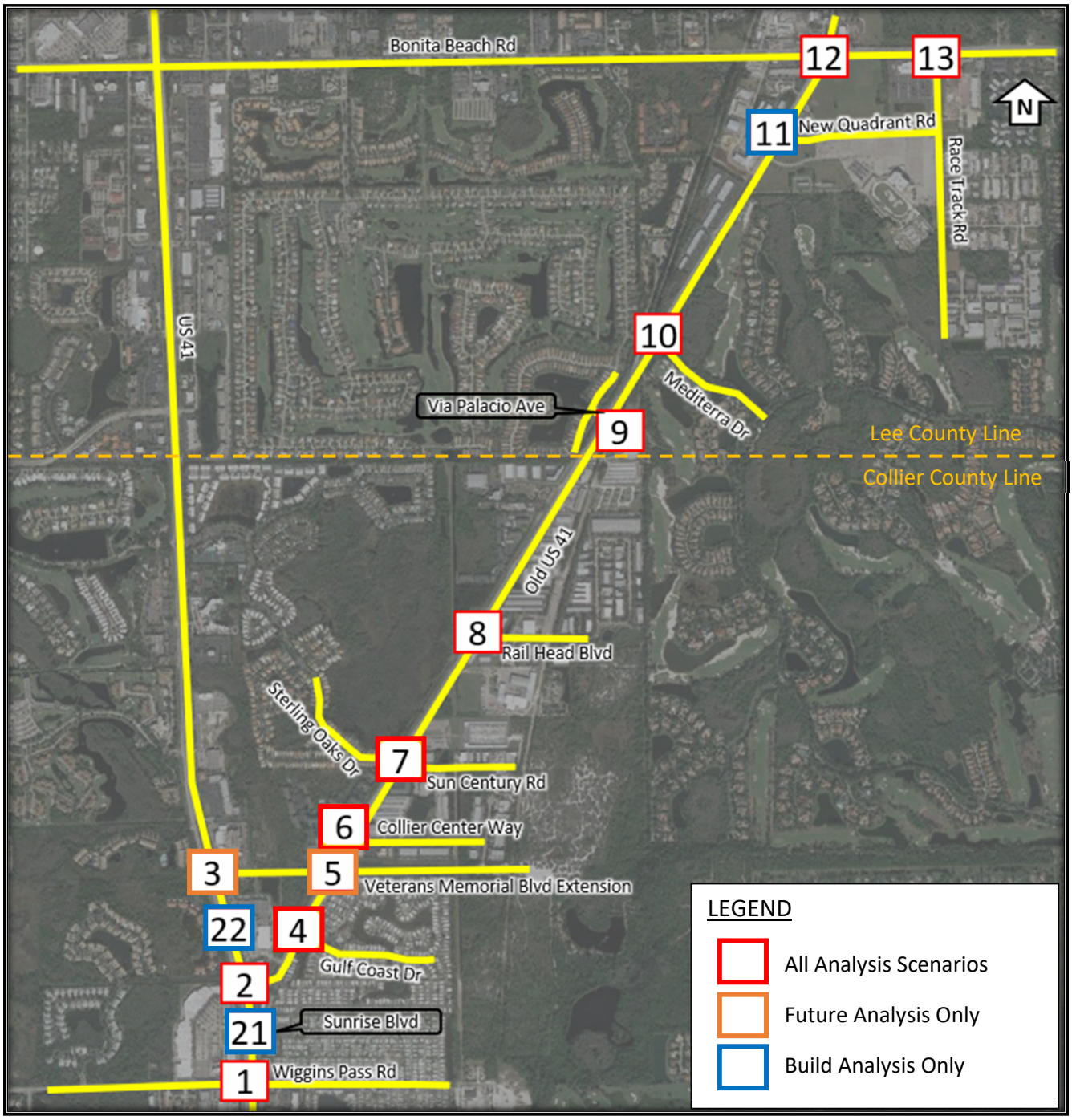
3.2.1 Study Intersections

1. US 41 at Wiggins Pass Road (Signalized)
2. US 41 at Old US 41 (Signalized)
3. US 41 at Veterans Memorial Parkway (Future scenarios only – planned intersection)
4. Old US 41 at Gulf Coast Drive (Unsignalized in No-Build and Build scenarios)
5. Old US 41 at Veterans Memorial Parkway (Future scenarios only – planned intersection)
6. Old US 41 at Collier Center Way (Unsignalized in No-Build and Build scenarios)
7. Old US 41 at Sun Century Road / Sterling Oaks Drive (Unsignalized in No-Build and Build scenarios)
8. Old US 41 at Rail Head Boulevard (Unsignalized in No-Build and signalized in Build scenarios)
9. Old US 41 at Via Palacio Avenue (Unsignalized in No-Build and signalized in Build scenarios)
10. Old US 41 at Mediterra Drive (Unsignalized in No-Build and signalized in Build scenarios)
11. Old US 41 at New Quadrant Roadway (Future Build scenarios only – planned intersection)
12. Bonita Beach Road at Old US 41 (Signalized)
13. Bonita Beach Road at Race Track Road (Signalized)
21. US 41 at Sunrise Boulevard – Southern Median U-turn (Future Build Alternative B only)
22. US 41 at Mall Entrance – Northern Median U-turn (Future Build Alternative B only)

3.2.2 Background Improvement Projects

One background improvement project within the study area was included as part of all Future analysis scenarios, Collier County's Veterans Memorial Boulevard extension project (identified in Collier Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan). The project proposes to extend Veterans Memorial Boulevard from its existing intersection with Livingston Road (east of Old US 41) to its proposed tie in with US 41, including an at-grade intersection at Old US 41. Veterans Memorial Boulevard is proposed to serve as a four-lane roadway.

Figure 3-1: CR 887 Study Limits & Study Area



4.0 TRAFFIC ANALYSIS METHODOLOGY

The methodology used for the traffic study is described in the *Traffic Analysis Methodology Report*, approved by FDOT in February 2020 and provided in **Appendix A**.

4.1 ANALYSIS PERIODS AND YEAR

The analysis presented in this PTAR focuses on Existing Year (2019) and Design Year (2045), AM and PM peak hours. In addition, Opening Year (2025) and Interim Year (2035) analyses were performed for Build conditions only, this is further explained in **Section 7.2.1** of this report.

4.2 TRAFFIC ANALYSIS TOOLS

Study area segments and intersections were analyzed according to the methodologies provided in the Highway Capacity Manual, 6th Edition (HCM 6), the 2021 FDOT Traffic Analysis Handbook, and 2019 FDOT Project Traffic Forecasting Handbook.

Microsimulation software - *VISSIM* version 11-06 was utilized to model the Existing Conditions and Future No-Build network as well as for the development of Future Build alternatives. Signal timings were obtained from FDOT, Lee, Collier Counties and the City of Bonita Springs and were coded in the Existing Conditions model. Signal timings for all Future No-Build and Build scenarios were optimized in *Synchro* and then exported to *VISSIM,* where they were further optimized.

4.3 TRAFFIC FORECASTING

Existing Year (2019) traffic volumes were projected to Opening (2025), Interim (2035), and Design Year (2045) volumes by applying growth rates based on the travel demand model outputs for all alternatives and adjusted/balanced consistent with the methodologies presented in the National Cooperative Highway Research Program (NCHRP) Report 765 guidelines.

4.3.1 Travel Demand Model

The traffic forecasts utilized the most recent version of the District One Regional Planning Model (D1RPM) compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS).

4.4 MEASURES OF EFFECTIVENESS (MOE'S)

The MOE's utilized to measure the operational performance included vehicle delay (seconds/vehicle) for overall intersection and individual movements, the corresponding Level of Service (LOS), and maximum queue lengths (feet) based on *VISSIM* outputs. Additionally, system wide average delay, latent demand (the number of vehicles from the *VISSIM* inputs that were not allowed to enter the simulation), and vehicle miles traveled were also obtained from *VISSIM* to assess network-wide operations.

4.5 SAFETY

A crash analysis based on a five-year historical crash data within the study area was conducted. The data was based on FDOT's Crash Analysis Reports (CARs), State Safety Office's GIS system (SSOGIS), and Signal Four from January 1st, 2014, to December 31st, 2018. A predictive crash analysis for the identified alternatives was performed based on Highway Safety Manual (HSM) procedures for the Design Year (2045) scenario.

5.0 EXISTING CONDITIONS ANALYSIS

5.1 DATA COLLECTION

To generate and calibrate the *VISSIM* model, existing data including five (5) 72-hour bi-directional volume counts, three (3) 7-day vehicle classification counts, nine (9) 12-hour turning movement counts, and a 4-hour queue survey, were collected in April 2019. The locations for traffic counts are shown in **Figure 5-1.** To calibrate the *VISSIM* model, field travel time runs were performed on December 5th, 2019, on Old US 41 from US 41 to Bonita Beach Road along both northbound and southbound directions. The traffic count data collected are as follows:

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

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

- Nine (9) 12-hour turning movement counts
  - US 41 at Old US 41
  - Old US 41 at Gulf Coast Drive
  - Old US 41 at Collier Center Way
  - Old US 41 at Sun Century Road
  - Old US 41 at Rail Head Boulevard
  - Old US 41 at Via Palacio Avenue
  - Old US 41 at Mediterra Drive
  - Bonita Beach Road at Old US 41
  - Bonita Beach Road at Race Track Road

- One (1) 4-hour queue survey
  - Bonita Beach Road at Old US 41

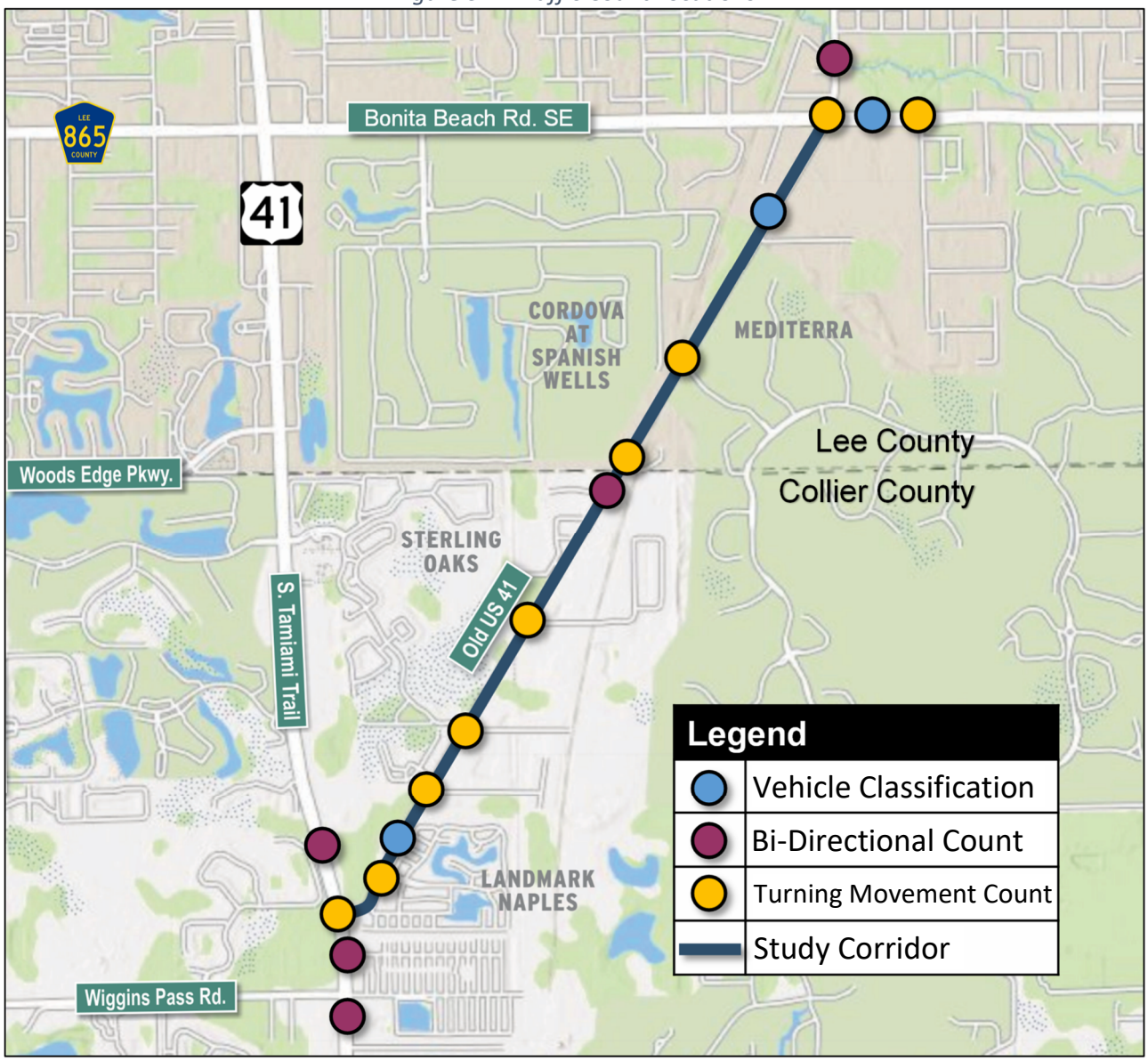
5.2 TRAFFIC VOLUME DEVELOPMENT

The traffic volumes for all the analysis years and scenarios utilized for the analysis were approved by FDOT in March 2021 and are presented in the *CR 887 (Old US 41) Future Volumes Technical Memorandum* in **Appendix B**. The text presented in this section only provides a high-level summary of the volume development process.

Following the collection of traffic data as mentioned under Section 5.1, the next step was to develop balanced traffic volumes for the Existing Year (2019) conditions. Based on the *2019 FDOT Project Traffic Forecasting Handbook* guidance, short-term traffic counts are required to be converted to an estimated AADT using seasonal and axle factors, and this process ensures that data collection periods address seasonal variations in traffic volumes and truck traffic within the study area. The collected data was therefore adjusted to develop an initial 2019 Annual Average Daily Traffic (AADT); the adjustments included peak season and axle factors. The initial

AADT's were developed from the turning movement count approach volumes and bi-directional and vehicle classification counts. The only exception to this approach was the development of traffic volumes for the intersection of US 41 at Wiggins Pass Road. Since no turning movement counts were collected at this location, AADT's from FDOT's Florida Traffic Online Application were utilized to develop initial AADT's on US 41 south of Wiggins Pass Road and Wiggins Pass Road west of US 41. It must be noted that the intersection of US 41 and Wiggins Pass Road was included in the later stages of the project and the only objective of including this intersection was to be able to mimic coordination along US 41 under existing conditions, given its proximity to the intersection of US 41 at Old US 41.

Figure 5-1: Traffic Count Locations



The initial 2019 AADT's were balanced throughout the corridor to minimize volume differences between intersections, and the balanced corridor AADT's are referred to as the recommended AADT. The Standard-K and Directional Factors were applied to the recommended AADT's to develop a directional volume. The directional volume was then multiplied by existing turning movement volume percentages to develop 2019 design hour turning movement volumes (DHTMV), for the intersection of US 41 at Wiggins Pass Road (where turning

movement counts were not collected), the turning movement volume percentages from the adjacent intersection of US 41 at Old US 41 were utilized. The DHTMV's are used for the analysis instead of field counts to mitigate data collection variability that could have an outsize influence on a project. The 2019 DHTMV were therefore used in the development of existing AM and PM microsimulation models. **Tables 5-1 and 5-2** show Existing Year (2019) and Design Year (2045) AADTs, respectively. **Figure 5-2** presents Existing Year (2019) turning movement volumes, while **Figures 5-3 and 5-4** present Design Year (2045) No-Build and Build volumes, respectively.

Table 5-1: Existing Year (2019) AADTs

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

Table 5-2: Design Year (2045) Balanced AADT's

Roadway	Location	No-Build	Build
US 41	South of Wiggins Pass Rd	70,900	76,400
	From Wiggins Pass to Old US 41	64,200	71,000
	From Old US 41 to Veterans Mem Pkwy	52,400	44,000
	North of Veterans Mem Pkwy	61,900	58,200
Old US 41	West of US 41	3,600	4,700
	From US 41 to Gulf Coast Dr	17,500	34,000
	From Gulf Coast Dr to Veterans Mem Pkwy	17,100	33,100
	From Veterans Mem Pkwy to Collier Center Way	18,400	38,600
	From Collier Center Wy to Sun Century Rd	19,700	39,500
	From Sun Century Rd to Rail Head Blvd	19,500	38,600
	From Rail Head Blvd to Via Palacio Ave	20,600	38,200
	From Via Palacio Ave to Mediterra Dr	20,000	37,200
	From Mediterra to Race Track Rd	20,700	37,600
	From Race Track Rd Ext to Bonita Beach Rd	20,100	21,600
	North of Bonita Beach Rd	12,400	17,700
Race Track Rd	South of Bonita Beach Rd	9,600	16,400
Wiggins Pass Rd	West of US 41	12,000	12,100
	East of US 41	7,600	7,600
Gulf Coast Dr	East of Old US 41	1,500	1,800
Veterans Mem Blvd	From US 41 to Old US 41	20,000	20,600
	East of Old US 41	26,400	21,600
Collier Center Way	East of Old US 41	3,600	3,500
Sun Century Rd	West of Old US 41	800	1,200
	East of Old US 41	1,400	1,700
Rail Head Blvd	East of Old US 41	5,200	4,700
Via Palacio Ave	West of Old US 41	900	1,300
Mediterra Dr	East of Old US 41	1,900	3,500
Race Track Rd	East of Old US 41	-	18,100
Bonita Beach Rd	West of Old US 41	34,400	32,600
	From Old US 41 to Race Track Rd	46,100	40,600
	East of Race Track Rd	47,800	51,600

Figure 5-2: Existing Year (2019) Turning Movement Volumes

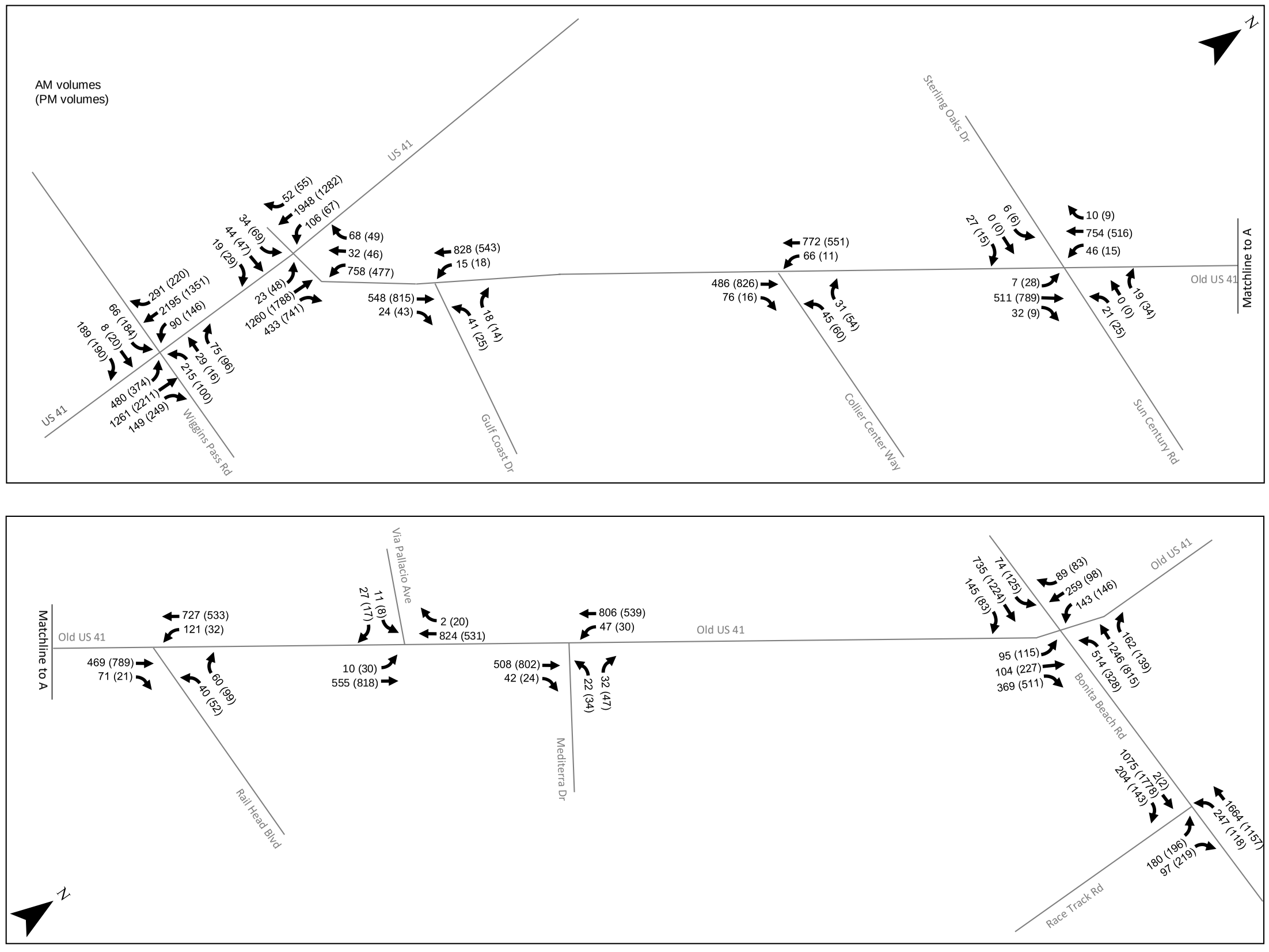


Figure 5-3: Design Year (2045) No-Build Turning Movement Volumes

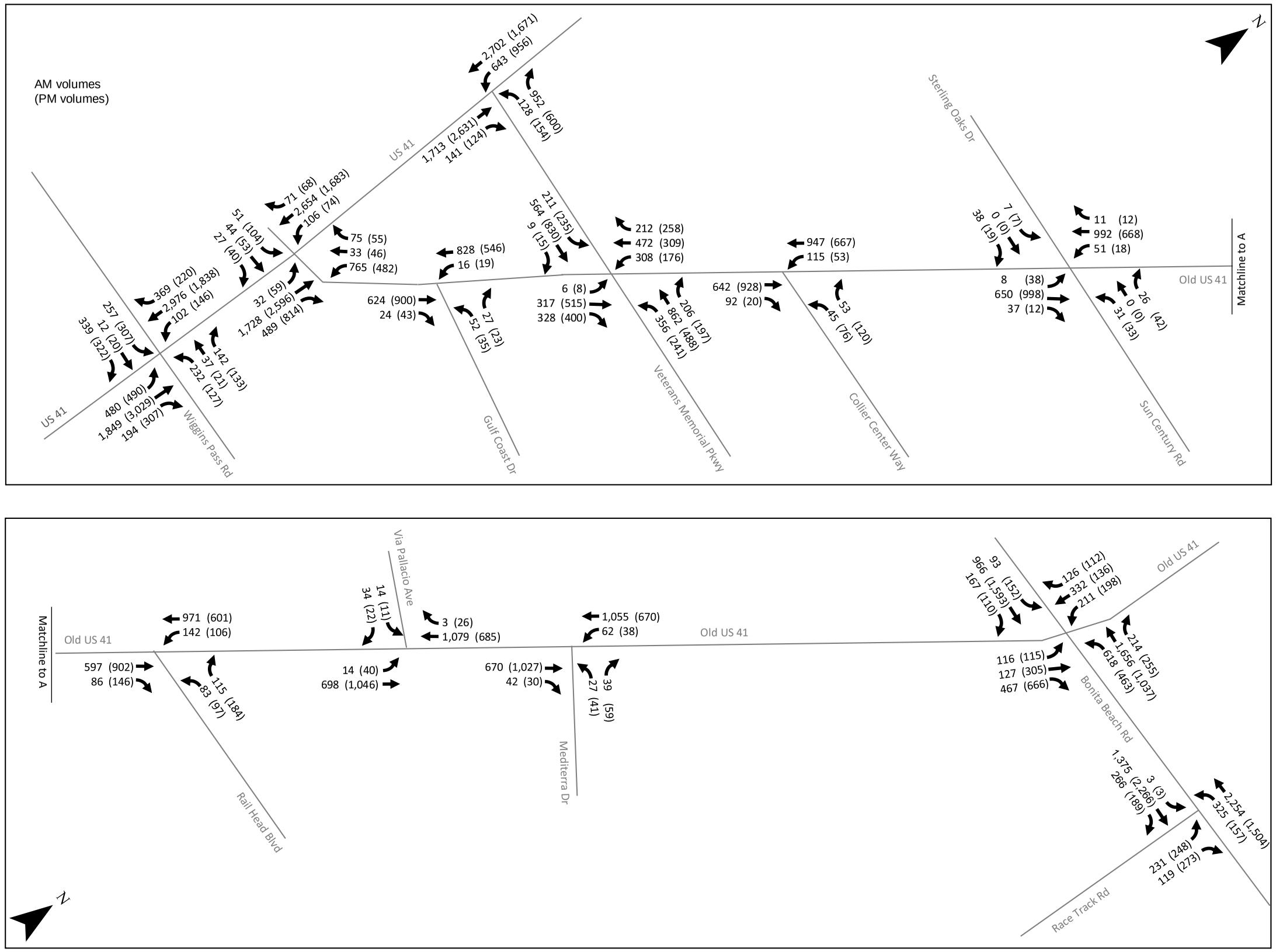
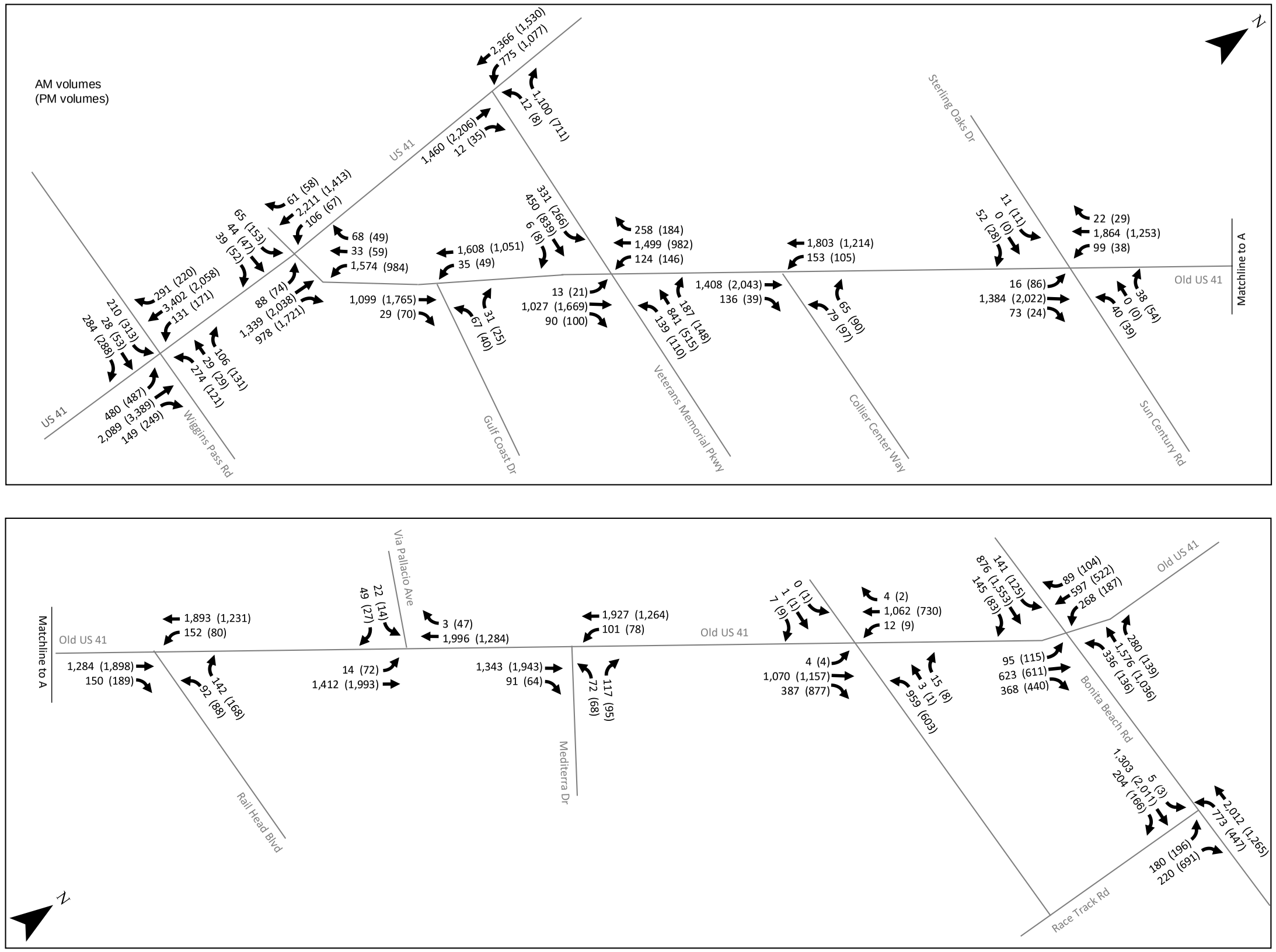


Figure 5-4: Design Year (2045) Build Turning Movement Volumes



5.3 HISTORICAL CRASH ANALYSIS

The safety analysis included the Old US 41 corridor within the project limits as well as two other major corridors within the vicinity of the project area. Five-year crash data from January 1st, 2014, to December 31st, 2018, was obtained from Florida Department of Transportation (FDOT) – State Safety Office Geographic Information System (SSOGIS) and Signal Four Analytics for the following corridors:

- Study Corridor - Old US 41 from US 41 to Bonita Beach Road
- US 41 from Old US 41 to North Boston Road
- Bonita Beach Road from Windsor Road to Race Track Road

The FDOT approved detailed Crash Analysis Memo from August 2019 is provided in **Appendix C**. The text provided in the following sections is a summary of the Crash Analysis Memo.

5.3.1 Crash Summary

Based on the crash history, the most frequent crash type was rear-end (50.8%) followed by sideswipe (12.4%), and left turn (9.7%) related crashes. A total of 13 (1.1%) pedestrian and 25 (2.1%) bicycle crashes were recorded over the 5-year analysis period. Four crashes resulted in fatalities, two of them occurred at the intersection of US 41 at Bonita Beach Road and one just south of the US 41 at Bonita Beach Road intersection, the fourth fatal crash occurred along Old US 41 just south of Mediterra Drive. Out of the four fatal crashes, one of the crashes involved a pedestrian along Old US 41 just north of the railroad crossing. Additionally, 297 (25.2%) of the reported crashes resulted in an injury.

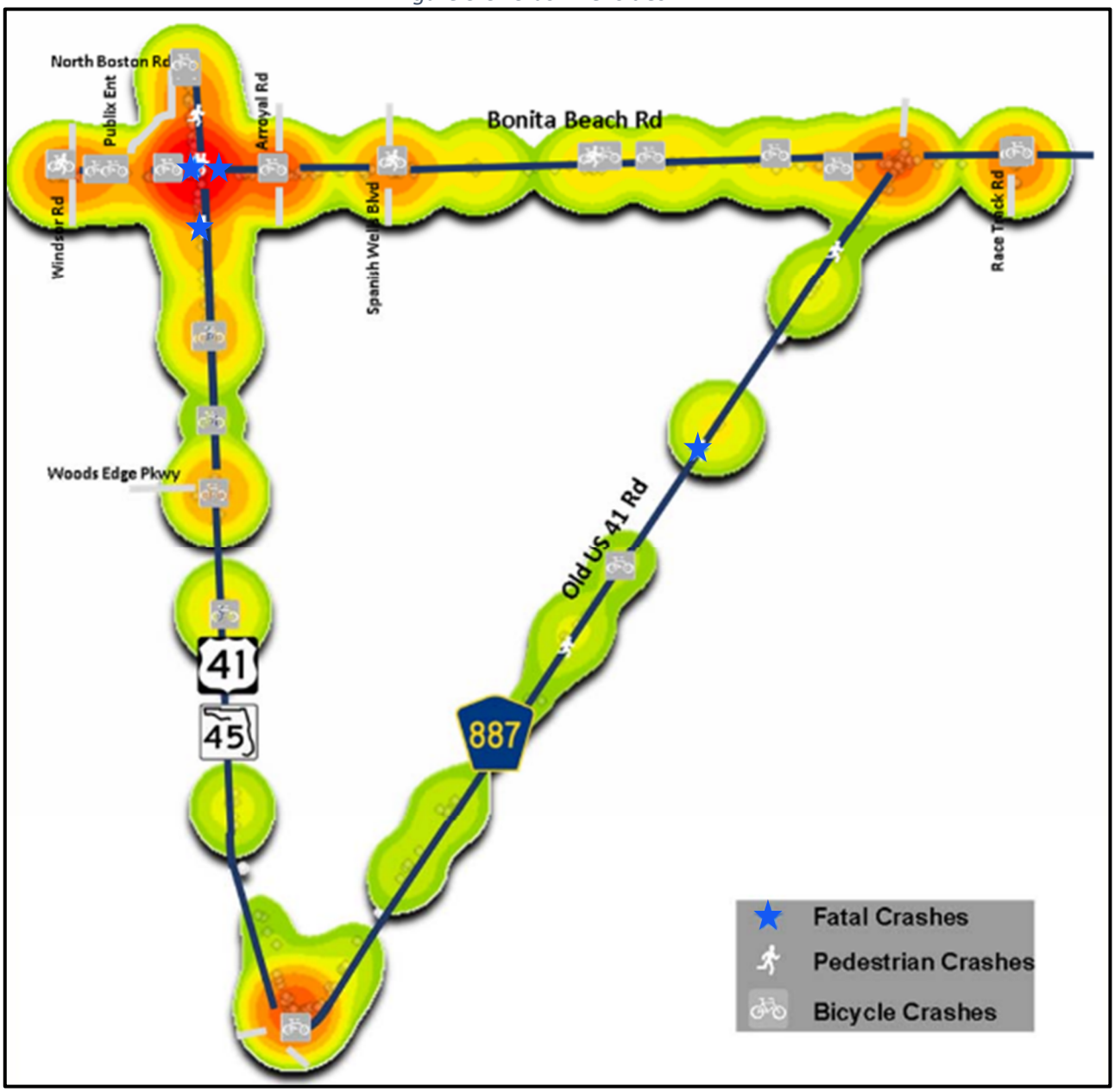
Majority of the crashes (79.4%) occurred during daylight condition while 15.0% of the crashes occurred during dark conditions. The majority of crashes (87.0%) occurred during dry pavement conditions with 11.8% of the crashes occurring during wet pavement conditions.

5.3.2 Crash Densities

A crash density analysis was performed to identify crash hot spots. **Figure 5-2** shows the 5-year crash densities along the study corridor and locations where fatal, crashes, and crashes involving a pedestrian, or a bicycle were recorded. The crash densities are highest at the following intersections:

- US 41 at Bonita Beach Road (outside the study area)
- US 41 at Old US 41
- Old US 41 at Bonita Beach Road
- Bonita Beach Road at Spanish Wells Boulevard (outside the study area)
- Bonita Beach Road at Race Track Road.

Figure 5-5: Crash Densities



5.4 Model Development

Traffic operational analysis was performed using microsimulation utilizing *VISSIM* Version 11.00-06. The model development and calibration followed the guidelines presented in *FDOT's Traffic Analysis Handbook* from March 2014 and in line with FDOT approved *Traffic Analysis Methodology* document provided in Appendix A. The *VISSIM* analysis was based on an average of 10 simulation runs for all analysis scenarios, each with a 60-minute recording time and a 30-minute seeding time. A detailed description of the model development process as well as model calibration parameters and results are provided in the *Existing Conditions Update and Future Year No Build Analysis Technical Memorandum* approved by FDOT in December 2022, provided in **Appendix D**.

The input volumes, truck percentages, 15-minute interval distributions, and all other network objects and data (e.g., link behaviors, speed decision points, conflict areas) were kept consistent across all analysis scenarios modeled in *VISSIM*.

To match the turning movement counts, static routes were generally modeled to begin at the farthest point upstream on a link and terminated at the very beginning of the receiving link (i.e., farthest point upstream on the next link). However, in some cases the static routes were combined to carry static routes further through relatively short connecting links to avoid aggressive, last-second lane changing or routes that would likely not happen under real-world conditions.

5.5 Existing Year (2019) Analysis Results

Traffic operational analysis was conducted to evaluate the overall performance of the study corridor under Existing Year (2019) AM and PM peak hour conditions. The intent of the Existing conditions analyses is to provide a general understanding of the baseline traffic operations, and then to identify and evaluate improvement strategies. The calibrated *VISSIM* models (calibration process explained in greater detail in Appendix D) were utilized for the performance of the Existing conditions analyses.

The analysis results for Existing Year (2019) are presented in **Table 5-1**. The results indicate that all the intersections are operating at overall LOS D or better during the AM and PM peak hours; however, some individual movements are failing at the following intersections:

- Old US 41 at US 41
- Bonita Beach Road at Old US 41
- US 41 at Wiggins Pass Road

Maximum queue results presented in **Table 5-1** indicate queue lengths exceeding 1,000' at the following locations:

- Old US 41 at US 41:
  - Westbound approach (AM) along US 41
- Bonita Beach Road at Old US 41:
  - Northbound approach (PM) along Old US 41 - Queueing at the northbound approach along Old US 41 at its intersection with Bonita Beach Road is resulting in queue spillback where the queue exceeds the available storage and blocks through traffic.

Table 5-3: Existing Year (2019) Analysis Results

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at US 41 (Signalized)	US 41	SBL	105	60.1	E	180	62	88.6	F	160
		SBT	1,963	24.1	C	605	1,284	27.2	C	450
		SBR	54	4.3	A	80	55	3.4	A	80
	Old US 41	WBL	695	88.6	F	1,070	504	90.4	F	950
		WBT	29	88.1	F	230	52	90.6	F	305
		WBR	59	52.4	D	265	53	52.7	D	315
	US 41	NBL	13	53.6	D	60	29	67.7	E	100
		NBT	1,283	21.4	C	355	1,813	22.6	C	585
		NBR	459	9.3	A	200	699	18.0	B	575
	Old US 41	EBL	32	57.4	E	95	65	84.8	F	165
		EBT	47	66.4	E	145	45	87.7	F	185
		EBR	18	33.2	C	195	30	45.2	D	235
	Overall		**4,756**	**33.4**	**C**	-	**4,690**	**34.2**	**C**	-
Old US 41 at Gulf Coast Dr	Old US 41	SBL	13	14.7	B	35	22	9.2	A	40
		SBT	756	24.9	C	920	584	4.6	A	200
	Gulf Coast Dr	WBL	40	32.5	D	80	24	18.7	C	65
		WBR	18	8.2	A	85	12	9.7	A	70
	Old US 41	NBT	583	0.6	A	75	762	0.3	A	0
		NBR	25	0.8	A	0	44	0.8	A	0
	Overall[1]		**1,435**	**14.4**	**B**	**925**	**1,446**	**2.5**	**A**	**230**
Old US 41 at Collier Center Way	Old US 41	SBL	62	3.8	A	60	12	6.5	A	35
		SBT	732	2.3	A	95	549	0.2	A	0
	Collier Center Way	WBL	42	26.8	D	135	57	38.1	E	165
		WBR	35	10.5	B	140	51	15.5	C	185
	Old US 41	NBT	507	0.2	A	0	759	0.2	A	0
		NBR	92	0.8	A	0	15	0.6	A	0
	Overall[1]		**1,470**	**2.4**	**A**	**220**	**1,442**	**2.2**	**A**	**185**
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	45	6.6	A	65	17	14.4	B	50
		SBT	748	0.9	A	30	520	0.3	A	0
		SBR	8	1.0	A	0	11	1.0	A	0
	Sun Century Rd	WBL	19	10.2	B	75	25	10.4	B	55
		WBT	0	0.0	A	70	0	0.0	A	55
		WBR	19	7.8	A	100	33	10.4	B	90
	Old US 41	NBL	6	3.9	A	30	28	4.2	A	50
		NBT	501	0.5	A	0	775	0.2	A	0
		NBR	36	0.7	A	0	9	0.6	A	0
	Sterling Oaks Dr	EBL	5	10.4	B	35	5	11.0	B	30
		EBT	0	0.0	A	25	0	0.0	A	0
		EBR	26	8.4	A	65	14	7.3	A	45
	Overall[1]		**1,414**	**1.3**	**A**	**115**	**1,436**	**1.0**	**A**	**90**
Old US 41 at Rail Head Blvd	Old US 41	SBL	120	5.2	A	105	33	7.9	A	65
		SBT	760	0.8	A	0	498	0.2	A	0
	Rail Head Blvd	WBL	42	28.1	D	185	48	34.0	D	210
		WBR	60	12.4	B	205	103	18.3	C	240
	Old US 41	NBT	457	0.4	A	0	792	0.5	A	0
		NBR	69	1.0	A	0	22	0.7	A	0
	Overall[1]		**1,508**	**2.3**	**A**	**210**	**1,496**	**2.9**	**A**	**240**

Table 5-1: Existing Year (2019) Analysis Results (Continued)

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at Via Palacio Ave	Old US 41	SBT	853	0.5	A	0	514	0.1	A	0
		SBR	2	0.6	A	0	17	0.6	A	0
	Old US 41	NBL	10	9.9	A	40	31	5.4	A	45
		NBT	510	0.3	A	0	864	0.2	A	0
	Via Palacio Ave	EBL	10	11.4	B	40	8	10.9	B	35
		EBR	28	8.6	A	50	17	7.9	A	40
	Overall[1]		**1,413**	**0.7**	**A**	**50**	**1,451**	**0.4**	**A**	**55**
Old US 41 at Mediterra Dr	Old US 41	SBL	43	3.7	A	70	27	11.2	B	65
		SBT	834	0.5	A	0	500	0.2	A	0
	Mediterra Dr	WBL	22	11.5	B	60	31	15.6	C	65
		WBR	32	6.4	A	60	48	13.7	B	70
	Old US 41	NBT	482	0.3	A	0	849	0.8	A	90
		NBR	38	0.7	A	0	23	0.7	A	0
	Overall[1]		**1,452**	**0.8**	**A**	**75**	**1,478**	**1.5**	**A**	**160**
Bonita Beach Rd at Old US 41 (Signalized)	Old US 41	SBL	153	52.8	D	295	151	84.6	F	325
		SBT	248	73.0	E	720	97	54.8	D	235
		SBR	86	9.3	A	70	80	4.4	A	70
	Bonita Beach Rd	WBL	490	75.1	E	405	346	78.9	E	305
		WBT	1,228	17.7	B	680	833	22.2	C	525
		WBR	157	3.2	A	35	143	6.6	A	75
	Old US 41	NBL	86	60.4	E	220	123	72.6	E	270
		NBT	93	60.1	E	215	238	86.7	F	1,035
		NBR	336	11.3	B	50	542	70.5	E	120
	Bonita Beach Rd	EBL	72	69.6	E	190	121	75.1	E	275
		EBT	769	28.9	C	485	1,257	28.6	C	895
		EBR	142	9.8	A	110	83	5.3	A	50
	Overall		**3,860**	**33.5**	**C**	**-**	**4,013**	**44.6**	**D**	**-**
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	248	16.1	B	205	122	23.4	C	125
		WBT	1,692	6.5	A	345	1,127	6.0	A	250
	Race Track Rd	NBL	184	65.4	E	435	189	64.0	E	395
		NBR	96	6.8	A	100	220	9.4	A	175
	Bonita Beach Rd	EBU	0	0.0	A	0	0	0.0	A	0
		EBT	1,059	7.0	A	200	1,802	5.4	A	220
		EBR	197	3.5	A	95	143	2.8	A	80
	Overall		**3,476**	**10.3**	**B**	**-**	**3,603**	**9.4**	**A**	**-**
US 41 at Wiggins Pass Rd (Signalized)	US 41	SBL	90	75.0	E	165	143	118.0	F	320
		SBT	2,191	20.6	C	575	1,358	13.1	B	355
		SBR	295	14.6	B	215	222	7.4	A	120
	Wiggins Pass Rd	WBL	212	52.2	D	345	97	77.3	E	215
		WBT	27	49.7	D	155	15	69.7	E	190
		WBR	76	16.0	B	180	98	28.4	C	215
	US 41	NBL	477	82.5	F	425	380	72.8	E	330
		NBT	1,256	17.4	B	325	2,203	20.2	C	755
		NBR	152	4.0	A	95	253	5.6	A	150
	Wiggins Pass Rd	EBL	69	46.8	D	145	188	100.6	F	700
		EBT	7	45.4	D	35	22	90.6	F	95
		EBR	184	12.4	B	150	183	27.3	C	310
	Overall		**5,036**	**27.3**	**C**	**-**	**5,161**	**28.5**	**C**	**-**

Note 1: Intersection delay for unsignalized intersection calculated as a weighted average of individual movements delays for ease of comparison.

6.0 DESIGN YEAR (2045) NO-BUILD ANALYSIS

Traffic operational analysis was conducted to evaluate the overall performance of the study corridor under Design Year (2045) No-Build AM and PM peak hour conditions.

6.1 DESIGN YEAR (2045) NO-BUILD ANALYSIS RESULTS

VISSIM network performance results including system-wide average delay, vehicle miles traveled, and latent demand are presented in **Table 6-1**. The results indicate that under Design Year (2045) No-Build conditions, the system-wide average delay is expected to increase 236% in the AM and 374% in the PM peak hour, when compared to the Existing Year (2019) conditions.

Table 6-1: No-Build Network Performance Results

Network Performance Category	Existing Conditions		No-Build 2045		% Difference	
	AM	PM	AM	PM	AM	PM
System-Wide Average Delay (sec/veh)	55.0	60.2	184.5	285.7	236%	374%
Latent Demand (veh)	0	0	25	346	-	-
Vehicle Miles Traveled	17,395	17,055	26,821	24,211	54%	42%

The analysis results for Design Year (2045) No-Build conditions are presented in **Table 6-2**. The results indicate that four of the six signalized intersections are expected to operate at overall LOS F during at least one of the peak hours. In addition, at least one individual movement at every unsignalized intersection is expected to operate at LOS F during the AM or PM peak hours. In contrast, under Existing Year (2019) conditions all signalized intersections are operating at overall LOS D or better for both peak hours and none of the unsignalized intersections are showing failing movements. Also, under Design Year (2045) No-Build conditions, vehicular queue lengths exceeding 1,000' are expected at every study intersection, in comparison queue lengths exceeding 1,000' are only observed at two intersections under Existing Year (2019) conditions.

Table 6-2: Design Year (2045) No-Build Analysis Results

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at US 41 (Signalized)	US 41	SBL	102	134.4	F	220	73	165.5	F	270
		SBT	2,581	106.0	F	1,555	1,626	23.7	C	545
		SBR	65	66.9	E	85	68	4.2	A	80
	Old US 41	WBL	633	136.5	F	1,075	445	167.1	F	1,020
		WBT	28	120.8	F	140	48	133.4	F	255
		WBR	59	84.0	F	175	50	94.1	F	270
	US 41	NBL	30	73.3	E	100	52	117.5	F	150
		NBT	1,700	22.4	C	415	2,256	49.4	D	1,230
		NBR	479	12.7	B	335	701	113.9	F	1,265
	Old US 41	EBL	47	72.6	E	130	100	88.7	F	255
		EBT	45	119.5	F	240	52	88.8	F	215
		EBR	25	81.3	F	290	44	44.1	D	265
	Overall		**5,794**	**76.6**	**E**	-	**5,515**	**63.1**	**E**	-
Old US 41 at Gulf Coast Dr	Old US 41	SBL	13	40.8	E	25	20	35.4	E	55
		SBT	701	80.5	F	1,000	533	41.3	E	595
	Gulf Coast Dr	WBL	17	1510.8	F	1,470	7	1405.4	F	1,250
		WBR	7	1579.2	F	1,490	4	1874.7	F	1,270
	Old US 41	NBT	599	1.5	A	265	783	82.8	F	975
		NBR	26	0.9	A	0	44	37.9	E	0
	Overall[1]		**1,363**	**68.2**	**F**	-	**1,391**	**74.8**	**F**	-
Old US 41 at Collier Center Way	Old US 41	SBL	102	46.9	E	95	53	8.8	A	60
		SBT	866	63.5	F	1,100	633	4.6	A	220
	Collier Center Way	WBL	18	1072.2	F	1,325	76	89.7	F	655
		WBR	23	771.6	F	1,345	119	65.4	F	670
	Old US 42	NBT	594	0.7	A	45	828	0.7	A	5
		NBR	83	0.3	A	0	19	0.2	A	0
	Overall[1]		**1,685**	**56.8**	**F**	-	**1,728**	**10.7**	**B**	-
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	49	48.2	E	70	19	18.9	C	55
		SBT	914	64.8	F	1,790	634	1.4	A	90
		SBR	9	48.8	E	0	11	0.8	A	0
	Sun Century Rd	WBL	25	57.3	F	155	33	15.3	C	90
		WBT	0	0.0	A	155	0	0.0	A	90
		WBR	29	23.5	C	180	42	15.2	C	125
	Old US 41	NBL	7	15.7	C	45	33	7.8	A	70
		NBT	574	1.1	A	110	905	0.5	A	0
		NBR	35	1.3	A	110	10	0.7	A	0
	Sterling Oaks Dr	EBL	6	30.1	D	40	6	16.0	C	30
		EBT	0	0.0	A	80	0	0.0	A	0
		EBR	37	63.8	F	90	19	9.8	A	45
	Overall[1]		**1,685**	**39.6**	**E**	-	**1,711**	**2.0**	**A**	-
Old US 41 at Rail Head Blvd	Old US 41	SBL	140	21.3	C	135	98	14.7	B	150
		SBT	934	24.0	C	1,500	561	0.3	A	0
	Rail Head Blvd	WBL	65	273.8	F	1,470	102	197.4	F	1,065
		WBR	98	248.1	F	1,500	185	190.5	F	1,095
	Old US 41	NBT	530	0.6	A	0	821	2.6	A	225
		NBR	78	1.0	A	0	136	1.4	A	0
	Overall[1]		**1,844**	**30.4**	**D**	-	**1,903**	**31.1**	**D**	-

Table 6-2: Design Year (2045) No-Build Analysis Results (Continued)

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at Via Palacio Ave	Old US 41	SBT	1,057	4.6	A	250	637	1.9	A	160
		SBR	4	1.4	A	0	22	0.6	A	0
	Old US 41	NBL	13	15.8	C	60	36	32.8	D	55
		NBT	618	0.4	A	0	958	35.8	E	2,240
	Via Palacio Ave	EBL	12	19.2	C	45	10	121.1	F	45
		EBR	33	39.1	E	75	22	9.0	A	45
	Overall[1]		**1,737**	**3.9**	**A**	-	**1,685**	**22.7**	**C**	-
Old US 41 at Mediterra Dr	Old US 41	SBL	58	7.2	A	60	33	36.0	E	80
		SBT	1,037	5.0	A	375	628	0.8	A	65
	Mediterra Dr	WBL	26	14.8	B	75	30	80.5	F	90
		WBR	40	6.9	A	65	35	420.4	F	855
	Old US 41	NBT	597	0.3	A	0	929	35.5	E	1,135
		NBR	35	0.8	A	0	25	20.9	C	0
	Overall[1]		**1,792**	**3.7**	**A**	-	**1,680**	**28.5**	**D**	-
Bonita Beach Rd at Old US 41 (Signalized)	Old US 41	SBL	212	129.6	F	480	159	704.8	F	4,070
		SBT	318	178.8	F	2,570	104	410.3	F	290
		SBR	124	88.8	F	100	86	332.5	F	115
	Bonita Beach Rd	WBL	613	80.3	F	505	459	78.9	E	400
		WBT	1,617	85.9	F	1,485	1,033	22.1	C	785
		WBR	205	48.0	D	85	259	6.5	A	120
	Old US 41	NBL	108	86.8	F	285	102	128.5	F	215
		NBT	114	56.7	E	250	265	163.7	F	3,125
		NBR	417	14.6	B	70	571	166.4	F	3,195
	Bonita Beach Rd	EBL	89	84.9	F	215	136	207.4	F	300
		EBT	966	36.0	D	730	1,507	180.4	F	5,910
		EBR	166	17.4	B	160	98	139.3	F	95
	Overall		**4,948**	**72.9**	**E**	-	**4,780**	**148.2**	**F**	-
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	321	59.6	E	410	160	43.6	D	215
		WBT	2,212	92.0	F	1,790	1,502	6.8	A	340
	Race Track Rd	NBL	231	70.3	E	670	248	67.2	E	550
		NBR	118	9.2	A	120	271	13.7	B	255
	Bonita Beach Rd	EBU	0	0.0	A	0	0	0.0	A	0
		EBT	1,347	12.6	B	280	2,068	4.7	A	245
		EBR	258	4.7	A	135	173	2.9	A	95
	Overall		**4,486**	**57.4**	**E**	-	**4,422**	**10.8**	**B**	-
US 41 at Wiggins Pass Rd (Signalized)	US 41	SBL	97	93.2	F	215	135	373.2	F	810
		SBT	2,792	41.3	D	1,210	1,751	27.4	C	695
		SBR	344	28.4	C	275	215	15.4	B	115
	Wiggins Pass Road	WBL	236	63.0	E	460	127	83.3	F	335
		WBT	35	55.4	E	245	21	101.7	F	375
		WBR	138	27.8	C	265	132	83.4	F	395
	US 41	NBL	483	116.2	F	630	449	127.1	F	415
		NBT	1,833	21.3	C	530	2,665	116.2	F	5,620
		NBR	191	4.5	A	90	268	84.1	F	160
	Wiggins Pass Road	EBL	236	125.9	F	1,675	229	447.9	F	1,710
		EBT	10	100.2	F	40	14	439.0	F	55
		EBR	306	84.2	F	1,690	232	341.3	F	1,245
	Overall		**6,700**	**45.9**	**D**	-	**6,240**	**112.1**	**F**	-

Table 6-2: Design Year (2045) No-Build Analysis Results (Continued)

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	631	63.3	E	570	861	321.2	F	4,195
		SBT	2,692	37.5	D	1,430	1,618	28.2	C	200
	Veterans Memorial Extension	WBL	115	67.7	E	135	150	42.9	D	140
		WBR	834	36.3	D	665	587	21.7	C	360
	US 41	NBT	1,668	22.6	C	785	2,309	58.0	E	1,365
		NBR	137	24.6	C	170	107	46.8	D	90
	Overall		**6,076**	**36.2**	**D**	-	**5,632**	**85.3**	**F**	-
Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	273	68.7	E	550	174	50.3	D	375
		SBT	414	63.3	E	565	297	45.1	D	470
		SBR	195	8.4	A	130	237	6.7	A	195
	Veterans Memorial Extension	WBL	293	330.1	F	4,525	244	135.5	F	615
		WBT	744	198.5	F	4,525	490	37.8	D	295
		WBR	178	160.1	F	170	200	9.7	A	120
	Old US 41	NBL	6	91.6	F	40	8	165.9	F	40
		NBT	296	58.7	E	715	435	122.3	F	1,035
		NBR	306	11.6	B	190	336	77.0	E	505
	Veterans Memorial Extension	EBL	202	44.9	D	1,350	211	44.3	D	1,380
		EBT	555	81.2	F	1,350	743	105.8	F	1,470
		EBR	8	15.8	B	30	13	9.8	A	35
	Overall		**3,472**	**113.7**	**F**	-	**3,387**	**72.6**	**E**	-

Note 1: Intersection delay for unsignalized intersection calculated as a weighted average of individual movements delays for ease of comparison.

7.0 ALTERNATIVES ANALYSIS

As part of the identification of improvement alternatives, based on feedback from FDOT, Lee County, Collier County and other stakeholders, two Build alternatives were developed and evaluated for this study. Refer to **Section 3.2.2** for a list of study intersections included in the Future Build analysis.

7.1 BUILD ALTERNATIVES DEVELOPMENT

Under both Design Year (2045) Build conditions, Old US 41 provides two through lanes in each direction between US 41 and Bonita Beach Road; additionally, three of the six existing unsignalized intersections along Old US 41 are projected to be signalized. A summary of the shared improvements, or improvements present in both Alternatives A and B, are shown in **Table 7-1**. A summary of alternative-specific improvements to Build Alternatives A and B is provided in **Table 7-2.** Detailed Lane configuration diagrams for Alternatives A and B are depicted in **Figure 7-1** and **Figure 7-2**, respectively.

Table 7-1: Improvements Common in Both Alternatives A and B

Alternative	Common improvements under both alternaitves

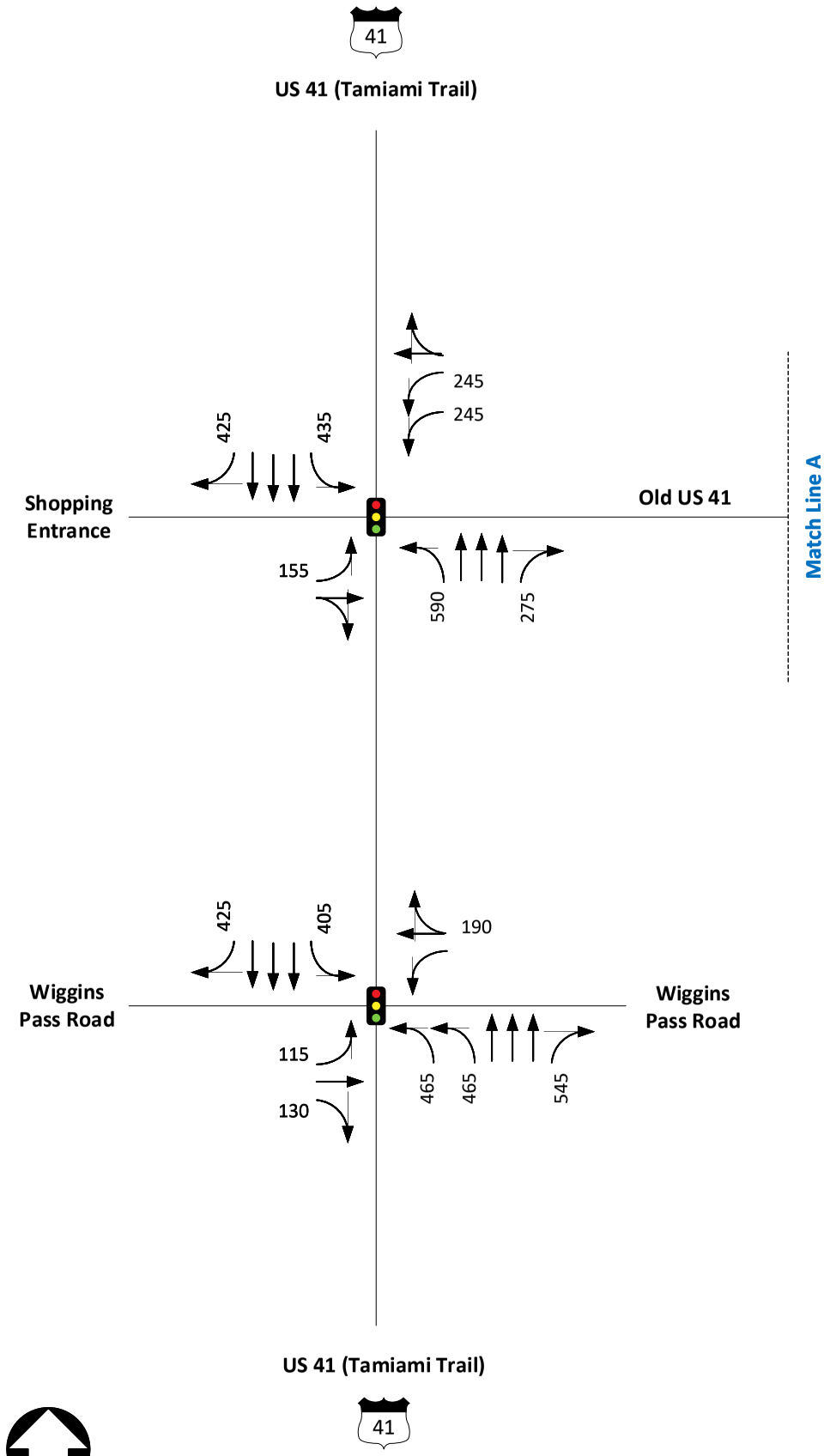
Alternatives A and B	• The intersection at US 41 and Veterans Memorial Blvd Extension would have the following approach configurations:
	  ○ Northbound: Thru-Thru-Thru-Right
	  ○ Southbound: Left-Left-Thru-Thru-Thru
	  ○ Westbound: Left-Right-Right
	• The intersection at Old US 41 and Veterans Memorial Blvd Extension would have the following approach configurations:
	  ○ Northbound: Thru-Thru-Right
	  ○ Southbound: Left-Thru-Thru-Right
	  ○ Eastbound: Left-Left-Thru-Thru/Right
	  ○ Westbound: Left-Thru-Thru-Right
	• Northbound left turns would be redirected to the northbound U-turn at Old US 41 and Sterling Oaks Dr / Sun Century Rd
	• Widen Old US 41 to provide two through lanes in each direction between US 41 and Bonita Beach Rd.
	• Modify the Old US 41 and Collier Center Way intersection to prohibit left turns from Collier Center Way. These left turns would be redirected to the northbound U-turn at Old US 41 and Sterling Oaks Dr / Sun Century Rd.
	• Modify the Old US 41 and Sterling Oaks Dr / Sun Century Rd intersection to prohibit left turns or through movements from either Sterling Oaks Dr or Sun Century Rd. Left turns and through movements from Sterling Oaks Dr would be redirected to the southbound U-turn at the Old US 41 and Collier Center Way intersection. Left turns and through movements from Sun Century Rd would be redirected to the northbound U-turn at Old US 41 and Rail Head Blvd.
	• Install a traffic signal at Old US 41 and Rail Head Blvd.
	• Install a traffic signal at Old US 41 and Via Palacio Ave.
	• Install a traffic signal at Old US 41 and Mediterra Dr.
	• Construct a new signalized intersection on Old US 41 approximately 1,200’ feet south of Bonita Beach Rd. The intersecting roadway, New Quadrant Rd, would connect to Industrial Rd to the west and Race Track Rd to the east. This intersection would have the following approach configurations:
	  ○ Northbound: Left-Thru-Thru-Right
	  ○ Southbound: Left-Thru-Thru/Right
	  ○ Eastbound: Left/Thru/Right
	  ○ Westbound: Left-Left-Thru/Right
	• The signalized intersection at Bonita Beach Rd and Old US 41 would have eastbound lefts redirected to the eastbound U-turn at the intersection of Bonita Beach Rd and Race Track Rd. It would have the following approach configurations:
	  ○ Northbound: Left-Thru-Thru-Right
	  ○ Southbound: Left-Left-Thru-Thru/Right
	  ○ Eastbound: Thru-Thru-Thru-Right
	  ○ Westbound: Left-Left-Thru-Thru-Right
	Note: The additional northbound through lane would lead into a lane drop.
	• The signalized intersection at Bonita Beach Rd and Race Track Rd would have an additional westbound left turn lane with a storage length of 365 feet. An additional receiving lane would be provided on Race Track Rd and extend for approximately 500 feet.

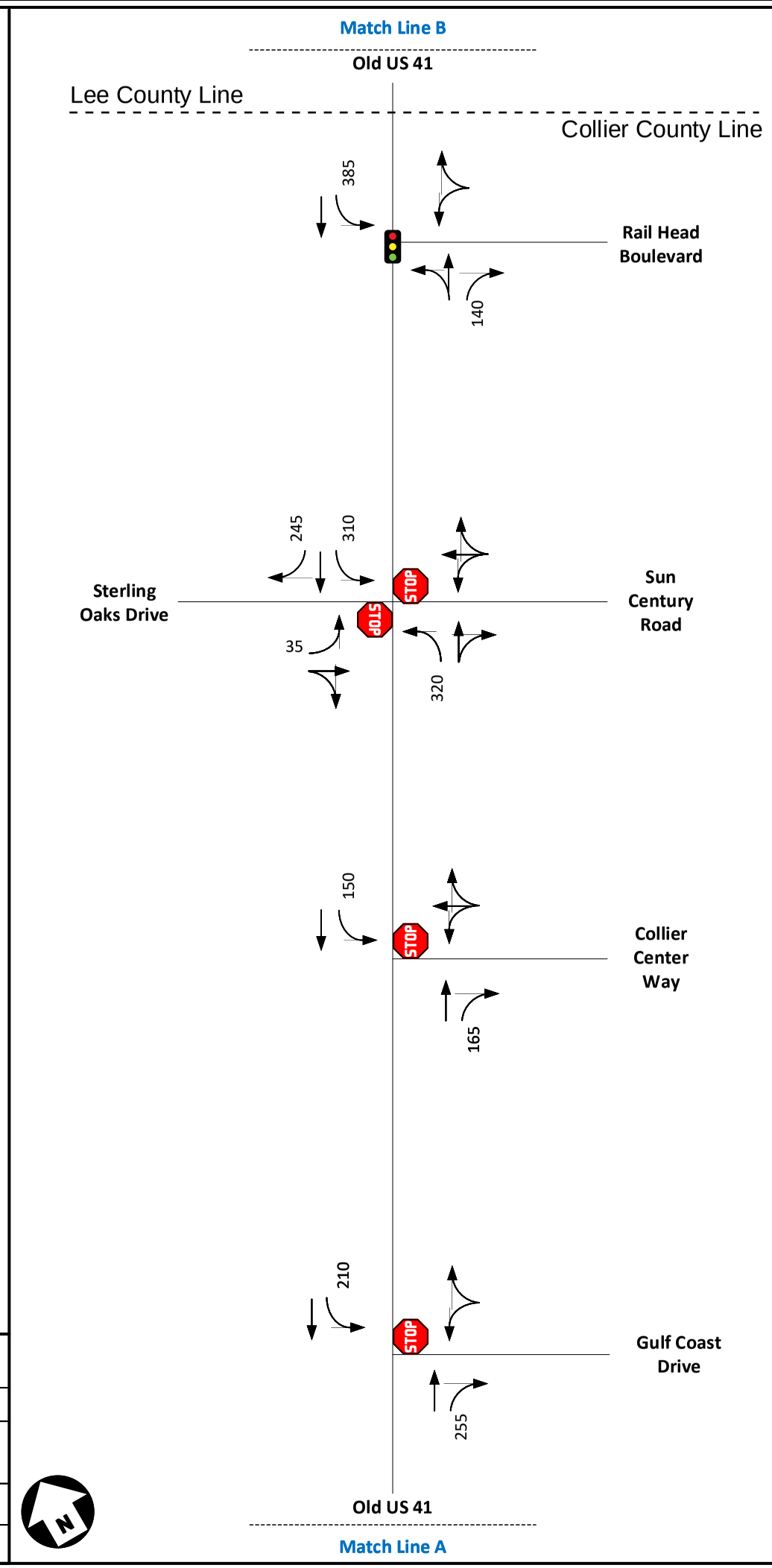
Table 7-2: Alternative-Specific Improvements

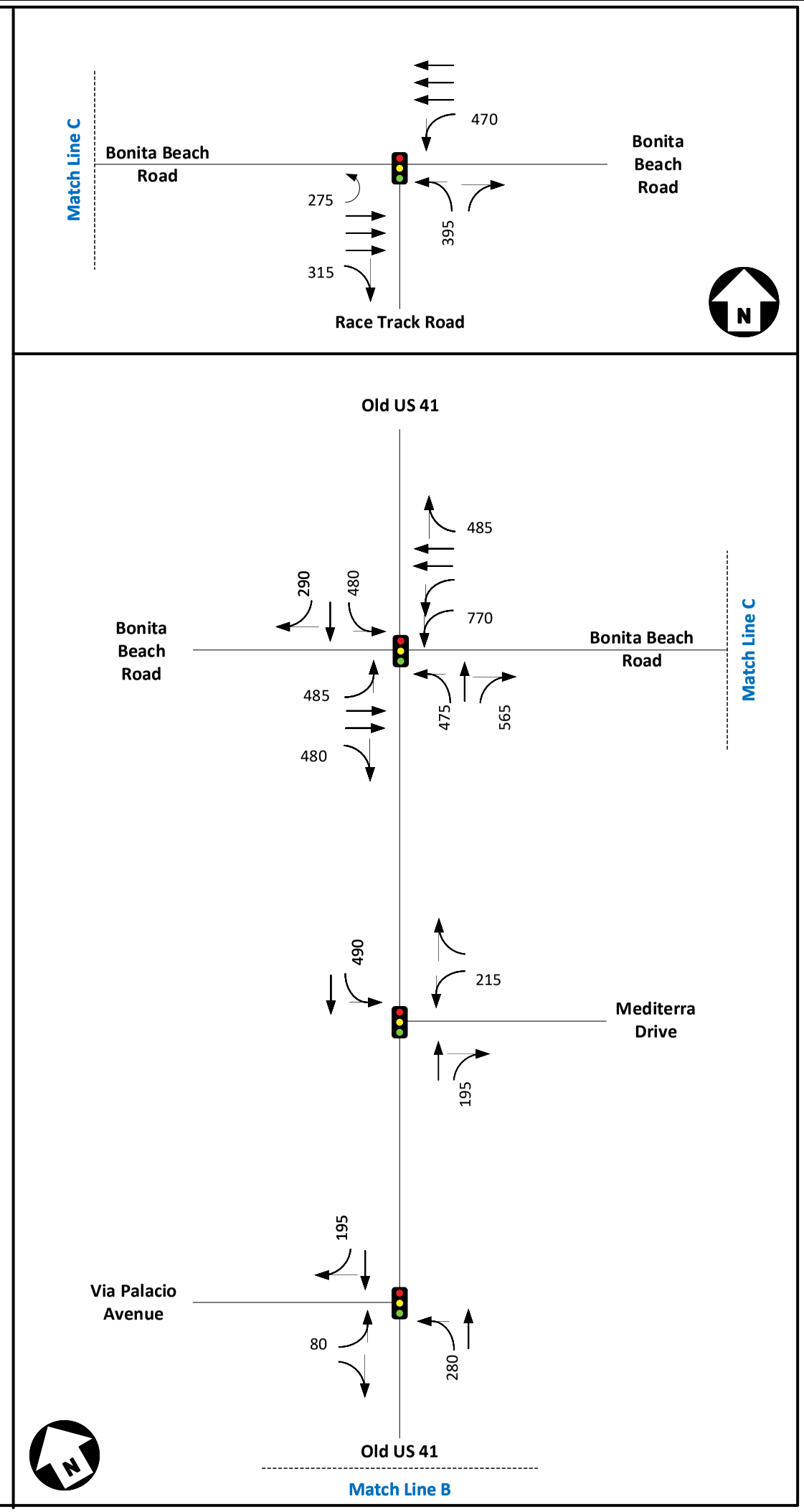
Alternative	Alternative-Specific Improvements

Alternative A	• The intersection at US 41 and Old US 41 would have the following approach configurations:
	  ○ Northbound: Left-Thru-Thru-Thru-Right-Right
	  ○ Southbound: Left-Thru-Thru-Thru-Right
	  ○ Eastbound: Left-Thru-Right
	  ○ Westbound: Left-Left-Left-Thru-Right

Alternative B	• The left turn lanes would be removed from the northbound and southbound approaches at the intersection of US 41 and Old US 41. • The left turn movements from the US 41 and Old US 41 intersection would be redistributed to partial median U-turn (PMUT) intersections to the north and south. These intersections would be signalized and coordinated with signals in zone 1 to maximize throughput.







LEGEND

- ← - Lane Movement
- ### - Storage Length (ft)
- STOP - Stop Sign
- - Signal

CR 887 (OLD US 41) PD&E STUDY

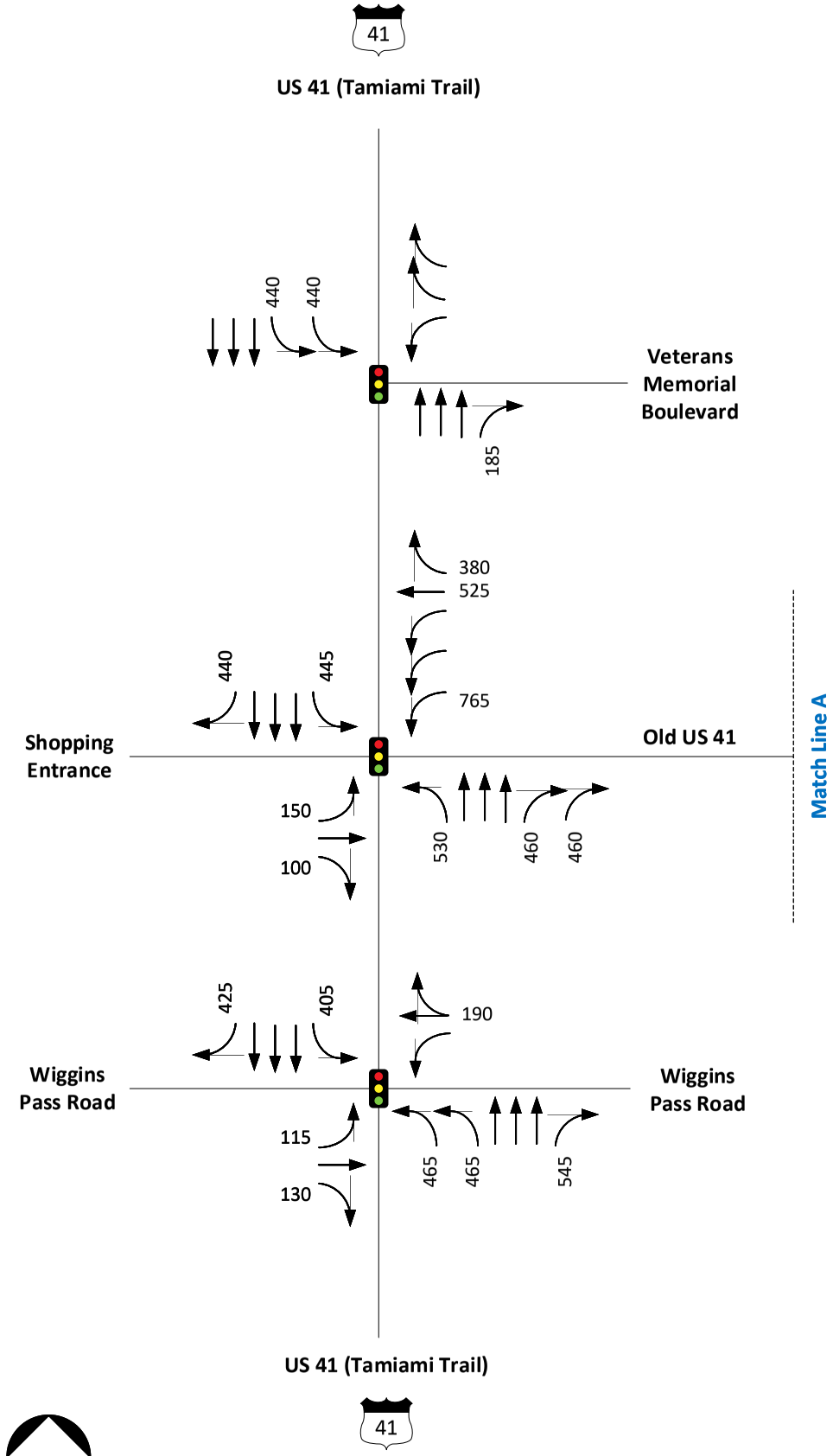
Lane Configuration

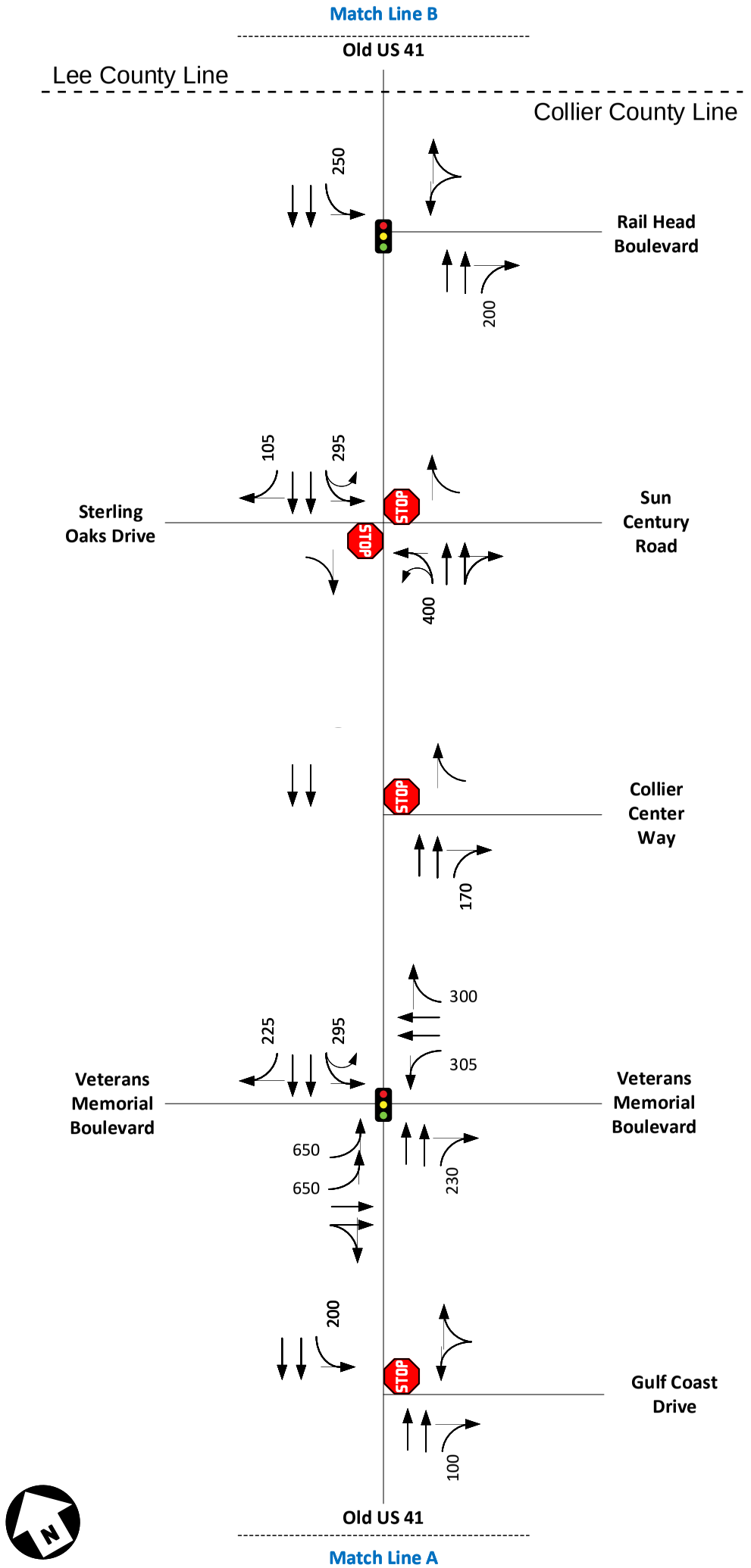
EXISTING (2019)

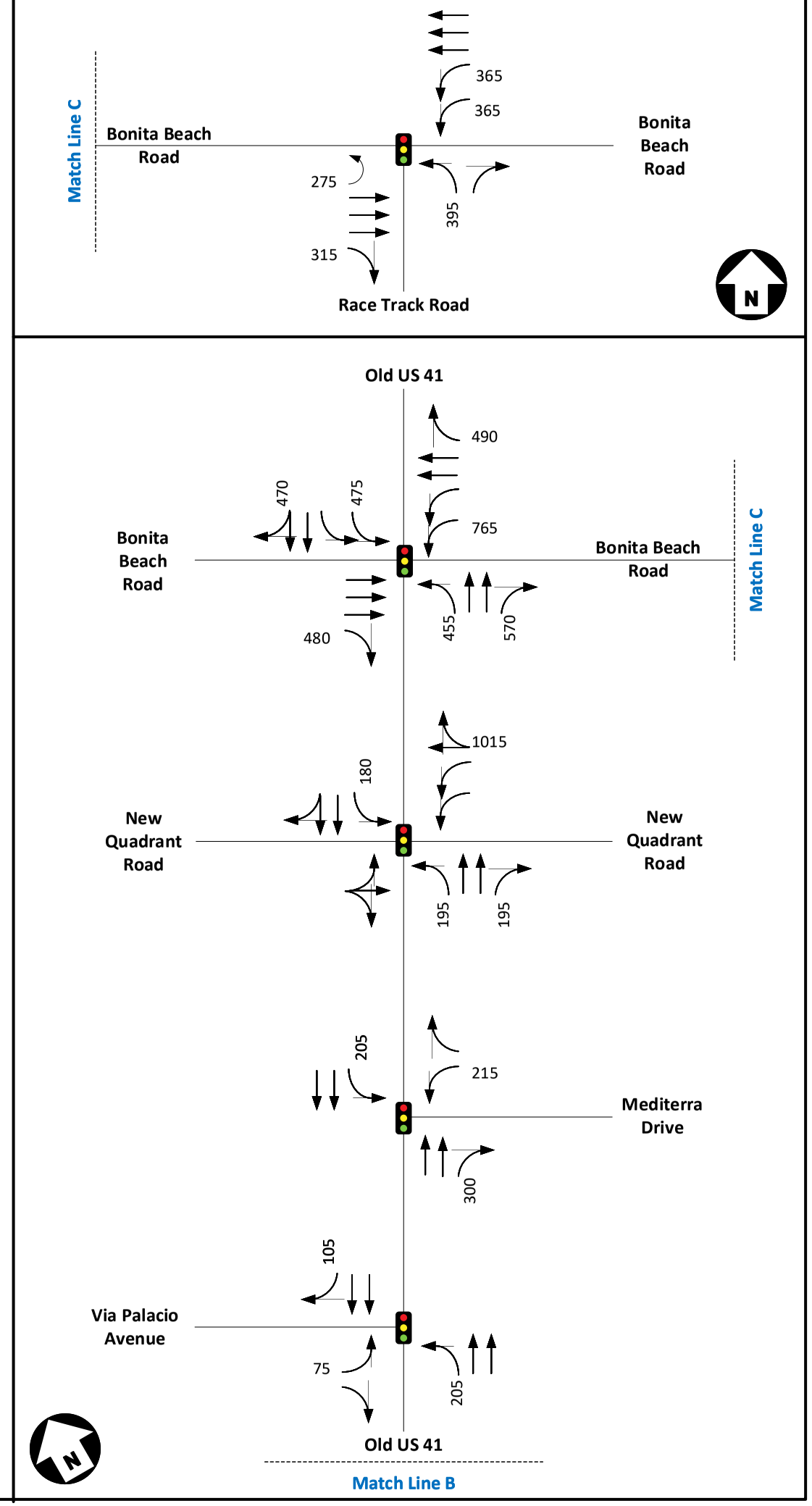
PREPARED BY: RK&K

DATE: Jan 2024

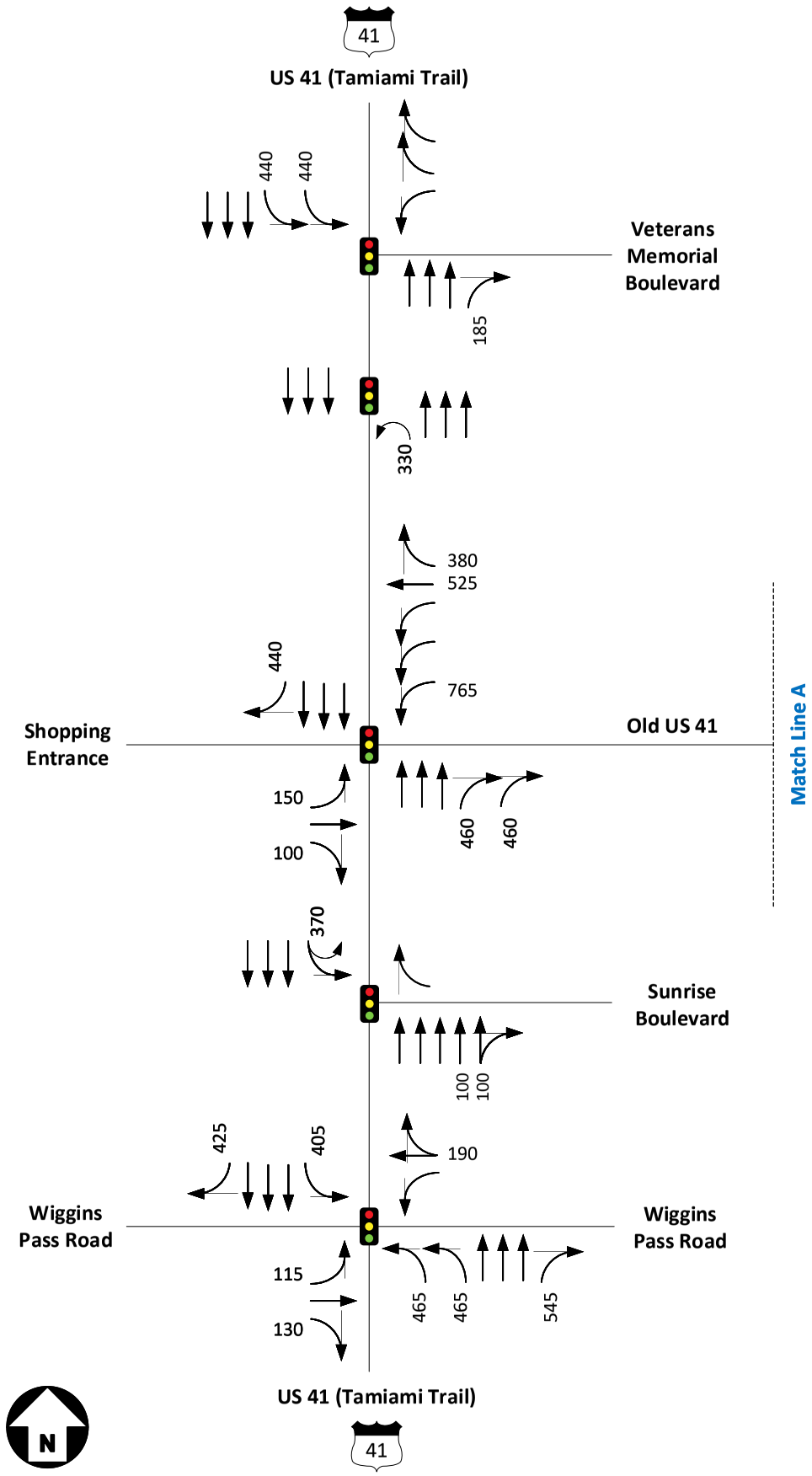
FIGURE 7-1

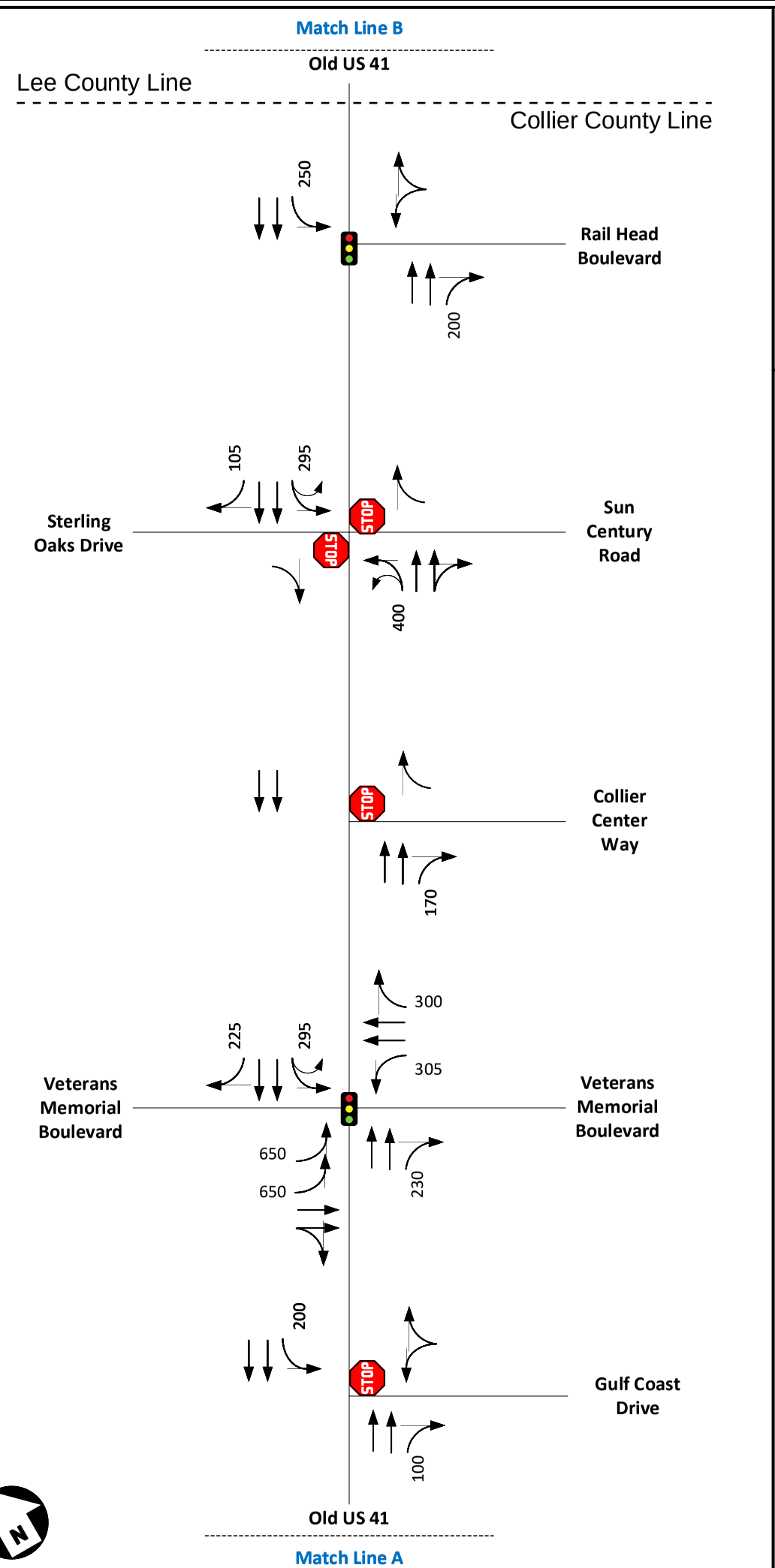


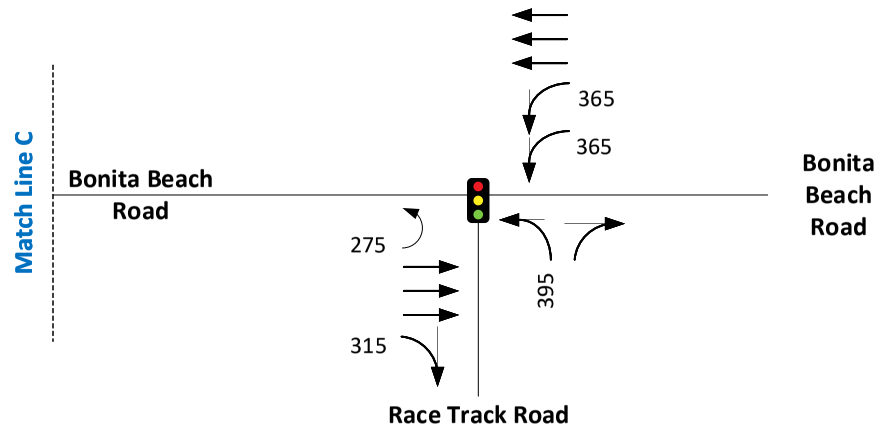


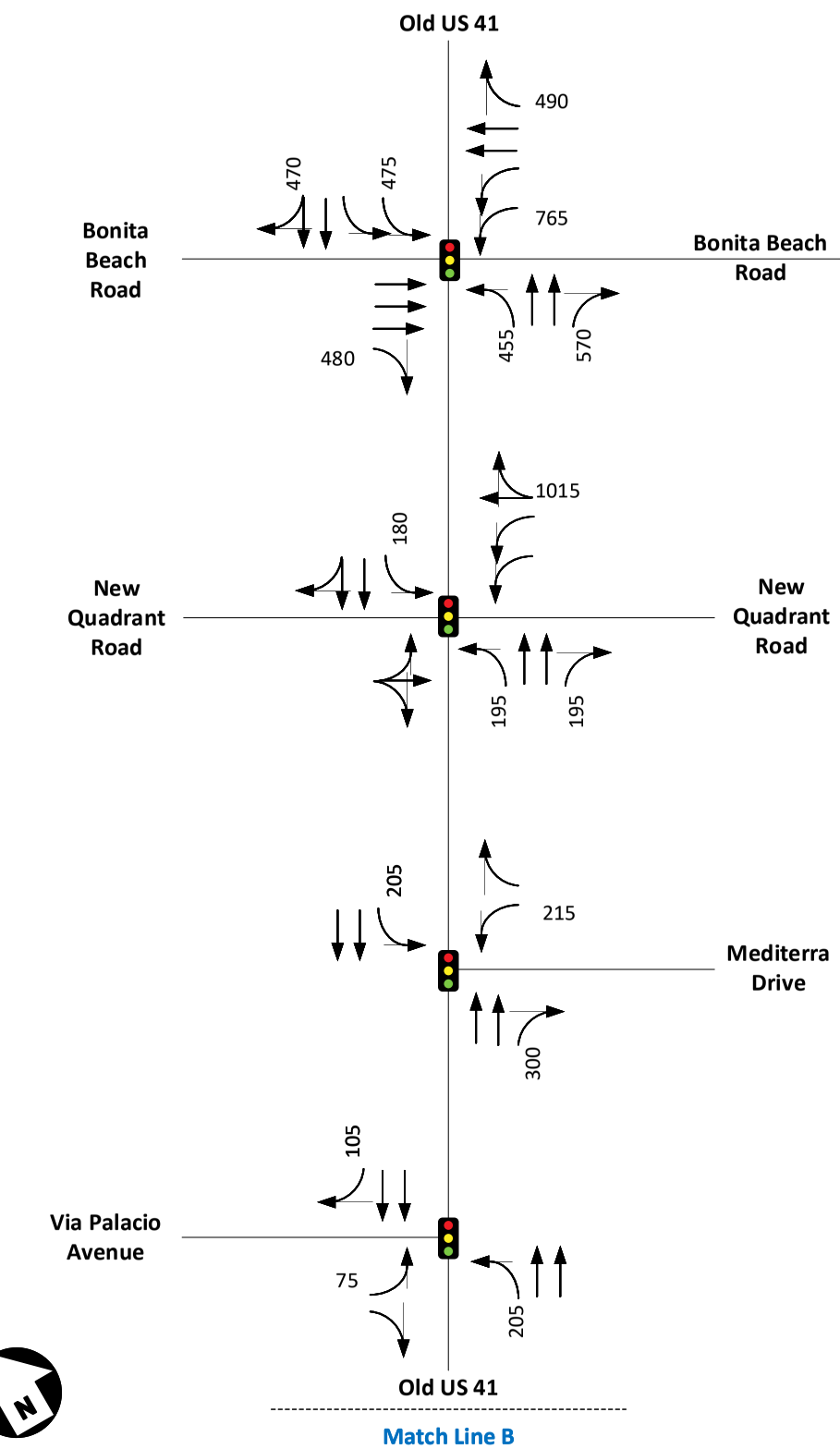


LEGEND	CR 887 (OLD US 41) PD&E STUDY
← - Lane Movement	Proposed Lane Configuration
### - Storage Length (ft)	**ALTERNATIVE A**
STOP - Stop Sign	**PREPARED BY**: RK&K
- Signal	**DATE**: Jan 2024 — **FIGURE 7-2**









LEGEND

- ← - Lane Movement
- ### - Storage Length (ft)
- STOP - Stop Sign
- - Signal

CR 887 (OLD US 41) PD&E STUDY

Proposed Lane Configuration

ALTERNATIVE B

PREPARED BY: RK&K

DATE: Jan 2024

FIGURE 7-3

7.2 BUILD ALTERNATIVES ANALYSIS

The initial analysis of both Build Alternatives was performed in *Synchro* as a first step, to assess capacity and the effectiveness of potential improvements. The *Synchro* models were also utilized to develop cycle lengths, offsets, and splits for input into *VISSIM*. *VISSIM* was utilized for simulation; refining cycle lengths, splits, and offsets; and conducting a more detailed assessment of the proposed improvements. All signalized intersections (broken down by zones) were coordinated to maximize throughput and decrease travel times on the major roadways. The study intersections were assigned to the zones listed below. Note that unsignalized intersections are included in the zones but do not affect timings.

Zone 1 – US 41:

1. US 41 and Wiggins Pass Rd (Signalized)
2. US 41 and Old US 41 (Signalized)
3. US 41 and Veterans Memorial Blvd Extension (Signalized)

Note: Intersections 21 and 22 (u-turn intersections as part of the proposed PMUT design) were included in this zone under Future Build Alternative B.

Zone 2 – Old US 41:

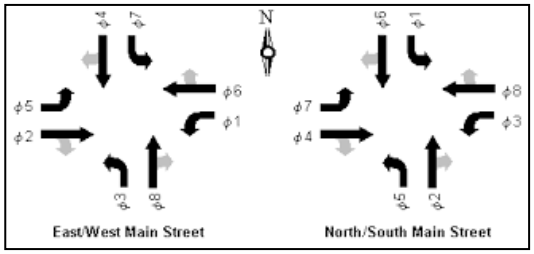
4. Old US 41 and Gulf Coast Dr (Unsignalized)
5. Old US 41 and Veterans Memorial Blvd Extension (Signalized)
6. Old US 41 and Collier Center Way (Unsignalized)
7. Old US 41 and Sterling Oaks Dr / Sun Century Rd (Unsignalized)
8. Old US 41 and Rail Head Blvd (Signalized)
9. Old US 41 and Via Palacio Ave (Signalized)
10. Old US 41 and Mediterra Dr (Signalized)
11. Old US 41 and New Quadrant Rd (Signalized)

Zone 3 – Bonita Beach Rd:

12. Bonita Beach Rd and Old US 41 (Signalized)
13. Bonita Beach Rd and Race Track Rd (Signalized)

Consideration was given to setting intersections 5 (Old US 41 at Veterans Memorial Blvd Extension) and 11 (Old US 41 at New Quadrant Road) to actuated-uncoordinated operation because they have high minor approach volumes and are relatively far from the nearest coordinated signal. However, through an iterative process, it was determined that coordinating them yielded nearly the same results. Standard NEMA phasing, shown in **Figure 7-3**, was utilized for all signalized intersections to ensure proper coordination and consistency with the ring-barrier diagrams in *Synchro*.

Figure 7-4: NEMA Phasing Diagram



Yellow and all-red clearance intervals and initial green times were maintained at the intersection of Old US 41 at Wiggins Pass Road. Yellow and all-red clearance intervals were calculated for the remaining intersections utilizing the methods and guidelines found in section 3.6 of FDOT's *Traffic Engineering Manual (2023)* and *Guidelines for the Development of Traffic Signals (January 2017)* from FDOT District 1. Calculations are shown in **Appendix E**. The following initial green times were used:

- Major through phase: 20 seconds
- Minor through phase: 7-15 seconds
- Major or minor left turn phase: 5 seconds

The cycle lengths used in the Future Build models ranged from 120 seconds to 200 seconds. The relatively higher cycle lengths allowed for better throughput and progression while queue lengths were higher. Through trial and error, it was determined that these cycle lengths yielded the best results by providing the capacity needed to accommodate the volumes presented under Design Year (2045) Build conditions.

All coordinated phases were set to maximum recall and referenced to the "beginning of green". Future Build volumes from Figures 6-4, 6-5, and 6-6 in the *Future Volumes Technical Memorandum* were initially used in the *Synchro* models. However, traffic was redistributed to account for the left turn restrictions at intersections 5, 6, 7, and 12. These left turn volumes were redistributed to the nearest intersection that allowed a U-turn as described in **Table 7-1**. The same was done for the PMUT's under Future Build Alternative B. **Appendix F** includes a table that compares the input volumes to the *VISSIM* output volumes for Alternative B. Note that the eastbound and westbound approaches at the US 41 at Wiggins Pass Road intersection show significantly lower volumes in *VISSIM* compared to the input volumes. This was attributed to the low split times for the eastbound and westbound approaches that allow for adequate throughput along US 41.

For both Build Alternatives, static vehicle routes were combined for the following links:

- US 41 northbound and southbound between Wiggins Pass Rd and Old US 41
- Old US 41 northbound and southbound between Veterans Memorial Blvd Extension and Collier Center Way
- Old US 41 northbound and southbound between Collier Center Way and Sterling Oaks Dr / Sun Century Rd
- Old US 41 southbound between Sterling Oaks Dr / Sun Century Rd and Rail Head Blvd
- Old US 41 northbound between Collier Center Way and Sterling Oaks Dr / Sun Century Rd
- Bonita Beach Rd westbound and westbound between Old US 41 and Race Track Rd

7.2.1 Design Year Build Analysis Results

Design Year (2045) *VISSIM* network performance results are presented in **Table 7-3.** The results indicate that under Build Alternative A conditions, average delay is expected to decrease by 24% in the AM and 55% in the PM peak hour when compared to No-Build conditions; under Build Alternative B, average delay is expected to decrease by 33% in the AM and 56% in the PM peak hour when compared to No-Build conditions.

Table 7-3: Design Year (2045) Network Performance Results

Network Performance Category	No-Build 2045		Build Alt A 2045		Build Alt B 2045	
	AM	PM	AM	PM	AM	PM
System-Wide Average Delay (sec/veh)	184.5	285.7	141.1	130.0	123.3	125.5
Latent Demand (veh)	25	346	389	538	393	550
Vehicle Miles Traveled (miles)	26,821	24,211	32,172	31,282	32,417	31,385

A comparison of intersection analysis results for Design Year (2045) No-Build and Build conditions is presented in **Table 7-4**. The results indicate that for both Build Alternatives 85% of study intersections or more are expected to operate at overall LOS D or better during both peak hours. In contrast, under No-Build conditions, 50% of intersections or less are expected to operate at overall LOS D or better. Detailed Design Year (2045) Build conditions intersection analysis results are presented in **Tables 7-5 and 7-6**; additional results for Opening Year (2025) and Interim Year (2035) are provided in **Appendix G**.

Table 7-4: Design Year (2045) Intersection Analysis Results Summary

Scenario	Type	AM Peak Hour			PM Peak Hour		
		LOS D or better	LOS E or Worse	% LOS D or better	LOS D or better	LOS E or Worse	% LOS D or better
No-Build	Overall LOS	5	7	42%	6	6	50%
	Lane Group LOS	49	54	48%	51	52	50%
Alternative A	Overall LOS	11	2	85%	11	2	85%
	Lane Group LOS	77	34	69%	72	39	65%
Alternative B	Overall LOS	14	1	93%	13	2	87%
	Lane Group LOS	87	31	74%	79	39	67%

Note: Lane group is a set of lanes established at an intersection approach for separate capacity and LOS analysis. All exclusive turn lanes are treated as separate lane groups, through lanes are also grouped together even if they allow for shared right/left turn movements.

In general, network-wide performance and intersection analysis results indicate that traffic operations are expected to vastly improve under both Build Alternatives A and B when compared to No-Build conditions.

Table 7-5: Design Year (2045) Build Alternative A VISSIM Results

Intersection	Approach	Future Build AM Peak 2045				Future Build PM Peak 2045			
		Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	129	85.1	F	269	165	269.9	F	893
		3,353	29.5	C	1,193	2,091	25.2	C	1,016
		296	21.1	C	228	226	12.6	B	129
	Wiggins Pass Rd	153	494.8	F	765	122	249.0	F	641
		16	356.8	F	280	27	202.5	F	658
		56	300.4	F	303	131	164.9	F	681
	US 41	445	216.3	F	1,174	494	113.5	F	1,952
		2,086	15.0	B	1,185	3,416	38.2	D	2,974
		150	4.9	A	92	240	42.1	D	162
	Wiggins Pass Rd	148	575.7	F	1,722	114	1020.5	F	1,709
		21	514.2	F	575	19	896.4	F	241
		204	457.8	F	1,741	108	771.0	F	429
	Overall	**7,058**	**75.3**	**E**	-	**7,153**	**79.6**	**E**	-
2 - Old US 41 at US 41 (Signalized)	US 41	104	205.5	F	442	69	119.5	F	200
		2,165	131.0	F	1,523	1,418	31.7	C	564
		61	79.8	E	63	59	5.3	A	55
	Old US 41	1,570	107.1	F	1,036	1,009	97.5	F	883
		29	80.9	F	67	58	84.9	F	475
		66	34.4	C	74	50	21.4	C	81
	US 41	80	165.1	F	281	71	145.2	F	234
		1,281	27.4	C	432	1,952	30.5	C	595
		933	4.3	A	202	1,649	10.3	B	361
	Old US 41	63	61.0	E	188	155	86.1	F	407
		43	69.8	E	130	47	97.7	F	157
		39	74.7	E	122	49	98.5	F	169
	Overall	**6,433**	**84.7**	**F**	-	**6,586**	**40.6**	**D**	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	773	57.0	E	841	1,082	41.1	D	1,030
		2,356	27.5	C	1,051	1,538	2.8	A	144
	Veterans Memorial Extension	10	85.2	F	47	8	49.1	D	50
		1,104	48.2	D	735	725	24.4	C	404
	US 41	1,399	45.1	D	639	2,126	54.0	D	1,096
		12	33.7	C	59	34	43.3	D	64
	Overall	**5,654**	**40.0**	**D**	-	**5,513**	**33.2**	**C**	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	34	15.6	C	60	52	23.4	C	90
		1,619	21.5	C	860	1,084	5.1	A	183
	Gulf Coast Dr	65	40.6	E	144	38	35.5	E	117
		31	12.4	B	145	23	18.7	C	121
	Old US 41	1,048	0.5	A	25	1,697	1.6	A	163
		32	1.1	A	0	70	1.2	A	0
	Overall	**2,828**	**13.8**	**B**	-	**2,965**	**3.8**	**A**	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	124	33.9	C	202	152	66.9	E	353
		1,500	21.9	C	551	1,019	23.1	C	524
		272	9.4	A	180	215	8.1	A	122
	Veterans Memorial Extension	145	44.8	D	224	114	110.4	F	287
		832	61.1	E	779	528	63.9	E	382
		178	17.4	B	183	146	15.9	B	149
		1,013	32.6	C	583	1,610	41.3	D	1,028
		79	11.0	B	63	89	24.7	C	66
	Veterans Memorial Extension	339	88.7	F	331	269	64.6	E	267
		441	50.2	D	347	853	93.3	F	841
		6	48.1	D	347	7	84.1	F	841
	Overall	**4,927**	**37.8**	**D**	-	**5,001**	**50.1**	**D**	-

Table 7-5: Design Year (2045) Build Alternative A VISSIM Results (Continued)

Intersection	Approach	Future Build AM Peak 2045				Future Build PM Peak 2045			
		Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
6 - Old US 41 at Collier Center Way	Old US 41	10	12.1	B	120	10	17.5	C	135
		137	10.7	B	120	99	19.5	C	135
		1,910	17.3	C	816	1,384	3.8	A	275
	Collier Center Way	144	10.8	B	153	187	28.6	D	302
	Old US 41	1,397	0.4	A	0	1,985	0.5	A	13
		135	0.6	A	0	36	0.4	A	0
	Overall	**3,732**	**9.9**	**A**	-	**3,702**	**3.7**	**A**	-
7 - Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	96	14.9	B	109	40	24.2	C	83
		1,890	5.6	A	667	1,327	1.6	A	96
		23	4.6	A	0	28	2.3	A	0
	Sun Century Rd	77	9.5	A	119	93	14.4	B	110
	Old US 41	93	40.6	E	255	119	14.8	B	200
		16	32.6	D	237	85	17.7	C	182
		1,363	0.9	A	82	1,957	1.1	A	103
		76	1.5	A	82	27	1.8	A	103
	Sterling Oaks Dr	63	19.1	C	97	37	8.8	A	57
	Overall	**3,696**	**5.4**	**A**	-	**3,713**	**2.8**	**A**	-
8 - Old US 41 at Rail Head Blvd (Signalized)	Old US 41	149	23.3	C	149	79	28.3	C	126
		1,893	12.7	B	1,339	1,256	11.4	B	704
	Rail Head Blvd	92	69.9	E	686	88	100.2	F	673
		143	51.1	D	691	172	80.1	F	677
	Old US 41	42	29.6	C	91	42	14.6	B	57
		1,253	10.6	B	359	1,859	9.5	A	590
		143	4.3	A	82	176	5.3	A	72
	Overall	**3,714**	**15.2**	**B**	-	**3,672**	**15.9**	**B**	-
9 - Old US 41 at Via Palacio Ave (Signalized)	Old US 41	1,990	2.9	A	495	1,298	2.7	A	375
		4	2.6	A	22	47	2.2	A	47
	Old US 41	14	17.7	B	26	74	9.0	A	64
		1,360	2.3	A	315	1,976	0.9	A	146
	Via Palacio Ave	20	59.1	E	59	12	68.5	E	52
		50	10.8	B	58	28	7.8	A	37
	Overall	**3,439**	**3.2**	**A**	-	**3,434**	**2.1**	**A**	-
10 - Old US 41 at Mediterra Dr (Signalized)	Old US 41	102	14.8	B	99	77	20.5	C	111
		1,917	7.4	A	779	1,262	6.2	A	527
	Mediterra Dr	74	60.1	E	164	71	61.4	E	157
		113	9.0	A	98	91	12.0	B	104
	Old US 41	1,296	4.2	A	338	1,920	4.9	A	648
		88	2.9	A	95	62	2.8	A	66
	Overall	**3,589**	**7.4**	**A**	-	**3,483**	**7.0**	**A**	-
11 - Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	Old US 41	11	21.8	C	28	9	13.5	B	33
		1,072	23.1	C	756	726	12.9	B	502
		5	16.5	B	756	2	10.2	B	502
	New Quadrant Rd	939	43.5	D	606	610	56.7	E	465
		4	26.6	C	49	1	22.8	C	35
		14	7.8	A	93	7	9.5	A	79
	Old US 41	3	16.7	B	9	3	46.5	D	15
		1,055	12.1	B	754	1,157	30.4	C	1,731
		371	7.1	A	114	843	30.6	C	1,522
	Industrial Rd	0	0.0	A	56	1	102.0	F	60
		1	44.5	D	56	1	85.7	F	60
		7	64.2	E	56	7	70.7	E	60
	Overall	**3,481**	**23.6**	**C**	-	**3,368**	**31.5**	**C**	-
12 - Old US 41 at Bonita Beach Rd (Signalized)	Old US 41	255	120.2	F	316	184	143.5	F	293
		586	88.3	F	2,454	528	94.1	F	2,173
		94	79.1	E	2,454	109	82.3	F	2,173
	Bonita Beach Rd	336	78.1	E	353	150	97.3	F	190
		1,589	37.1	D	1,426	1,155	22.8	C	769
		414	24.7	C	476	272	17.3	B	258
	Old US 41	92	160.7	F	308	110	310.5	F	605
		610	77.4	E	773	623	69.1	E	678
		354	19.3	B	410	444	27.3	C	486
	Bonita Beach Rd	1,016	38.3	D	524	1,692	46.6	D	1,357
		145	11.1	B	131	80	16.5	B	72
	Overall	**5,489**	**53.8**	**D**	-	**5,345**	**56.2**	**E**	-
13 - Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	771	33.3	C	596	446	37.5	D	283
		2,013	28.8	C	887	1,268	19.9	B	432
	Race Track Rd	180	40.1	D	318	196	69.4	E	272
		220	7.0	A	164	690	62.3	E	2,036
	Bonita Beach Rd	140	57.4	E	330	121	72.2	E	250
		1,286	25.3	C	451	2,043	44.3	D	1,188
		198	11.2	B	167	171	23.8	C	142
	Overall	**4,807**	**28.1**	**C**	-	**4,935**	**41.0**	**D**	-

Table 7-6: Design Year (2045) Build Alternative B VISSIM Results

Intersection	Approach	Movement	Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	128	72.7	E	255	164	208.4	F	586
		SBT	3,364	18.5	B	674	2,052	23.2	C	660
		SBR	295	8.4	A	191	221	8.9	A	179
	Wiggins Pass Rd	WBL	151	497.2	F	772	122	223.9	F	597
		WBT	16	366.5	F	286	28	175.3	F	613
		WBR	56	298.4	F	309	130	140.9	F	635
	US 41	NBL	444	221.4	F	1,247	495	114.0	F	2,283
		NBT	2,086	14.9	B	1,251	3,417	37.9	D	3,061
		NBR	150	5.0	A	99	240	43.2	D	149
	Wiggins Pass Rd	EBL	150	570.1	F	1,711	110	1062.1	F	1,711
		EBT	22	498.0	F	88	19	922.0	F	402
		EBR	208	455.8	F	1,730	105	800.4	F	593
	Overall		**7,069**	**69.6**	**E**	-	**7,103**	**76.9**	**E**	-
21 - US 41 and U-turn South (Signalized)	US 41	SBU	106	65.0	E	239	69	151.7	F	425
		SBL	20	65.3	E	239	50	127.6	F	425
		SBT	3,780	11.0	B	594	2,428	7.5	A	454
	Sunrise Blvd	WBR	108	6.2	A	67	71	5.8	A	57
	US 41	NBT	2,276	3.1	A	150	3,585	3.0	A	169
		NBR	14	4.2	A	171	74	2.9	A	195
	Overall		**6,303**	**9.2**	**A**	-	**6,276**	**7.4**	**A**	-
2 - Old US 41 at US 41 (Signalized)	US 41	SBT	2,294	44.5	D	671	1,499	24.8	C	523
		SBR	142	4.1	A	67	109	2.9	A	54
	Old US 41	WBL	1,585	88.5	F	1,038	1,004	92.2	F	838
		WBT	29	61.8	E	162	58	80.2	F	334
		WBR	68	28.2	C	76	49	17.2	B	71
	US 41	NBT	1,415	17.4	B	446	2,021	20.1	C	486
		NBR	1,079	3.8	A	328	1,722	3.6	A	262
	Old US 41	EBL	64	64.9	E	192	156	83.9	F	421
		EBT	42	83.1	F	133	47	94.3	F	160
		EBR	39	82.4	F	133	49	92.4	F	155
	Overall		**6,756**	**42.4**	**D**	-	**6,713**	**30.5**	**C**	-
22 - US 41 and U-turn North (Signalized)	US 41	SBT	2,365	15.9	B	666	1,546	2.6	A	172
	US 41	NBU	81	106.6	F	212	50	95.5	F	167
		NBT	1,466	0.7	A	0	2,171	2.7	A	65
	Overall		**3,912**	**12.1**	**B**	-	**3,767**	**3.9**	**A**	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	774	54.7	D	730	1,082	41.1	D	1,066
		SBT	2,365	4.4	A	300	1,538	2.8	A	147
	Veterans Memorial Extension	WBL	10	68.3	E	62	8	51.4	D	42
		WBR	1,109	48.0	D	766	725	24.3	C	412
	US 41	NBT	1,453	42.3	D	629	2,140	45.3	D	963
		NBR	13	31.9	C	66	35	32.5	C	65
	Overall		**5,724**	**29.4**	**C**	-	**5,528**	**29.9**	**C**	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	SBL	34	11.7	B	74	52	24.5	C	99
		SBT	1,634	9.5	A	552	1,085	1.7	A	69
	Gulf Coast Dr	WBL	65	35.8	E	161	39	24.7	C	110
		WBR	31	16.0	C	165	24	16.0	C	114
	Old US 41	NBT	1,088	0.5	A	19	1,701	1.8	A	163
		NBR	33	1.1	A	0	69	1.3	A	0
	Overall		**2,886**	**6.7**	**A**	-	**2,969**	**2.5**	**A**	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	124	34.8	C	202	151	68.4	E	304
		SBT	1,503	19.6	B	545	1,019	23.0	C	526
		SBR	272	9.0	A	171	215	8.0	A	125
	Veterans Memorial Extension	WBL	146	39.1	D	224	114	109.7	F	278
		WBT	836	56.0	E	637	528	62.9	E	368
		WBR	179	14.3	B	161	146	15.9	B	148
		NBT	1,050	33.0	C	597	1,622	42.3	D	1,030
		NBR	82	10.7	B	59	90	25.3	C	62
	Veterans Memorial Extension	EBL	340	83.0	F	318	269	64.6	E	254
		EBT	442	48.3	D	322	853	94.4	F	842
		EBR	6	47.7	D	322	7	81.3	F	842
	Overall		**4,980**	**35.5**	**D**	-	**5,014**	**50.5**	**D**	-

Table 7-6: Design Year (2045) Build Alternative B VISSIM Results (Continued)

Intersection	Approach	Movement	Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
6 - Old US 41 at Collier Center Way	Old US 41	SBU	10	11.9	B	126	10	17.5	C	135
		SBL	136	10.3	B	126	99	19.2	C	135
		SBT	1,915	13.4	B	727	1,384	3.8	A	305
	Collier Center Way	WBR	144	10.7	B	159	187	31.4	D	332
	Old US 41	NBT	1,432	0.4	A	0	2,000	0.5	A	14
		NBR	139	0.6	A	0	36	0.4	A	0
	Overall		**3,776**	**7.8**	**A**	-	**3,717**	**3.9**	**A**	-
7 - Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	96	13.3	B	122	40	26.5	D	88
		SBT	1,893	3.2	A	410	1,329	1.4	A	100
		SBR	23	3.0	A	0	28	2.1	A	0
	Sun Century Rd	WBR	77	9.2	A	118	93	14.8	B	116
	Old US 41	NBU	94	25.9	D	174	119	13.7	B	203
		NBL	16	25.3	D	156	86	17.0	C	185
		NBT	1,395	0.9	A	97	1,969	1.0	A	61
		NBR	77	1.5	A	97	27	1.8	A	61
	Sterling Oaks Dr	EBR	63	13.7	B	87	37	8.3	A	52
	Overall		**3,733**	**3.5**	**A**	-	**3,727**	**2.6**	**A**	-
8 - Old US 41 at Rail Head Blvd (Signalized)	Old US 41	SBL	149	23.3	C	172	79	27.8	C	131
		SBT	1,893	12.6	B	1,305	1,257	10.9	B	679
	Rail Head Blvd	WBL	92	69.5	E	686	88	100.0	F	673
		WBR	143	50.5	D	691	172	79.4	E	677
	Old US 41	NBU	42	29.6	C	97	42	10.4	B	49
		NBT	1,283	11.0	B	380	1,868	9.1	A	555
		NBR	146	4.6	A	71	178	5.0	A	83
	Overall		**3,748**	**15.2**	**B**	-	**3,683**	**15.4**	**B**	-
9 - Old US 41 at Via Palacio Ave (Signalized)	Old US 41	SBT	1,991	2.9	A	525	1,298	2.8	A	373
		SBR	4	2.4	A	22	47	2.4	A	45
	Old US 41	NBL	15	17.8	B	24	74	8.8	A	56
		NBT	1,389	2.2	A	356	1,985	1.0	A	141
	Via Palacio Ave	EBL	20	59.1	E	59	12	68.5	E	52
		EBR	50	10.8	B	58	28	7.8	A	37
	Overall		**3,468**	**3.1**	**A**	-	**3,443**	**2.2**	**A**	-
10 - Old US 41 at Mediterra Dr (Signalized)	Old US 41	SBL	102	14.8	B	103	77	19.5	B	112
		SBT	1,918	7.2	A	774	1,262	6.2	A	526
	Mediterra Dr	WBL	74	59.8	E	164	71	61.6	E	157
		WBR	112	9.0	A	100	91	11.6	B	104
	Old US 41	NBT	1,325	3.9	A	356	1,927	4.9	A	676
		NBR	89	2.8	A	98	62	3.0	A	69
	Overall		**3,619**	**7.3**	**A**	-	**3,490**	**7.0**	**A**	-
11 - Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	Old US 41	SBL	11	22.6	C	29	9	12.6	B	35
		SBT	1,073	23.2	C	748	727	12.8	B	504
		SBR	5	14.4	B	748	2	8.3	A	504
	New Quadrant Rd	WBL	939	43.5	D	606	610	56.7	E	465
		WBT	4	26.6	C	49	1	22.8	C	35
		WBR	14	8.4	A	93	7	7.9	A	79
	Old US 41	NBL	3	27.9	C	9	3	48.6	D	17
		NBT	1,081	13.5	B	967	1,161	32.0	C	1,638
		NBR	376	7.7	A	132	845	31.7	C	1,511
	Industrial Rd	EBL	0	0.0	A	56	1	102.0	F	60
		EBT	1	44.6	D	56	1	85.8	F	60
		EBR	7	64.2	E	56	7	70.7	E	60
	Overall		**3,513**	**24.0**	**C**	-	**3,374**	**32.3**	**C**	-
12 - Old US 41 at Bonita Beach Rd (Signalized)	Old US 41	SBL	255	120.3	F	321	184	143.6	F	285
		SBT	586	88.4	F	2,469	528	92.2	F	2,124
		SBR	94	79.0	E	2,469	109	80.4	F	2,124
	Bonita Beach Rd	WBL	336	79.7	E	350	150	97.1	F	196
		WBT	1,589	38.8	D	1,416	1,155	22.5	C	735
		WBR	414	26.8	C	404	272	17.1	B	257
	Old US 41	NBL	93	153.7	F	281	109	312.2	F	568
		NBT	620	79.8	E	780	623	69.7	E	698
		NBR	361	18.7	B	393	445	26.6	C	468
	Bonita Beach Rd	EBT	1,015	38.1	D	524	1,693	45.6	D	1,325
		EBR	145	11.3	B	129	80	15.3	B	67
	Overall		**5,507**	**54.6**	**D**	-	**5,348**	**55.6**	**E**	-
13 - Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	770	32.9	C	530	446	37.6	D	280
		WBT	2,013	31.2	C	892	1,269	20.0	B	429
	Race Track Rd	NBL	180	41.5	D	330	196	69.7	E	270
		NBR	220	6.9	A	158	690	64.3	E	2,036
	Bonita Beach Rd	EBU	140	58.8	E	303	122	75.6	E	305
		EBT	1,291	26.3	C	490	2,043	43.1	D	1,101
		EBR	199	11.4	B	179	171	22.7	C	146
	Overall		**4,813**	**29.4**	**C**	-	**4,936**	**40.8**	**D**	-

7.3 BUILD ALTERNATIVES CRASH ANALYSIS

7.3.1 Predictive Crash Method

The Highway Safety Manual (HSM) predictive method for estimating expected average crash frequencies at individual sites was utilized to analyze the safety effects of the No-Build and Build alternatives. This method relies on safety performance functions (SPF) that estimate predicted average crash frequency as a function of traffic volume and roadway characteristics (e.g., number of lanes, median type, intersection control, number of approach legs).

The HSM spreadsheet tools developed by FDOT were utilized as the basis of the predictive crash analysis. The tools compute the estimated monetary cost of yearly predicted crashes and transform it to present day dollar amounts. The present day cost of all crashes during the 20-year project's life cycle is then added to calculate the total present cost of crashes for the No-Build and Build alternatives. **Table 7-8** shows a summary of the predictive crash analysis results based on crash severity (property damage only, injury, fatal), while **Table 7-9** shows the present day value of predicted crashes. Detailed HSM spreadsheet tool worksheets are provided in **Appendix H**.

The HSM predictive method results indicate that approximately 550 (34%) additional crashes are expected for both Build alternatives when compared to the No-Build; However, both Build alternatives are expected to experience about 31% less fatal crashes than the No-Build. Table 7-9 shows that the total present value of crashes for both Build alternatives is only about 7% larger than the No-Build, which is reasonable due to the lower amount of predicted fatal crashes under Build conditions.

Additionally, Alternative A has approximately $625,000 higher total present crash cost than Alternative B. Furthermore, a PMUT intersection (Alternative B) has 10 fewer crossing conflict points when compared to a conventional four-leg intersection (Alternative A), which is likely to result in less overall crashes. Furthermore head-on and angle type crashes that have high probabilities of injury are lower for PMUT intersections compared to conventional intersections.

7.3.2 Safety Performance of Intersection Control Evaluations (SPICE)

As part of the CR 887 (Old 41) PD&E Study, and Intersection Control Evaluation (ICE) was conducted for the intersection of US 41 at Old US 41, which included a safety analysis based on FDOT's SPICE tool (originally developed by FHWA). FDOT's version of SPICE includes two complimentary approaches to safety analysis: 1) crash prediction based on safety performance functions (SPFs) and crash modification factors (CMFs) and 2) a Safe System-based analysis using FHWA's Safe System for Intersections (SSI) method. The SPICE analysis primary variables are AADT, rural or urban facility type, posted speed, and the number of lanes. The SSI method assesses crash survivability based on scores, lower scores indicate a higher probability of fatal or serious injury crashes occurring.

A summary of the SPICE tool results is provided in **Table 7-7.** The results indicate that predicted fatal and injury crashes under Alternative A are expected to be 18% higher than under Alternative B. Similarly the Design Year (2045) SSI score for Alternative B is expected to be 280% higher than the score for Alternative A. A copy of the ongoing *CR 887 (Old 41) PD&E Study – Stage 2 ICE Analysis Technical Memorandum*, including detailed SPICE tool computation sheets is provided in **Appendix I**.

Table 7-7: *SPICE Tool Results Summary*

Scenario	Fatal and Injury Crashes (20-Year Project Life)	SSI Score
Alternative A	89.68	10
Alternative B	76.23	38
Note: A higher SSI score is indicative of improved traffic safety.		

Table 7-8: Predictive Crash Analysis Summary

Item number	Description	No-Build						Alternative A						Alternative B					
		Intersection/ Segment Type & Length	Predictive Method Used	PDO	Injury	Fatal	Total	Intersection/ Segment Type & Length	Predictive Method Used	PDO	Injury	Fatal	Total	Intersection/ Segment Type & Length	Predictive Method Used	PDO	Injury	Fatal	Total
Intersection 1	US 41 at Wiggins Pass Road	4SG	NCHRP	96.09	56.26	0.55	152.91	4SG	NCHRP	97.35	57.00	0.56	154.91	4SG	NCHRP	97.35	57.00	0.56	154.91
Segment 1	US 41 from Wiggins to Old US 41	6D, 0.22 mi	NCHRP	94.31	65.60	0.96	160.88	6D, 0.22 mi	NCHRP	100.74	70.07	1.03	171.84	6D, 0.11 mi	NCHRP	100.74	70.07	1.03	171.84
Intersection 3	US 41 at Old US 41	4SG	NCHRP	71.10	41.63	0.41	113.13	4SG	NCHRP	75.41	44.15	0.44	120.00	4SG	NCHRP	69.55	40.72	0.40	110.67
Segment 1C	US 41 from Old US 41 to Veterans	6D, 0.28mi	NCHRP	77.60	53.98	0.79	132.37	6D, 0.28mi	NCHRP	70.43	48.99	0.72	120.13	6D, 0.28mi	NCHRP	70.43	48.99	0.72	120.13
Intersection 4	US 41 at Veterans Memorial Blvd	3SG	NCHRP	69.85	44.66	0.45	114.96	3SG	NCHRP	67.68	43.27	0.43	111.38	3SG	NCHRP	67.68	43.27	0.43	111.38
Segment 2	Old US 41 from US 41 to Gulf	2U, 0.19 mi	HSM	50.20	32.09	0.32	82.61	4U, 0.19 mi	HSM	32.13	19.19	0.26	51.57	4U, 0.19 mi	HSM	32.13	19.19	0.26	51.57
Intersection 5	Old US 41 at Gulf Coast Drive	3ST	HSM	10.31	4.26	4.53	19.09	3ST	HSM	19.46	11.62	0.16	31.23	3ST	HSM	19.46	11.62	0.16	31.23
Segment 3	Old us 41 from Gulf to Veterans	2U, 0.19 mi	HSM	11.32	9.46	0.19	20.97	4U, 0.19 mi	HSM	23.08	13.78	0.19	37.05	4U, 0.19 mi	HSM	23.08	13.78	0.19	37.05
Intersection 6	US 41 at Veterans Memorial Blvd	4SG	HSM	34.98	29.22	0.58	64.79	4SG	HSM	64.95	38.78	0.52	104.26	4SG	HSM	64.95	38.78	0.52	104.26
Segment 3 B	Old US 41 from Veterans to Collier	2U, 0.08 mi	HSM	8.28	6.91	0.14	15.33	4U, 0.08 mi	HSM	16.28	9.72	0.13	26.13	4U, 0.08 mi	HSM	16.28	9.72	0.13	26.13
Intersection 7	Old US 41 at Collier Center Way	3ST	HSM	15.34	12.81	0.26	28.41	3ST	HSM	28.35	16.93	0.23	45.51	3ST	HSM	28.35	16.93	0.23	45.51
Segment 4	Old US 41 from Collier to Sun Century	2U, 0.21 mi	HSM	16.54	13.81	0.28	30.62	4U, 0.21 mi	HSM	31.02	18.52	0.25	49.79	4U, 0.21 mi	HSM	31.02	18.52	0.25	49.79
Intersection 8	Old US 41 at Sun Century Road	4ST	HSM	12.95	10.82	0.22	23.98	4ST	HSM	20.91	12.49	0.17	33.56	4ST	HSM	20.91	12.49	0.17	33.56
Segment 5	Old US 41 from Sun Century to Rail	2U, 0.36 mi	HSM	23.36	19.51	0.39	43.26	4U, 0.36 mi	HSM	46.83	27.96	0.38	75.17	4U, 0.36 mi	HSM	46.83	27.96	0.38	75.17
Intersection 9	Old US 41 at Rail Head Blvd	3ST	HSM	18.60	15.53	0.31	34.44	3SG	HSM	36.79	21.97	0.30	59.05	3SG	HSM	36.79	21.97	0.30	59.05
Segment 6	Old US 41 from Rail to Via Palacio	2U, 0.64 mi	HSM	47.08	39.32	0.79	87.19	4U, 0.64 mi	HSM	84.56	50.49	0.68	135.73	4U, 0.64 mi	HSM	84.56	50.49	0.68	135.73
Intersection 10	Old US 41 at Via Palacio Ave	3ST	HSM	12.51	10.45	0.21	23.17	3SG	HSM	23.74	14.18	0.19	38.11	3SG	HSM	23.74	14.18	0.19	38.11
Segment 7	Old US 41 from Via Palacio to Mediterra	2U, 0.23 mi	HSM	19.44	16.23	0.32	35.99	4U, 0.23 mi	HSM	33.85	20.21	0.27	54.34	4U, 0.23 mi	HSM	33.85	20.21	0.27	54.34
Intersection 11	Old US 41 at Mediterra Dr	3ST	HSM	12.81	10.70	0.21	23.72	3SG	HSM	26.22	15.65	0.21	42.08	3SG	HSM	26.22	15.65	0.21	42.08
Segment 8	Old US 41 from Mediterra to New Quadrant	2U, 0.84 mi	HSM	86.86	72.54	1.45	160.85	4U, 0.59 mi	HSM	91.95	54.90	0.74	147.59	4U, 0.59 mi	HSM	91.95	54.90	0.74	147.59
Intersection 12	Old US 41 at New Quadrant Rd							4SG	HSM	54.50	32.54	0.44	87.47	4SG	HSM	54.50	32.54	0.44	87.47
Segment 8B	Old US 41 from New Quadrant to Bonita							4U, 0.25 mi	HSM	74.97	44.76	0.60	120.33	4U, 0.25 mi	HSM	74.97	44.76	0.60	120.33
Intersection 13	Old US 41 at Bonita Beach Rd	4SG	HSM	59.64	49.92	0.88	110.44	4SG	NCHRP	127.56	74.69	0.74	202.98	4SG	NCHRP	127.56	74.69	0.74	202.98
Segment 9	Bonita from Old US 41 to Race Track	4D, 0.27 mi	HSM	28.35	23.73	0.42	52.50	6D, 0.27 mi	NCHRP	33.59	23.37	0.34	57.30	6D, 0.27 mi	NCHRP	33.59	23.37	0.34	57.30
Intersection 14	Bonita Beach Rd at Race Track Rd	3SG	NCHRP	50.20	32.09	0.32	82.61	3SG	NCHRP	53.62	34.28	0.34	88.25	3SG	NCHRP	53.62	34.28	0.34	88.25
Total				**927.70**	**671.52**	**14.98**	**1614.21**	**Total**		**1,335.96**	**819.51**	**10.30**	**2,165.77**	**Total**		**1,330.10**	**816.08**	**10.27**	**2,156.44**

Note 1: The method contained within the NCHRP 17-58 (based on HSM guidelines) was utilized to analyze 6-lane arterial segments and intersections.

Table 7-9: Projected Crashes Present Value Summary

Item number	No-Build				Alternative A			Alternative B		
	Description	Intersection/ Segment Type & Length	Predictive Method Used	Present Value	Intersection/ Segment Type & Length	Predictive Method Used	Present Value	Intersection/ Segment Type & Length	Predictive Method Used	Present Value
Intersection 1	US 41 at Wiggins Pass Road	4SG	NCHRP	$ 10,281,391	4SG	NCHRP	$ 10,404,568	4SG	NCHRP	$ 10,404,568
Segment 1	US 41 from Wiggins to Old US 41	6D, 0.22 mi	NCHRP	$ 14,369,608	6D, 0.22 mi	NCHRP	$ 15,266,220	6D, 0.22 mi	NCHRP	$ 15,266,220
Intersection 3	US 41 at Old US 41	4SG	NCHRP	$ 7,628,791	4SG	NCHRP	$ 8,039,349	4SG	NCHRP	$ 7,414,260
Segment 1C	US 41 from Old US 41 to Veterans	6D, 0.28mi	NCHRP	$ 11,815,104	6D, 0.28mi	NCHRP	$ 10,809,056	6D, 0.28mi	NCHRP	$ 10,809,056
Intersection 4	US 41 at Veterans Memorial Blvd	3SG	NCHRP	$ 8,255,934	3SG	NCHRP	$ 8,019,880	3SG	NCHRP	$ 8,019,880
Segment 2	Old US 41 from US 41 to Gulf	2U, 0.19 mi	HSM	$ 3,742,932	4U, 0.19 mi	HSM	$ 3,957,709	4U, 0.19 mi	HSM	$ 3,957,709
Intersection 5	Old US 41 at Gulf Coast Drive	3ST	HSM	$ 2,317,676	3ST	HSM	$ 2,379,018	3ST	HSM	$ 2,379,018
Segment 3	Old us 41 from Gulf to Veterans	2U, 0.19 mi	HSM	$ 2,556,329	4U, 0.19 mi	HSM	$ 2,837,170	4U, 0.19 mi	HSM	$ 2,837,170
Intersection 6	Old US 41 at Veterans Memorial Blvd	4SG	HSM	$ 7,854,218	4SG	HSM	$ 7,945,327	4SG	HSM	$ 7,945,327
Segment 3 B	Old US 41 from Veterans to Collier	2U, 0.08 mi	HSM	$ 1,854,789	4U, 0.08 mi	HSM	$ 1,981,690	4U, 0.08 mi	HSM	$ 1,981,690
Intersection 7	Old US 41 at Collier Center Way	3ST	HSM	$ 3,410,816	3ST	HSM	$ 3,436,454	3ST	HSM	$ 3,436,454
Segment 4	Old US 41 from Collier to Sun Century	2U, 0.21 mi	HSM	$ 3,678,430	4U, 0.21 mi	HSM	$ 3,774,741	4U, 0.21 mi	HSM	$ 3,774,741
Intersection 8	Old US 41 at Sun Century Road	4ST	HSM	$ 2,896,304	4ST	HSM	$ 2,576,187	4ST	HSM	$ 2,576,187
Segment 5	Old US 41 from Sun Century to Rail	2U, 0.36 mi	HSM	$ 5,205,651	4U, 0.36 mi	HSM	$ 5,703,249	4U, 0.36 mi	HSM	$ 5,703,249
Intersection 9	Old US 41 at Rail Head Blvd	3ST	HSM	$ 4,107,072	3SG	HSM	$ 4,481,520	3SG	HSM	$ 4,481,520
Segment 6	Old US 41 from Rail to Via Palacio	2U, 0.64 mi	HSM	$ 10,508,177	4U, 0.64 mi	HSM	$ 10,348,458	4U, 0.64 mi	HSM	$ 10,348,458
Intersection 10	Old US 41 at Via Palacio Ave	3ST	HSM	$ 2,789,579	3SG	HSM	$ 2,899,799	3SG	HSM	$ 2,899,799
Segment 7	Old US 41 from Via Palacio to Mediterra	2U, 0.23 mi	HSM	$ 4,337,310	4U, 0.23 mi	HSM	$ 4,141,475	4U, 0.23 mi	HSM	$ 4,141,475
Intersection 11	Old US 41 at Mediterra Dr	3ST	HSM	$ 2,855,532	3SG	HSM	$ 3,203,579	3SG	HSM	$ 3,203,579
Segment 8	Old US 41 from Mediterra to New Quadrant	2U, 0.84 mi	HSM	$ 19,388,439	4U, 0.59 mi	HSM	$ 11,447,687	4U, 0.59 mi	HSM	$ 11,447,687
Intersection 12	Old US 41 at New Quadrant Rd				4SG	HSM	$ 6,707,531	4SG	HSM	$ 6,707,531
Segment 8B	Old US 41 from New Quadrant to Bonita				4U, 0.25 mi	HSM	$ 9,336,562	4U, 0.25 mi	HSM	$ 9,336,562
Intersection 13	Old US 41 at Bonita Beach Rd	4SG	HSM	$ 12,267,242	4SG	NCHRP	$ 13,613,924	4SG	NCHRP	$ 13,613,924
Segment 9	Bonita from Old US 41 to Race Track	4D, 0.27 mi	HSM	$ 5,819,032	6D, 0.27 mi	NCHRP	$ 5,128,815	6D, 0.27 mi	NCHRP	$ 5,128,815
Intersection 14	Bonita Beach Rd at Race Track Rd	3SG	NCHRP	$ 5,966,778	3SG	NCHRP	$ 6,340,051	3SG	NCHRP	$ 6,340,051
Total Present Value				**$153,907,134**			**$164,780,019**			**$164,154,930**

Note 1: The method contained within the NCHRP 17-58 (based on HSM guidelines) was utilized to analyze 6-lane arterial segments and intersections.

8.0 SUMMARY OF ANALYSIS RESULTS

The Existing Year (2019) conditions results indicate that all signalized intersections are operating at overall LOS D or better for both peak hours, none of the unsignalized intersections are showing failing movements, and vehicular queue lengths exceeding 1,000' are only observed at two intersections.

The Design Year (2045) No-Build results indicate that four of the six signalized intersections are expected to operate at overall LOS F for at least one of the peak hours. In addition, at least one individual movement at every unsignalized intersection is expected to operate at LOS F during the AM or PM peak hours. Also, vehicular queue lengths exceeding 1,000' are expected at every study intersection. Additionally, the system-wide average delay is expected to increase 236% in the AM and 374% in the PM peak hour, when compared to the Existing Year (2019) conditions.

The Design Year (2045) Build conditions results indicate that both Alternatives A and B show improvements in operations when compared to No-Build conditions. **Table 8-1** shows a quantitative summary of the improvements resulting from both Build alternatives. Also, based on both the HSM predictive crash method and FDOT's SPICE tool results, Alternative B (PMUT) performs better than Alternative A (conventional signal) in terms of safety.

Table 8-1: Build Alternatives Improvement Summary

Improvement Category	No-Build 2045		Alternative A 2045		Alternative B 2045	
	AM	PM	AM	PM	AM	PM
System-Wide Average Delay Reduction	0%	0%	-24%	-55%	-33%	-56%
Percentage of Intersections Expected to Operate at LOS D or Better	42%	50%	85%	85%	93%	87%

9.0 APPENDICES

Appendix A: Traffic Analysis Methodology Report
Appendix B: Future Volumes Technical Memorandum
Appendix C: Crash Analysis Memo
Appendix D: Existing Conditions Update and Future Year No Build Analysis Technical Memorandum
Appendix E: Clearance Interval Calculations
Appendix F: Build Conditions Volume Comparison Tables
Appendix G: Build Alternatives Analysis Results
Appendix H: HSM Spreadsheet Tool Worksheets
Appendix I: CR 887 (Old 41) PD&E Study – Stage 2 ICE Analysis Technical Memorandum

Appendix A: Traffic Analysis Methodology Report

Final Traffic Analysis Methodology Report

Florida Department of Transportation

District One

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

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

Lee and Collier Counties, Florida

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

ETDM Number: 10563

February 2020

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

Prepared by:

Rummel, Klepper & Kahl, LLP
402 S Kentucky Ave, Suite 400
Lakeland, FL ▪ 33801

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1.0 INTRODUCTION

This traffic analysis methodology report is prepared to document the project limits, assumptions and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the CR 887 / Old US 41 Project Development and Environment (PD&E) study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this traffic analysis methodology report.

2.0 PROJECT DESCRIPTION

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

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

3.0 TRAFFIC ANALYSIS OBJECTIVE

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

4.0 TRAFFIC ANALYSIS ASSUMPTIONS

4.1 Study Area

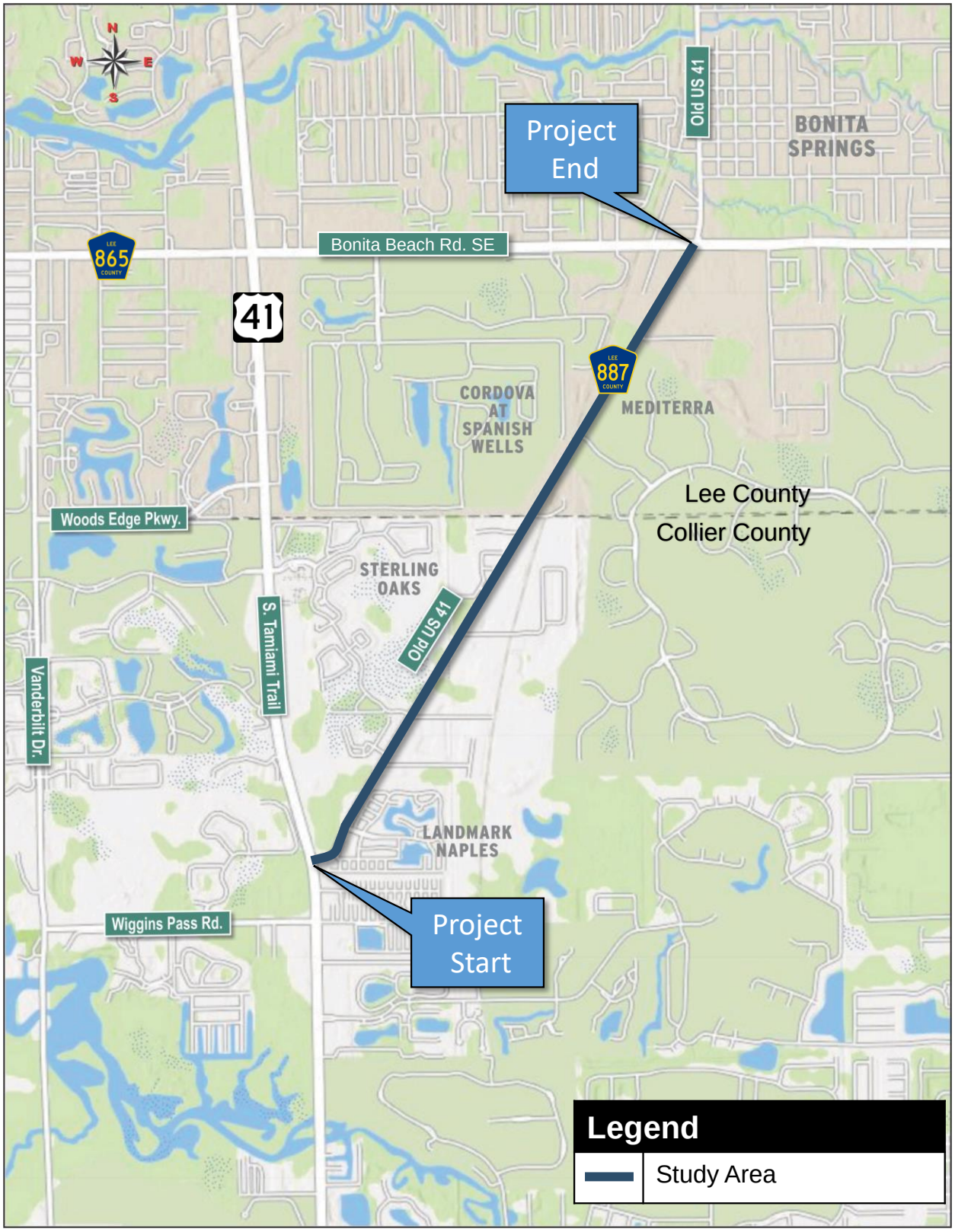
The study area begins at the intersection of Old US 41 and US 41 and continues northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. It contains the roadway segments between the intersections and includes the intersections listed below. A map of the study area is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

Study Area Intersections

- US 41 at Old US 41 (Signalized)

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

Figure 4-1: Old US 41 Study Area



4.2 Analysis Periods and Years

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

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

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

4.3 Project Alternatives

Operational analyses for opening, interim, and design years will include an evaluation of a no-build alternative as well as two build alternatives in Lee County and two build alternatives in Collier County identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network with the addition of the Collier MPO's 2040 Long Range Transportation Plan's Veterans Memorial Boulevard from Livingston Road to Old US 41[1], slated for construction and opening before 2023, while the build will reflect the no-build condition with modified future roadway network alternatives. Potential build concepts include a quadrant system on the northern portion of the corridor and varying roadway alignments on the southern portion of the corridor.

5.0 TRAFFIC ANALYSIS TOOLS

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

PTV Group's VISSIM 11 software shall be calibrated and validated following the *2014 FDOT Traffic Analysis Handbook's* section 7.2.3 VISSIM Modeling Guidelines to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in Synchro and then exported to VISSIM.

The HCM 6th Edition's level of service will be used for pedestrian and bicycle level of service assessments.

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

[1] http://www.colliermpo.org/wp-content/uploads/FY2020-FY2024-TIP-Complete.pdf

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

6.0 TRAFFIC DATA COLLECTION

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

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

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

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

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

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

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

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

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

6.1 Traffic Factors

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

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

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

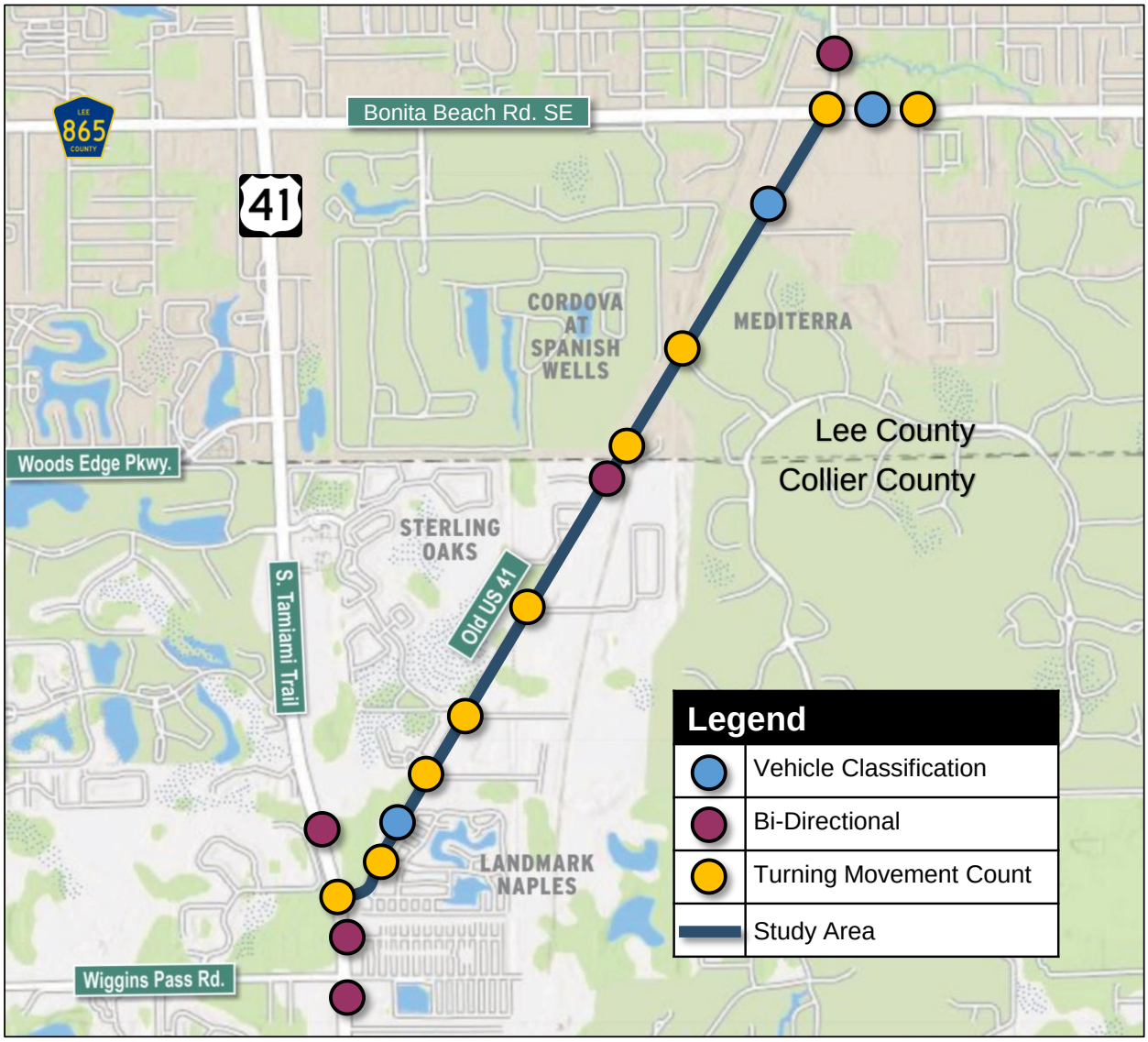
Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of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

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

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

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

Figure 6-1: Traffic Count Location Map



7.0 TRAFFIC FORECASTING

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

7.1 Travel Demand Model

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

7.2 Population Projections

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

7.3 Historical Traffic Growth

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

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

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

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

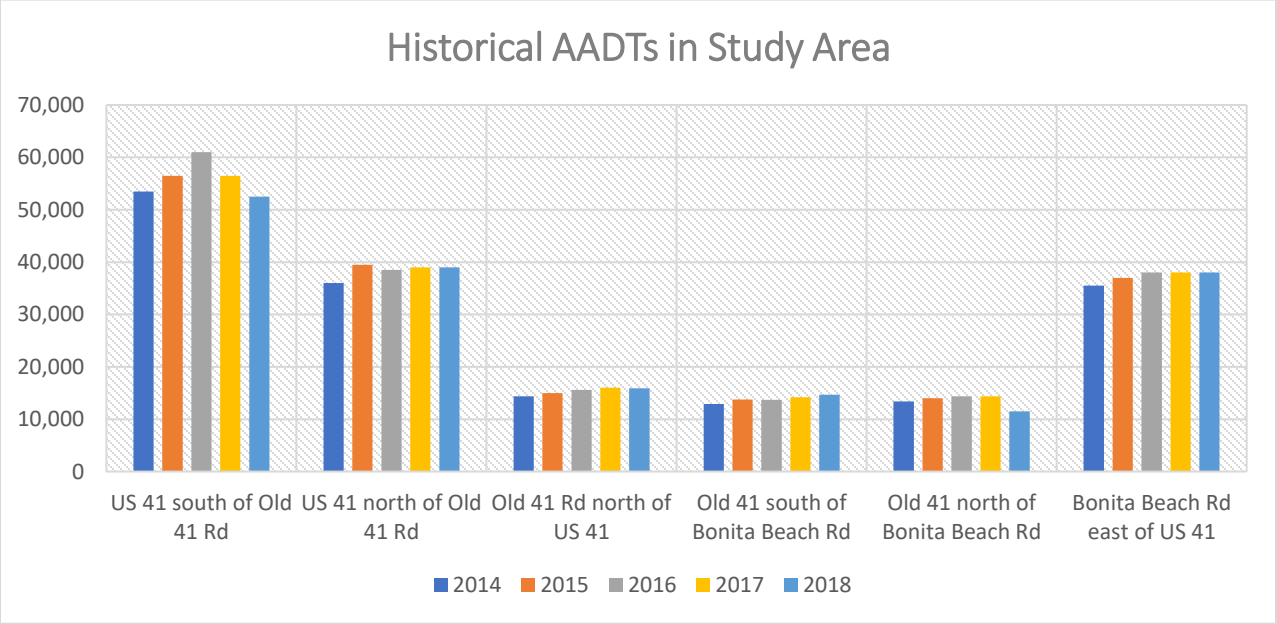


Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

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

8.0 MEASURES OF EFFECTIVENESS

8.1 Level of Service

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

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

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

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

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

8.2 Queue Length

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

9.0 SAFETY

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

10.0 DOCUMENTS FOR SUBMITTAL

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

Appendix A

K Factor Analysis

MEMORANDUM

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www.rkk.com

Date: January 28, 2020

To: Steven Andrews, Christopher Simpron

From: Daniel R. Miller, P.E.

CC: Matt Dockins, P.E., Dawn Carlson

Re: 435347-1-22-01: CR 887 (Old US 41) K-Factor Analysis Memorandum

Purpose

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

Data Collection and Conflation

Data was collection from:

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

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

K-Factor Issue

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

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

Findings

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

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

Recommendations

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

The recommendations are as follows:

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

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

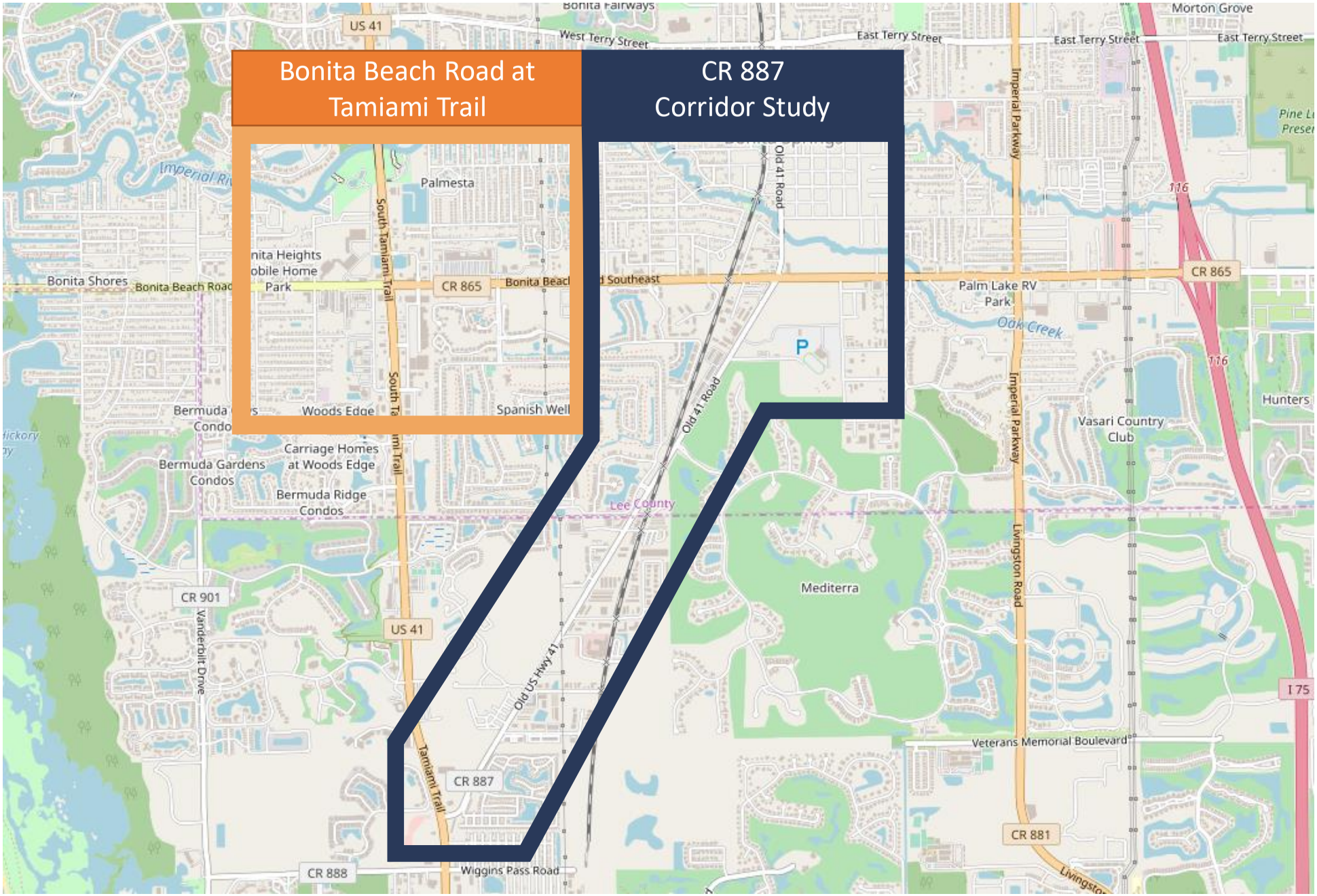


Figure 2: FDOT FTI TTMS Data Collection Locations with Example of missing Hourly Count Data

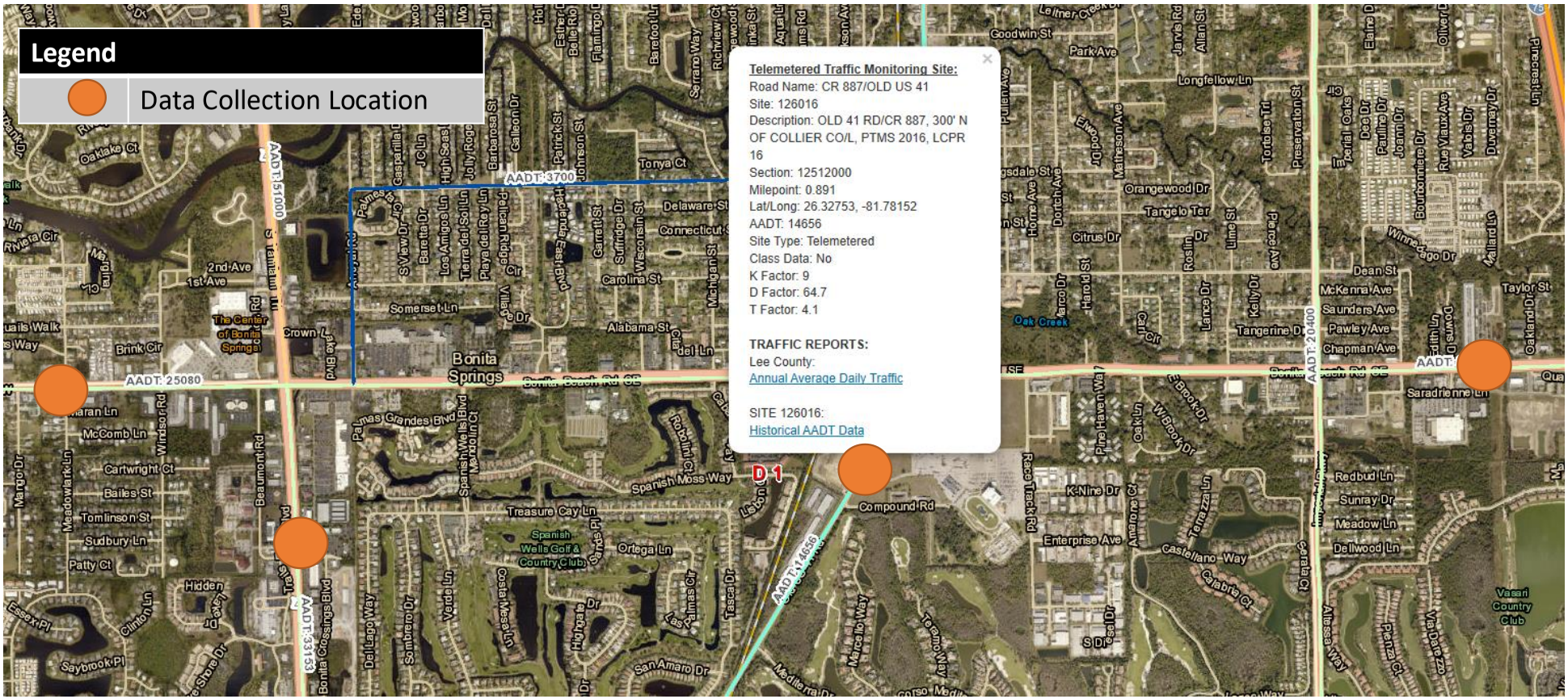

Legend
Data Collection Location
Telemetered Traffic Monitoring Site:
Road Name: CR 887/OLD US 41
Site: 126016
Description: OLD 41 RD/CR 887, 300' N OF COLLIER CO/L, PTMS 2016, LCPR 16
Section: 12512000
Milepoint: 0.891
Lat/Long: 26.32753, -81.78152
AADT: 14656
Site Type: Telemetered
Class Data: No
K Factor: 9
D Factor: 64.7
T Factor: 4.1
TRAFFIC REPORTS:
Lee County:
Annual Average Daily Traffic
SITE 126016:
Historical AADT Data
AADT: 3700
AADT: 51000
AADT: 25080
AADT: 33153
AADT: 14656
AADT: 20400
D 1
Bonita Springs
Compound Rd
Spanish Moss Way
Treasure Cay Ln
Ortega Ln
Spanish Wells Golf & Country Club
Palmas Grandes Blvd
Bonita Grande Dr
Bonita Crossings Blvd
Old 41
Tonya Ct
Delaware St
Connecticut St
Carolina St
Alabama St
Somerset Ln
Goodwin St
Park Ave
Longfellow Ln
Orangewood Dr
Tangelo Ter
Citrus Dr
Oak Creek
Tangerine Dr
Dean St
McKenna Ave
Saunders Ave
Pawley Ave
Chapman Ave
Saradrienne Ln
Redbud Ln
Sunray Dr
Meadow Ln
Dellwood Ln
K-Nine Dr
Enterprise Ave
Castellano Way
Calabria Ct
Vasari Country Club
Oak Lake Ct
2nd Ave
1st Ave
The Center of Bonita Springs
Brink Cir
McComb Ln
Cartwright Ct
Bailes St
Tomlinson St
Sudbury Ln
Patty Ct
Hidden Lake Dr
Saybrook Pl
Essex Pl
Clinton Ln
Del Lago Way
Sombrero Dr
Verde Ln
Ocean Breeze Ln
Highgate Dr
Tasca Dr
San Amaro Dr
Mediterra Dr
Marcello Way
Tesoro Way
Via Delaro
Plenza Ct
Redwood Ln
Beaumont Rd
Windsor Rd
Meadowlark Ln
Margo Dr
Spanish Wells Blvd
Mcgolrick Ct
Robbins Ct
Lisbon Ct
Race Track Rd
Pine Haven Way
Oak Ln
Wilbrook Dr
Amarone Ct
Tamazza Ln
Lime St
Rosita Dr
Harold St
Lance Dr
Kelly Dr
Dorich Ave
Horne Ave
Matheson Ave
Tortoise Trl
Preservation St
Jarvis Rd
Allan St
Elaine Dr
Oliver Dr
Pauline Dr
Joann Dr
Bourtonniere Dr
Rue Vieux Ave
Vabis Dr
Duvernay Dr
Mallard Ln
Winnebago Dr
Taylor St
Oakland Dr
Griffith Ln
Dominic Dr
Perial Oaks
Dee Dr
Leitner Creek Dr
Sarraro Way
Richview Ct
Barefoot Ln
Flamingo Dr
Esther Dr
Belle Rio Dr
Patrick St
Johnson St
Galleon Dr
Barbarosa St
Jolly Roger
High Seas
JC Ln
Gasparilla Dr
Palmetto Ridge Cir
Heritage Estates Blvd
Garrett St
Surfridge Dr
Wisconsin St
Michigan St
Terra del Sol Ln
Playa del Ray Ln
Los Amigos Ln
Baretta Dr
S View Dr
Palmetto Ridge Cir
Village Dr
Crown Lake Blvd
Old 41
Bonita Beach Rd SE
Bonita Beach Rd SE
Old 41
Calle Del Ln
Circle Dr
Circle Cir
Circle Cir
Circle Dr
Circle Dr
Circle Dr

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

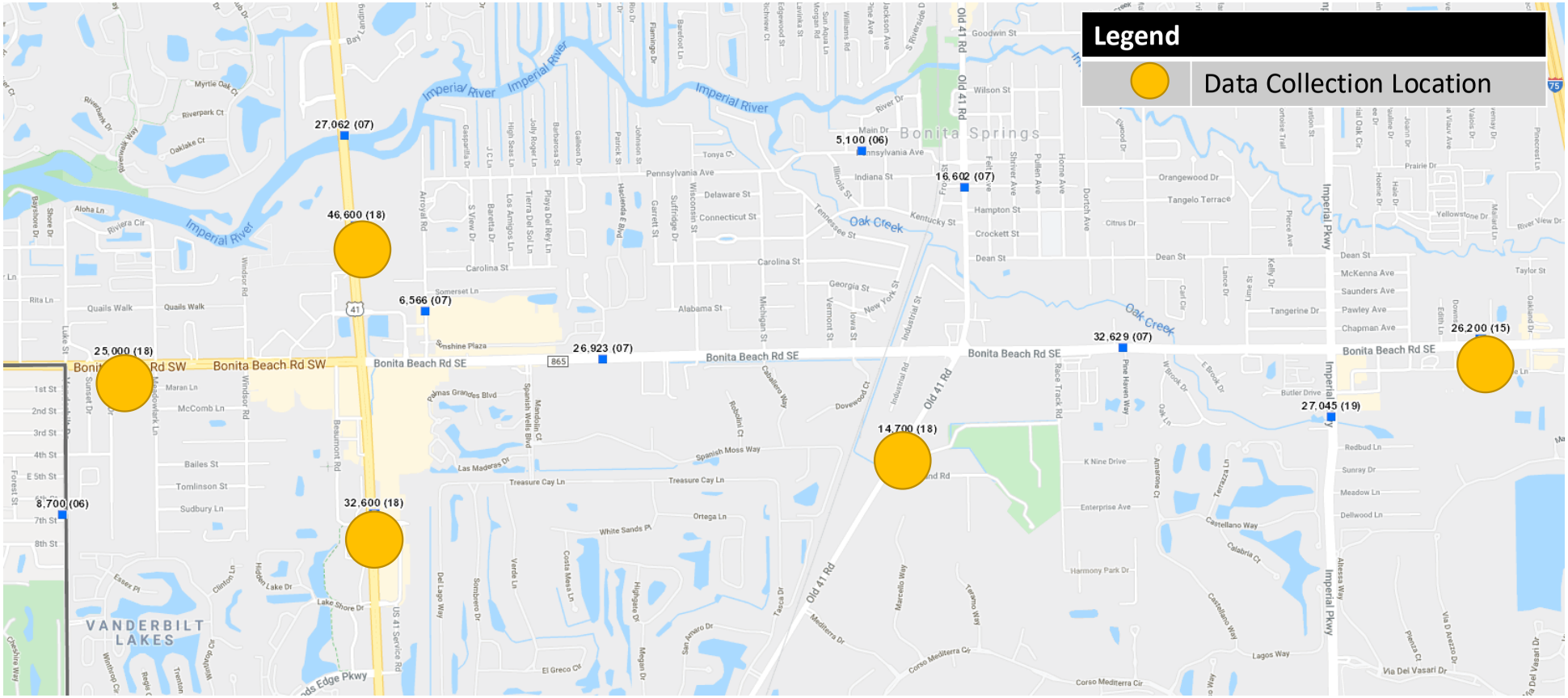


Figure 4: Data Collection, Conflation, and Analysis Overview

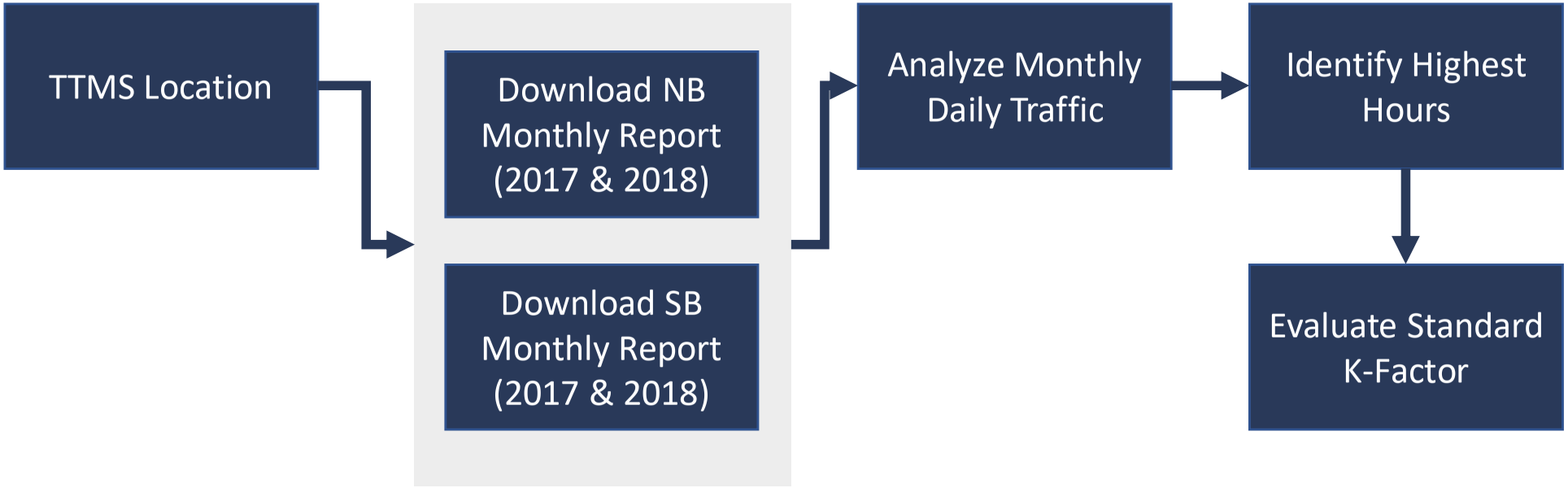
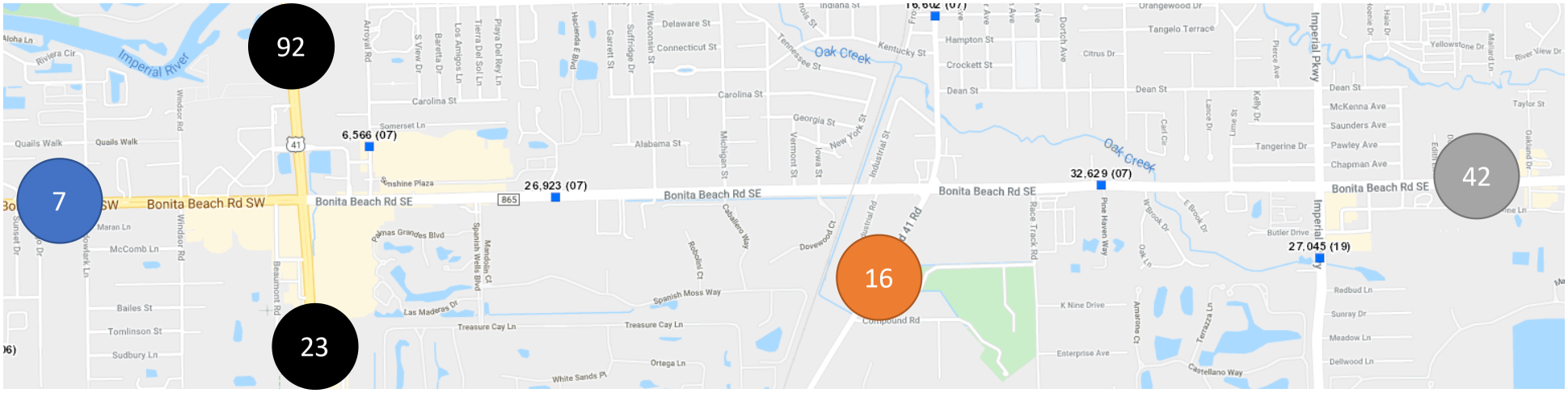


Figure 5: Average Daily Traffic by Month and Data Collection Site



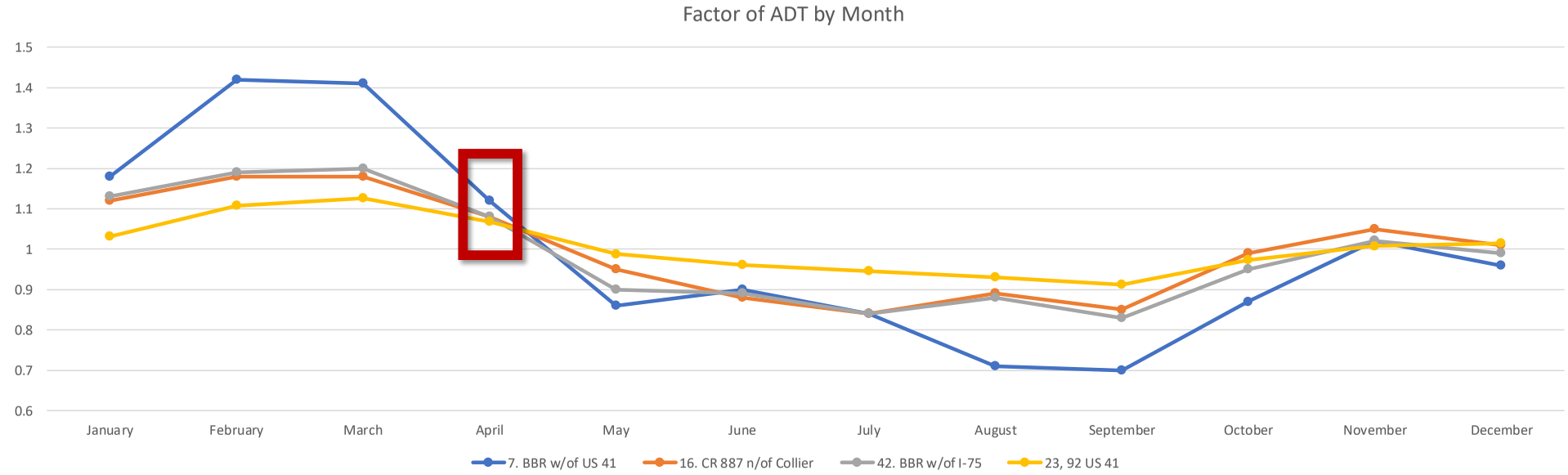
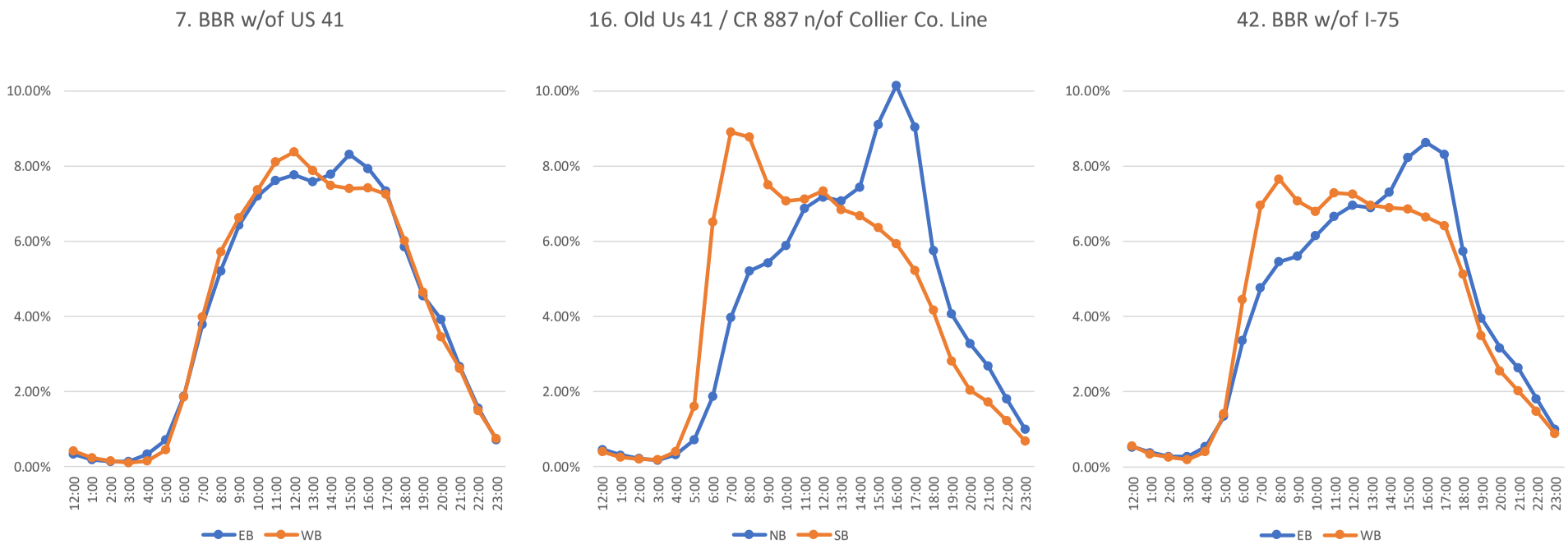


Table 1: April Percentage of ADT occurring by Highest Hour

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

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



Appendix B: Future Volumes Technical Memorandum

CR 887 (Old US 41 Road)
Future Volumes Technical Memorandum

Project Development and Environment Study

CR 887 (Old US 41 Road)

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

Financial Project ID: 435110-1-22-01 & 435347-1-22-01

March 2021

Prepared For:

Florida Department of Transportation, District One

Prepared by:

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1 Introduction

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

1.1 Project Description

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

1.2 Objective

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

1.3 Analysis Periods and Years

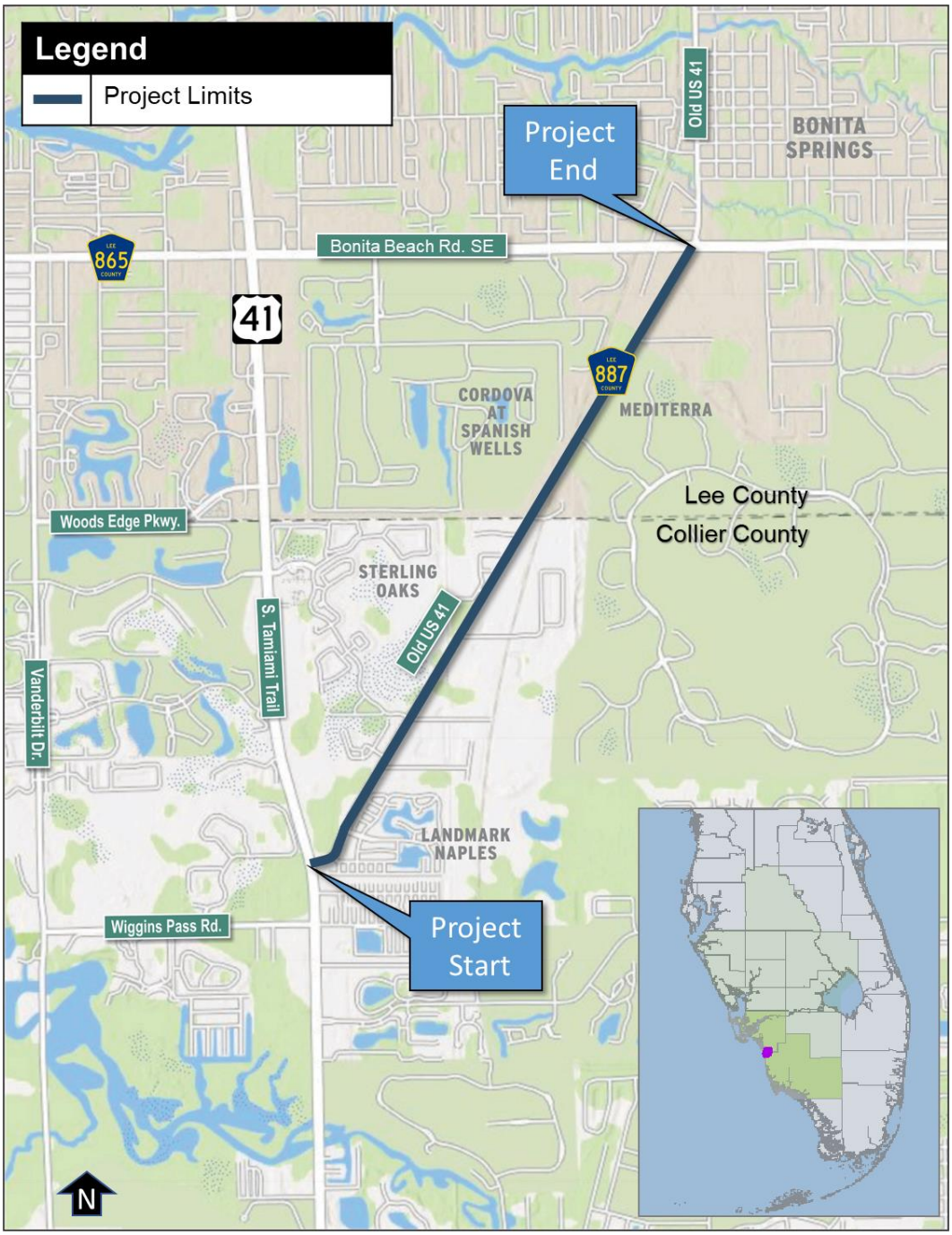
Traffic projections were completed for the following analysis years:

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

1.4 Methodology

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

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



2 Project Information

2.1 Study Area

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

Study Area Intersections

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

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

2.2 Existing Transit Service

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

3 Existing Traffic Conditions

3.1 Traffic Count Information

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

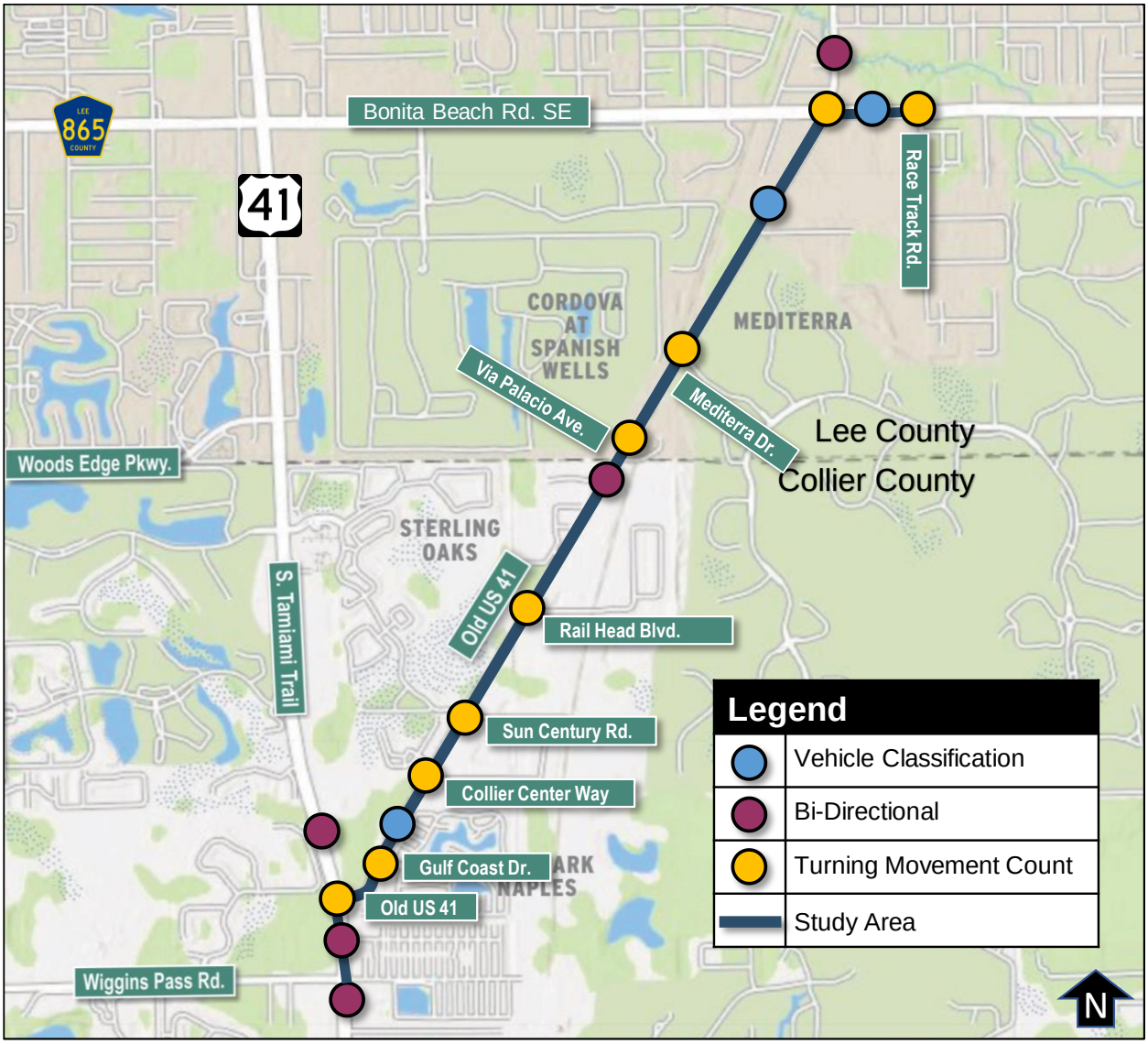
- Five 72-hour bi-directional volume counts (April 16-18, 2019)
  - US 41 south of Wiggins Pass Road
  - US 41 south of Old US 41 Road
  - US 41 north of Old US 41 Road
  - Old US 41 Road south of the Collier County line
  - Old US 41 Road north of Bonita Beach Road

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

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

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

Figure 3-1: Traffic Count Location Map



3.2 Development of Design Characteristics

Design characteristics: K, D, T_{24}, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

3.2.1 Standard K Factor

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

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

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

3.2.2 D Factor

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

Table 3-1: D factor Calculation Comparisons

D Factor calculated from Bi-directional Lane Counts

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

D factor calculated from Intersection Turning Movement Counts

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

D factor from FDOT Historical FTI

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

3.2.3 T and DHT

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

Table 3-2: T and DHT Factors

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

3.2.4 Peak Hour Factor

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

3.2.5 Recommended Design Traffic Characteristics

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

Table 3-3: Recommended Design Traffic Characteristics

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

3.3 Existing Traffic Volumes

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

Table 3-4: Adjusted (2019) AADTs

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

3.4 Existing Year Turning Movement Counts

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

Figure 3-2: Existing AADT Calculations and Adjustments Diagram

AADT calculations

Bi-directional Count Location	3-day Average ADT			Axle Fct	Seasonal Fct	AADT
	NB	SB	Total			
US 41 S of Wiggins Pass Rd	29,954	28,484	58,438	0.98	0.97	55,600
US 41 S of Old 41	29,346	27,176	56,522	0.98	0.97	53,700
US 41 N of Old 41	20,884	20,401	41,285	0.98	0.97	39,200
Old 41 N of Gulf Coast Dr	9,639	9,072	18,711	0.98	0.97	17,800
Old 41 S of County Line	10,028	9,153	19,181	0.98	0.97	18,200
Old 41 N of Compound Rd	9,827	8,909	18,736	0.98	0.97	17,800
Old 41 N of Bonita Beach Rd	6,425	6,864	13,289	0.98	0.97	12,600
Bonita Beach Rd E of Old 41	23,498	22,322	45,820	0.98	0.97	43,600

2018 FTI Count Location	Cosite	AADT
Wiggins Pass west of US 41	034669	12,000
US 41 south of Old US 41	030018	52,500
US 41 north of Old US 41	030179	39,000
Old US 41 east of US 41	034152	15,900
Old US 41 south of Bonita Beach Rd.	126016	14,656
Old US 41 north of Bonita Beach Rd.	124641	11,500
Bonita Beach Rd. east of Old US 41	124226	38,000

Intersection Turning Movement Location	Pk Period	Approach Pk Hr Volume w SF and AF applied				Departure Pk Hr Volume w SF and AF applied				K	D	Peak Hour Approach AADT				Peak Hour Departure AADT			
		NBA	SBA	EBA	WBA	NBD	SBD	EBD	WBD			NBA	SBA	EBA	WBA	NBD	SBD	EBD	WBD
Old 41 & Tamiami Tr	AM	1389	1547	40	753	1046	2111	494	78	0.09	0.6	46,200	28,600	2,800	13,900	34,400	39,100	15,400	2,400
	PM	2494	1507	149	559	1855	1891	832	131										
Old 41 & Gulf Coast Dr	AM	487	738	0	55	493	763	24	0	0.09	0.6	15,700	13,700	-	1,000	15,200	14,100	1,100	-
	PM	849	585	0	42	821	593	62	0										
Old 41 & Collier Cntr Wy	AM	498	759	0	69	435	737	154	0	0.09	0.6	15,200	14,100	-	2,700	16,100	13,600	2,900	-
	PM	820	519	0	144	872	585	26	0										
Old 41 & Sun Century Rd	AM	462	656	47	47	460	675	63	14	0.09	0.6	13,300	12,100	900	900	13,400	12,500	1,200	600
	PM	718	465	38	42	721	489	21	32										
Old 41 & Rail Head Blvd	AM	447	695	0	150	478	656	158	0	0.09	0.6	13,700	12,900	-	2,800	14,900	12,100	2,900	-
	PM	740	440	0	130	806	460	44	0										
Old 41 & Via Palacio Av	AM	487	709	41	0	490	736	0	11	0.09	0.6	15,600	13,100	800	-	15,200	13,600	-	900
	PM	841	439	24	0	819	439	0	46										
Old 41 & Mediterra Dr	AM	493	729	0	59	490	713	78	0	0.09	0.6	15,200	13,500	-	1,100	15,300	13,200	1,400	-
	PM	819	439	0	57	828	440	47	0										
Old 41 & Bonita Bch Rd	AM	539	542	776	1823	310	891	1109	1370	0.09	0.6	17,700	10,000	24,000	33,800	9,100	16,500	34,100	25,400
	PM	954	354	1297	1258	494	502	1839	1028										
Bonita Bch Rd & Racetrack Rd	AM	231	0	1041	1980	0	374	1002	1876	0.09	0.6	4,700	-	33,700	36,700	-	6,900	34,100	34,700
	PM	254	0	1821	1137	0	217	1841	1154										

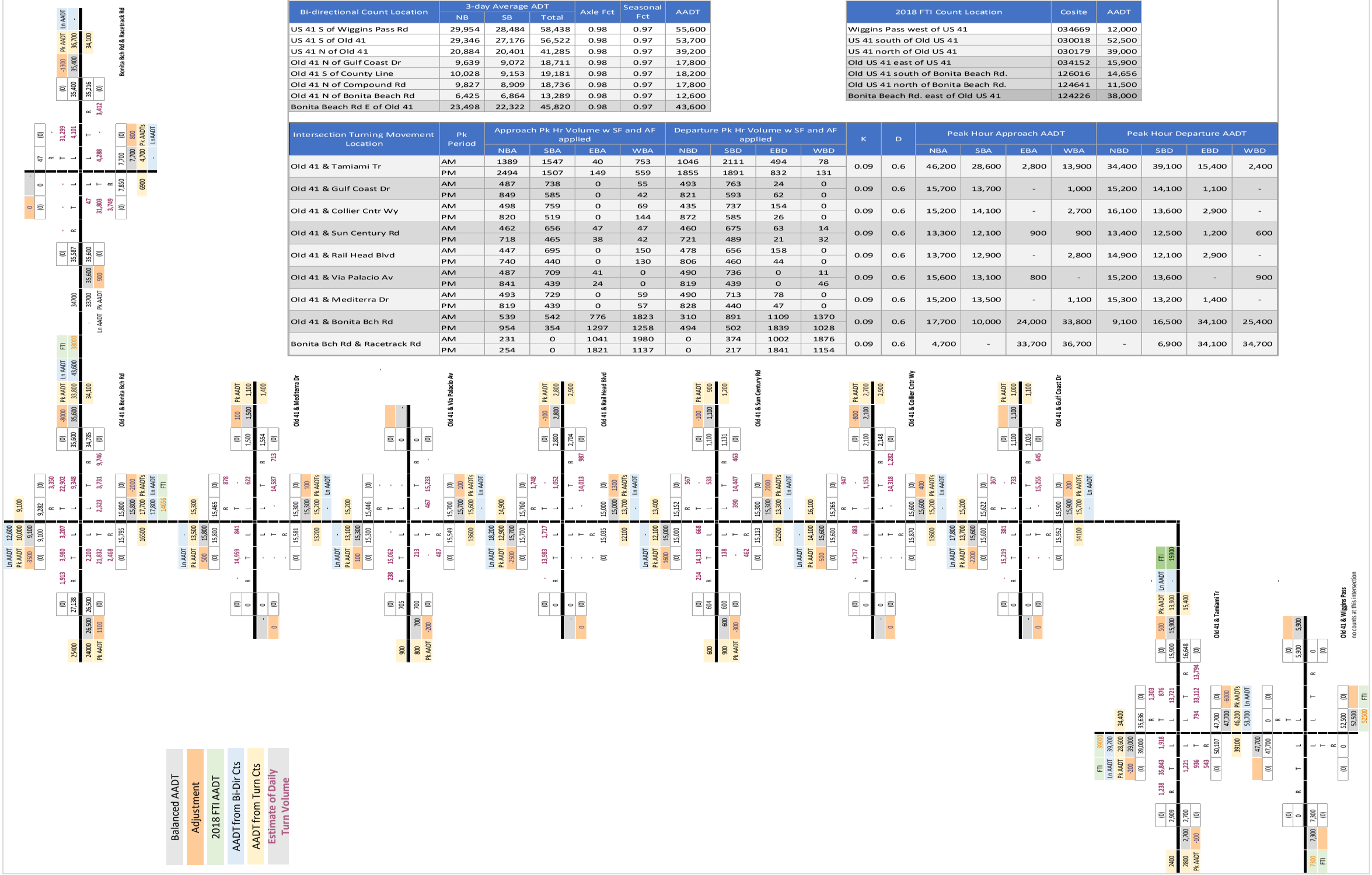
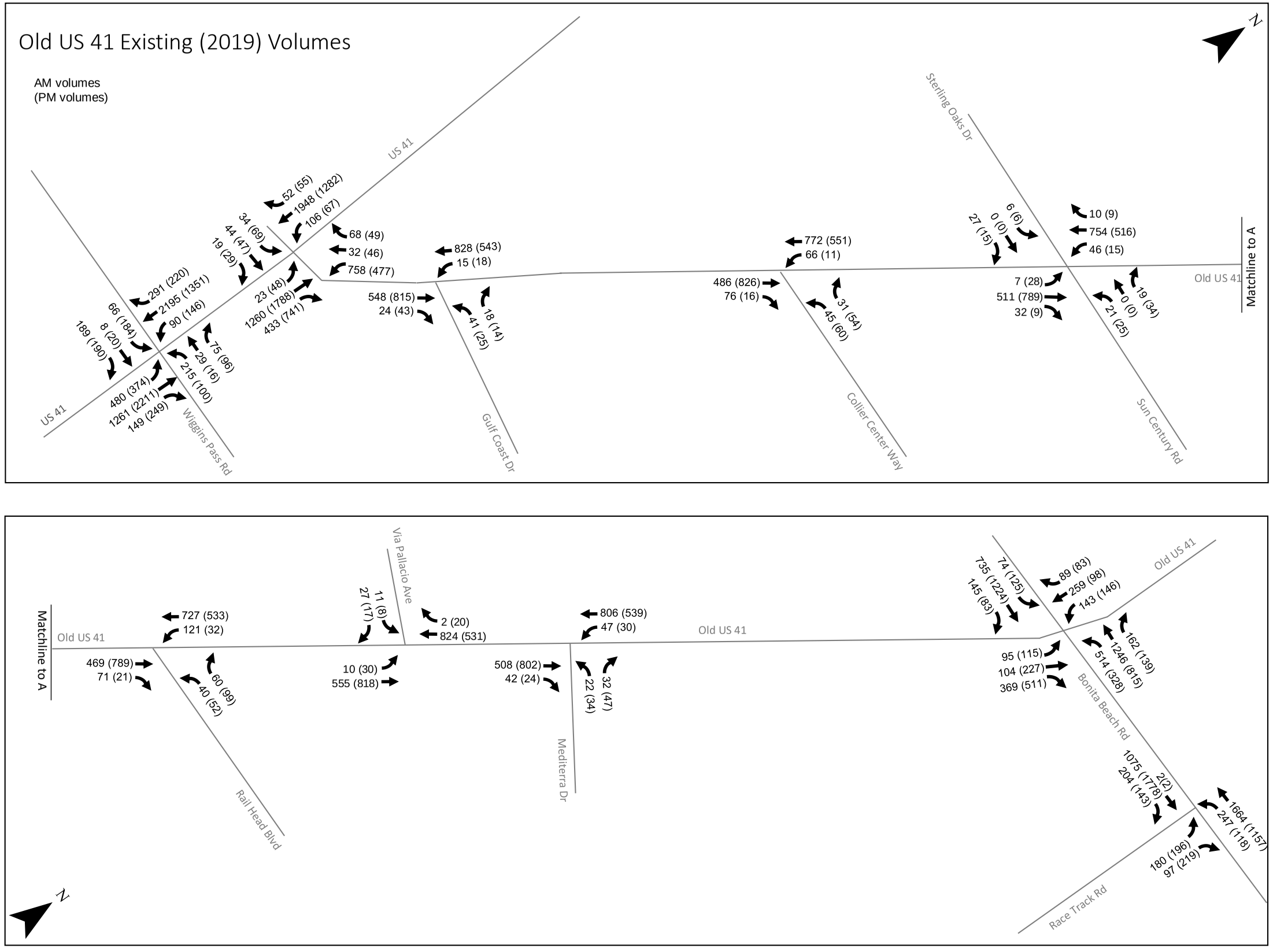


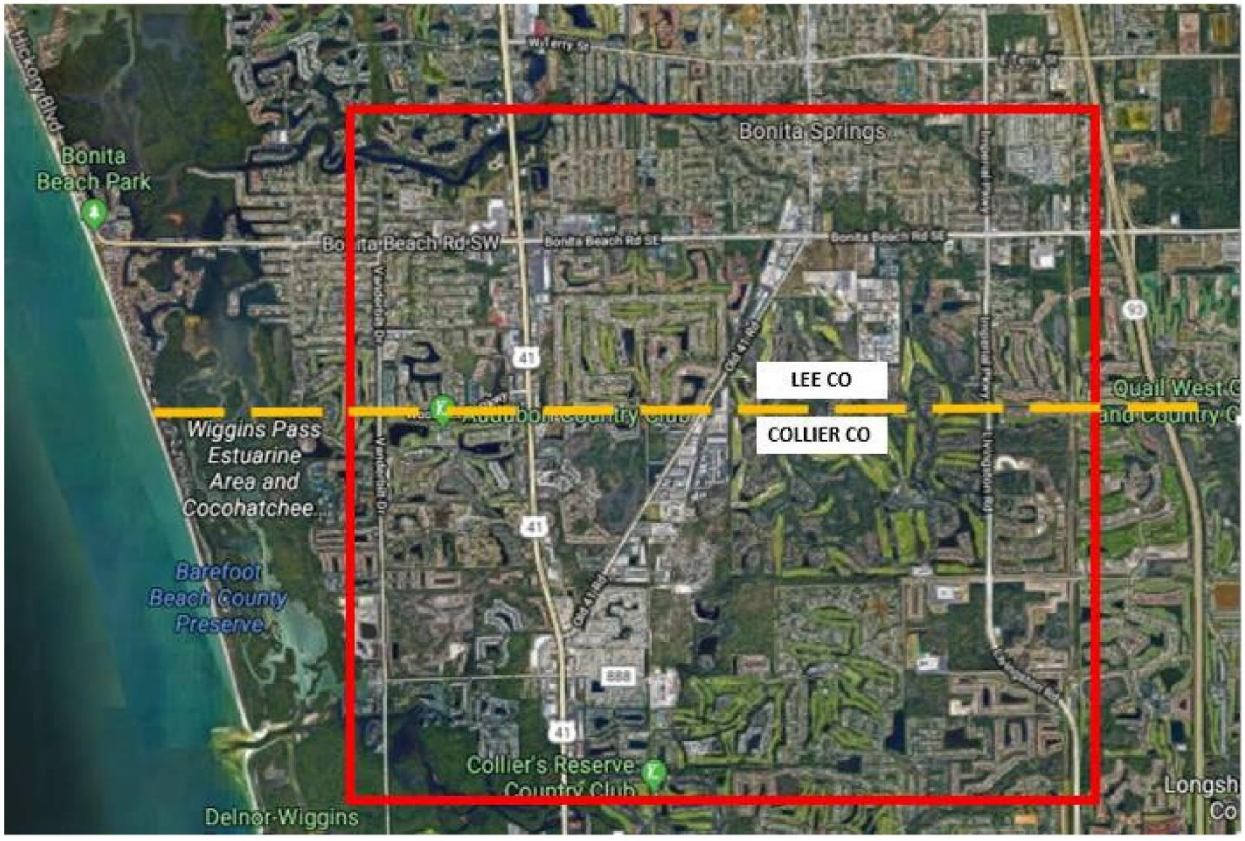
Figure 3-3: Existing (2019) Turning Movement Volumes



4 Subarea Model Validation

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

Figure 4-1: Subarea Validation Area of Influence



5 Future Traffic Forecasts

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

5.1 Population Projections

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

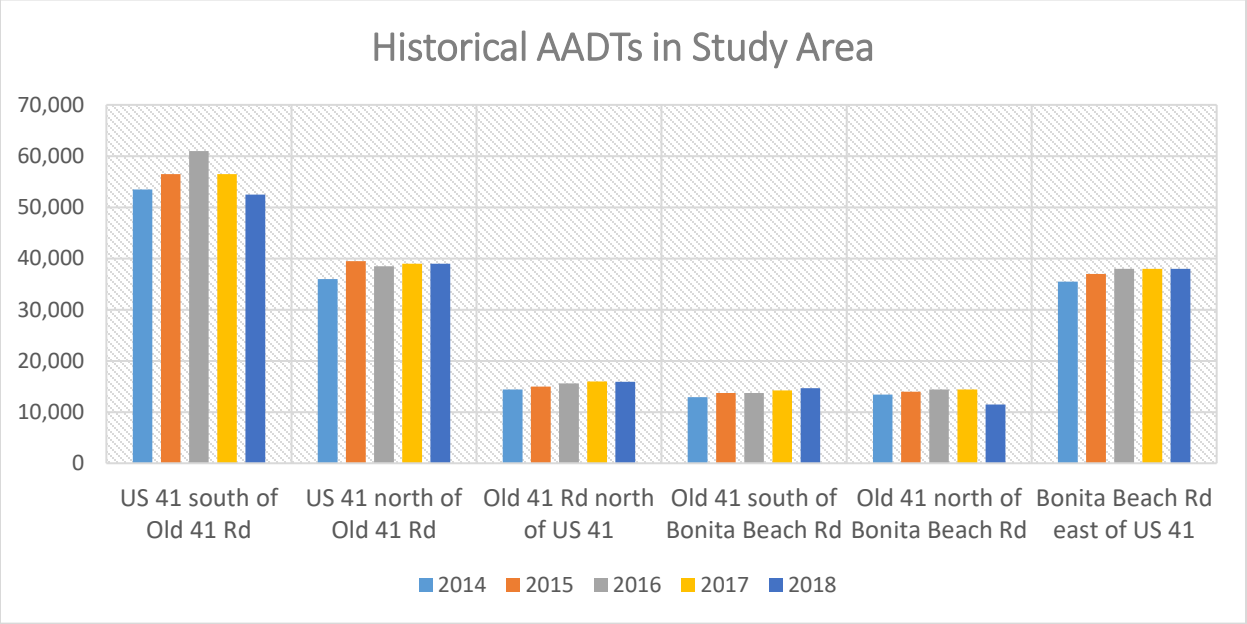
5.2 Historical Traffic Growth

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

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

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

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



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

5.3 Project Alternatives

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

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

Figure 5-2: Alternative 1 Quadrant Model Configuration

Alternative 1 Model
Old 41 widened to 4-lanes
Quadrant roadway added
Veterans Mem. Pkwy. included

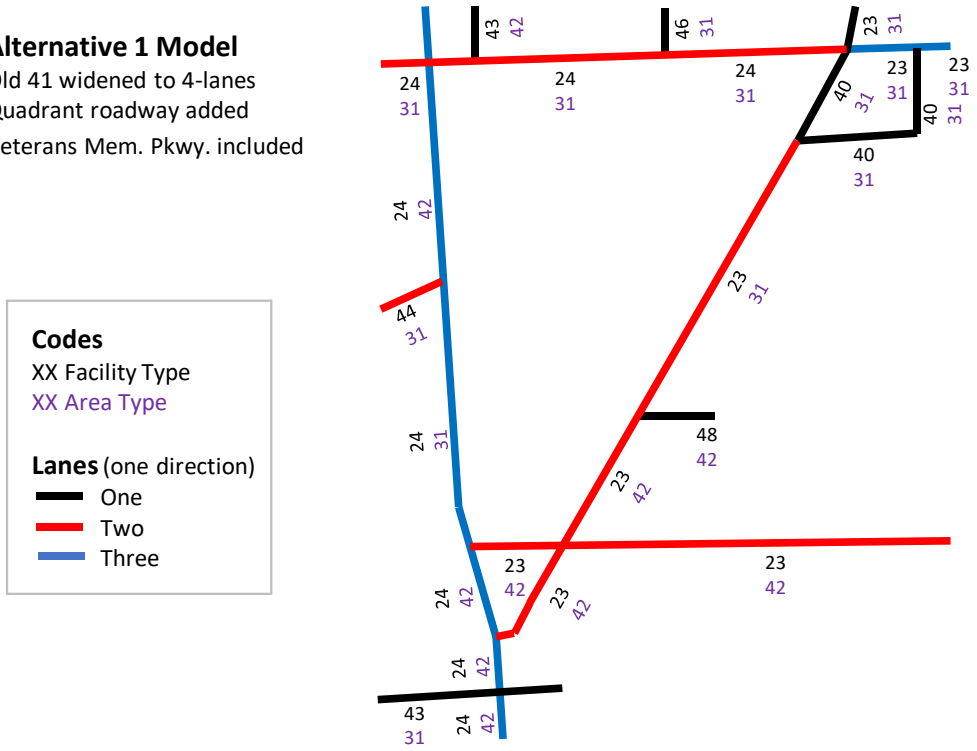
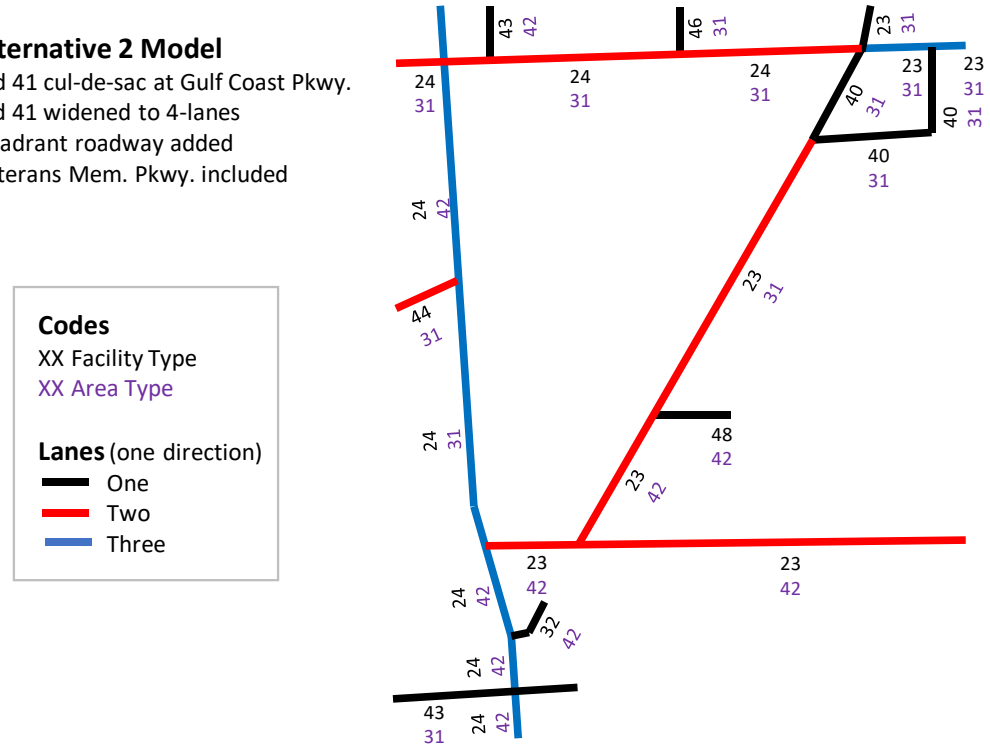


Figure 5-3: Alternative 2 Cul-de-sac Model Configuration

Alternative 2 Model
Old 41 cul-de-sac at Gulf Coast Pkwy.
Old 41 widened to 4-lanes
Quadrant roadway added
Veterans Mem. Pkwy. included



5.4 Future Traffic Volumes

5.4.1 Design Year (2045) Volume Development

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

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

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

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

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

Table 5-2: No Build 2045 Volume Development

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

Table 5-3: Alternative 1 2045 Volume Development

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

Table 5-4: Alternative 2 2045 Volume Development

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

6 Summary

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

6.1 Opening, Interim, and Design Year Volumes

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

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

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

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

Table 6-1: Balanced AADTs for Build Alternatives

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

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

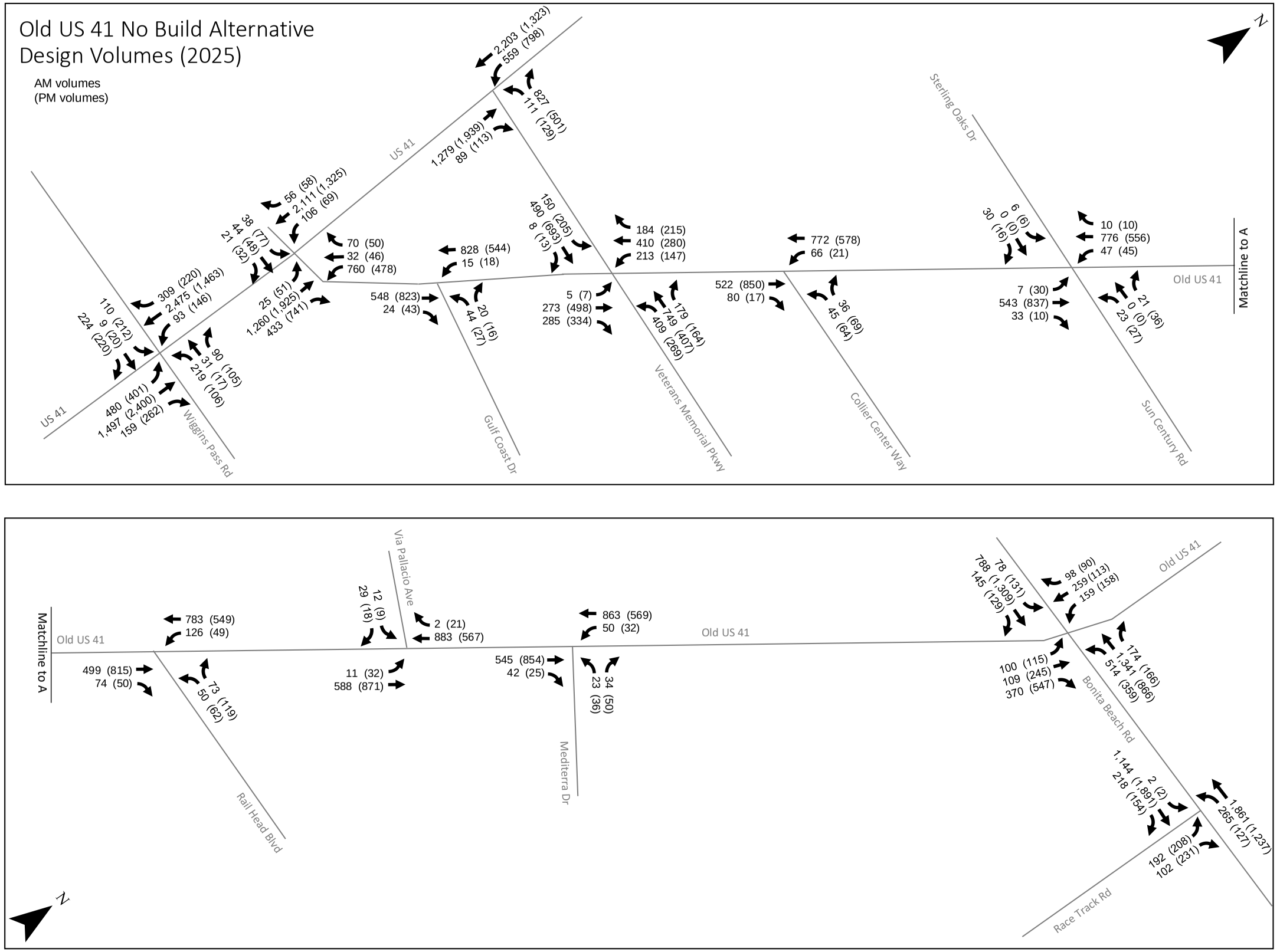


Figure 6-2: No Build Design Hour Volumes (2035)

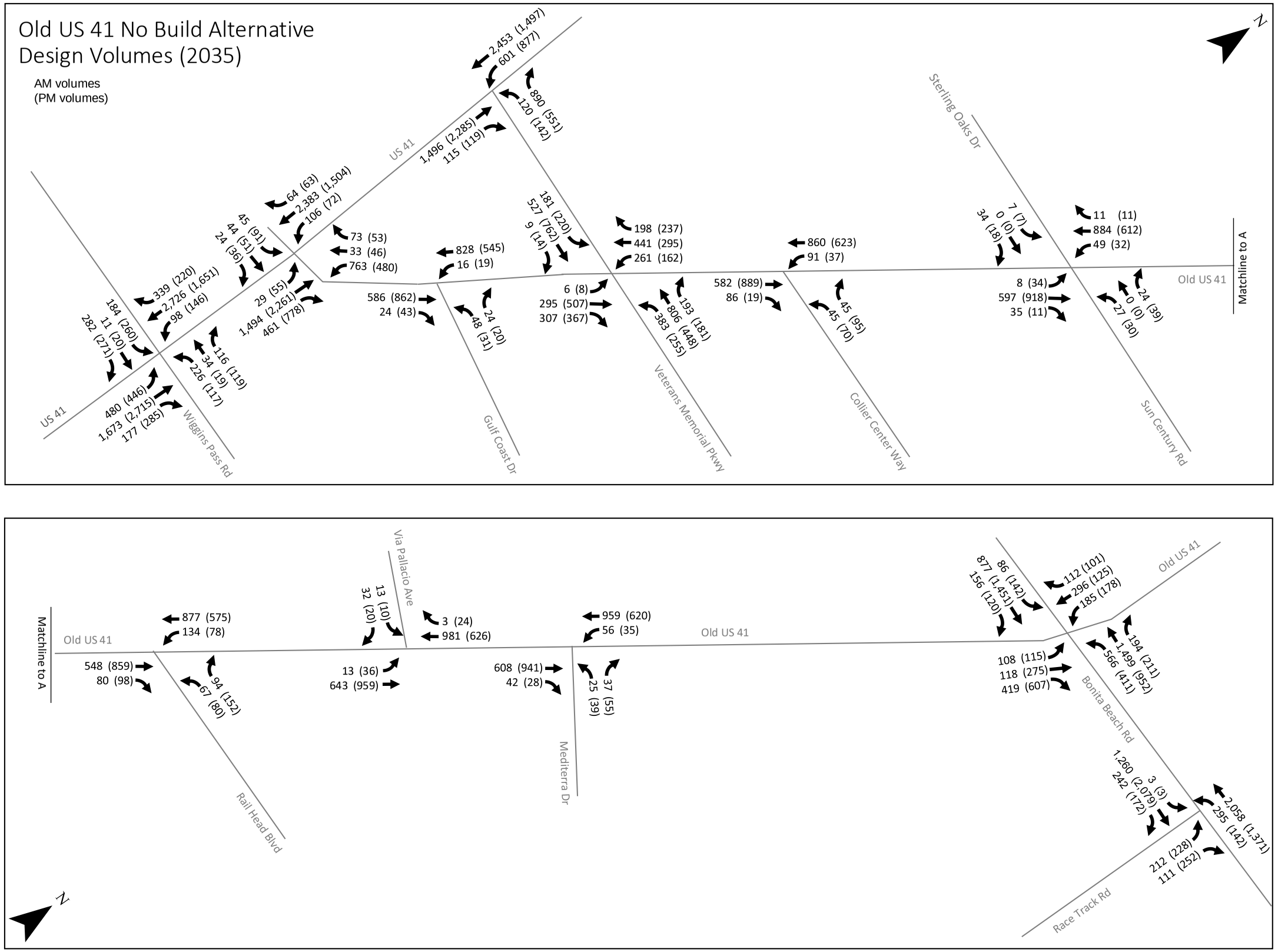


Figure 6-3: No Build Design Hour Volumes (2045)

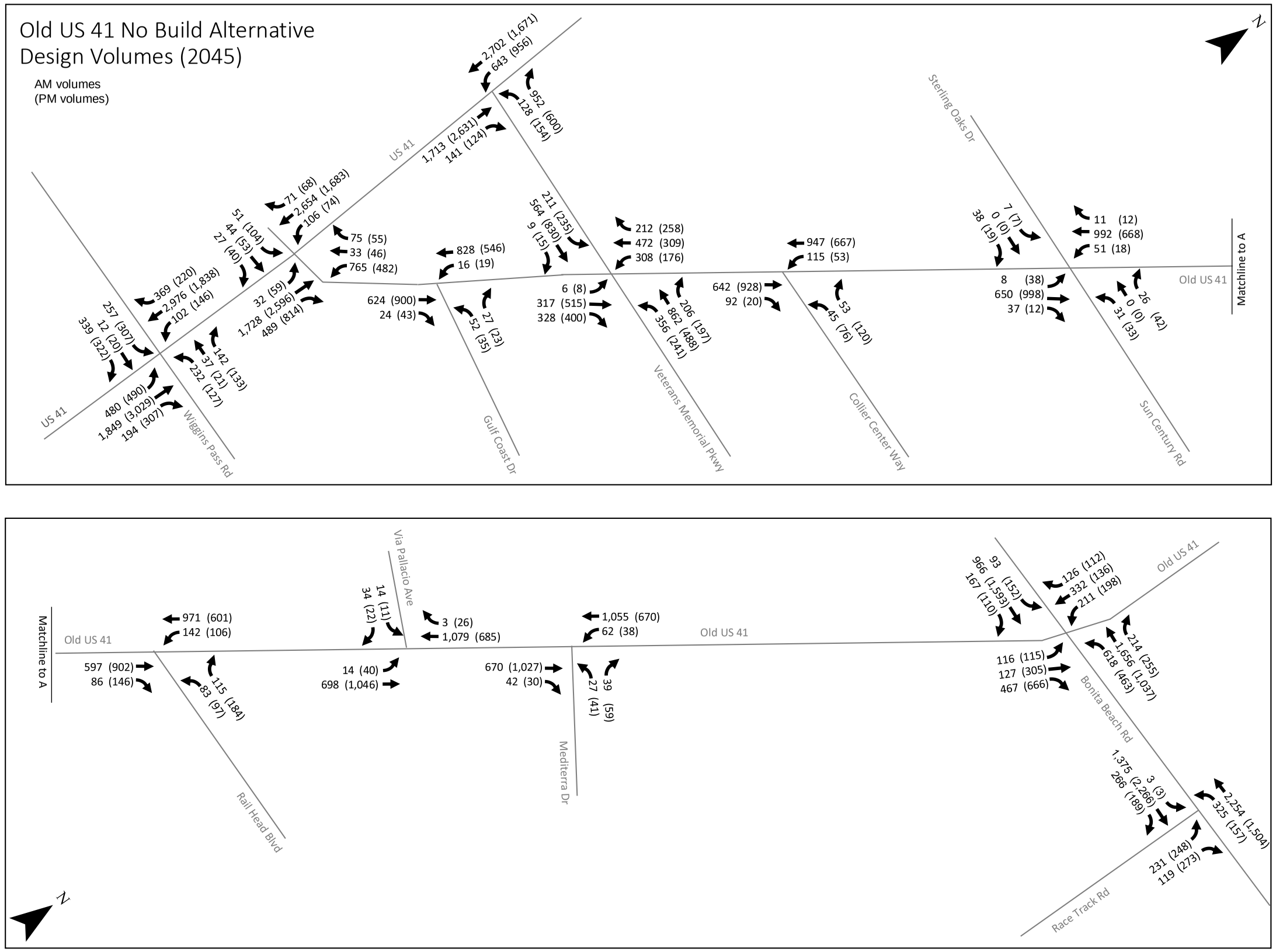


Figure 6-4: Alternative 1 Quadrant Alternative Design Hour Volumes (2025)

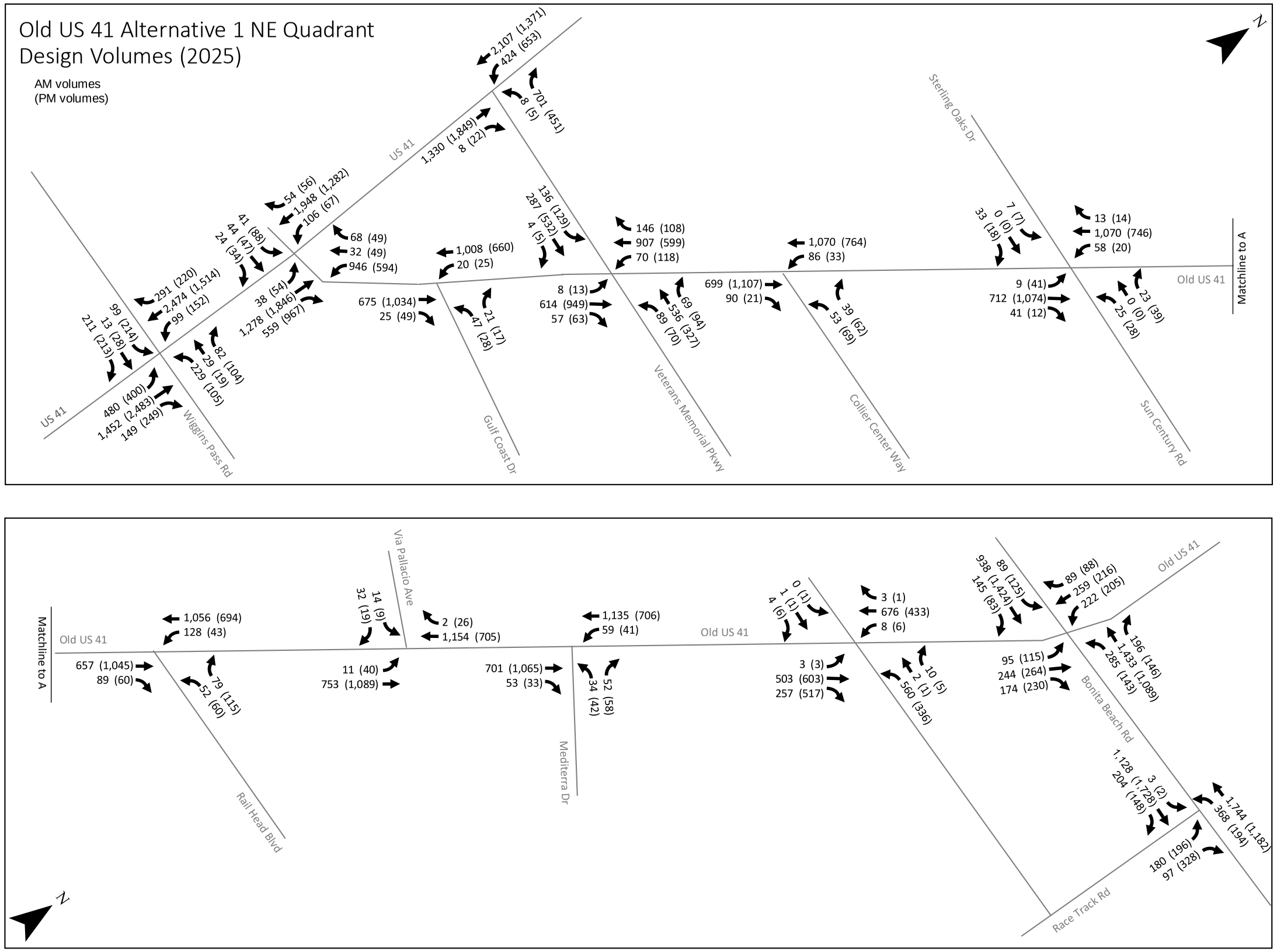


Figure 6-5: Alternative 1 Quadrant Alternative Design Hour Volumes (2035)

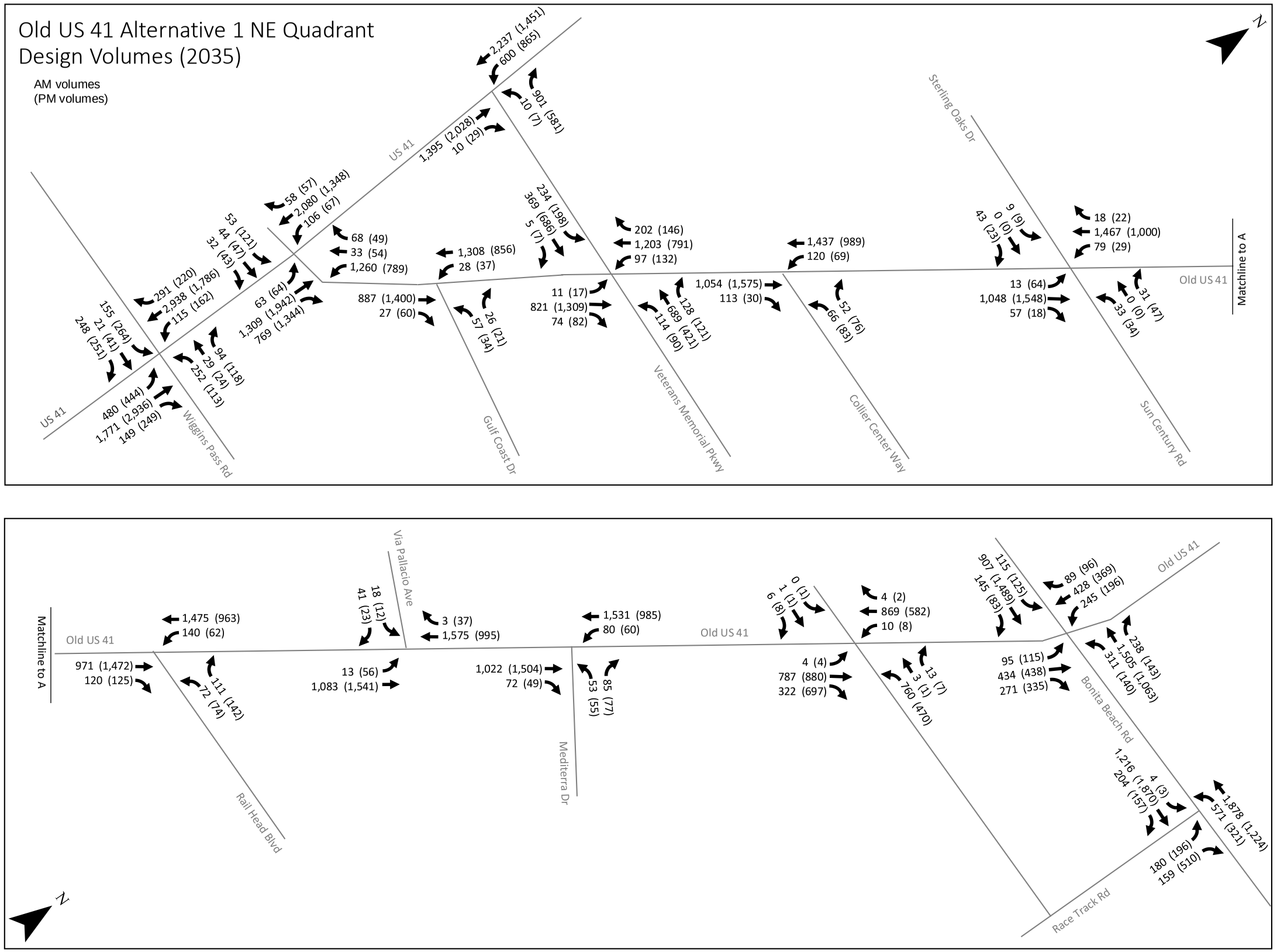


Figure 6-6: Alternative 1 Quadrant Alternative Design Hour Volumes (2045)

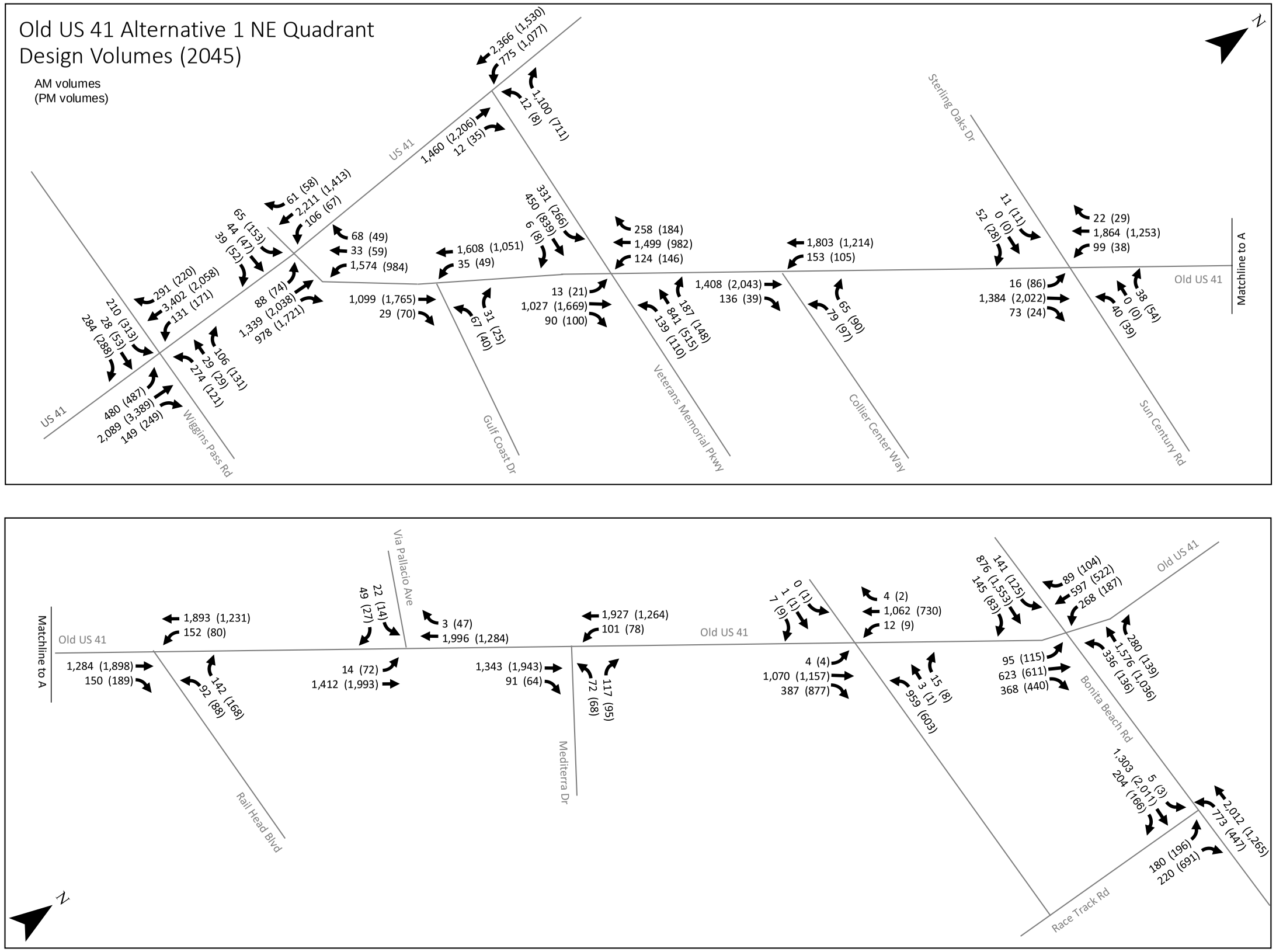


Figure 6-7: Alternative 2 Cul-de-sac Design Hour Volumes (2025)

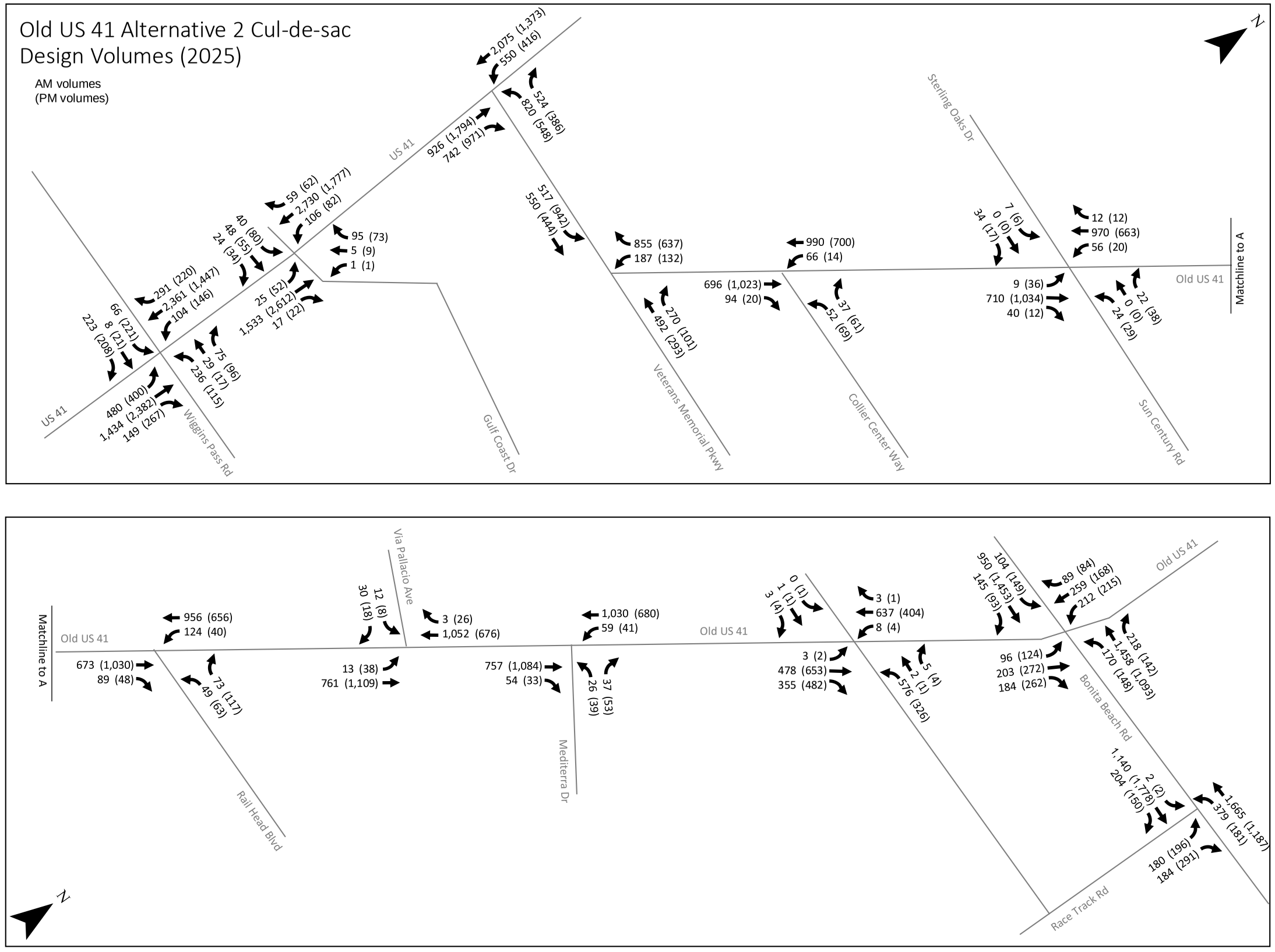


Figure 6-8: Alternative 2 Cul-de-sac Design Hour Volumes (2035)

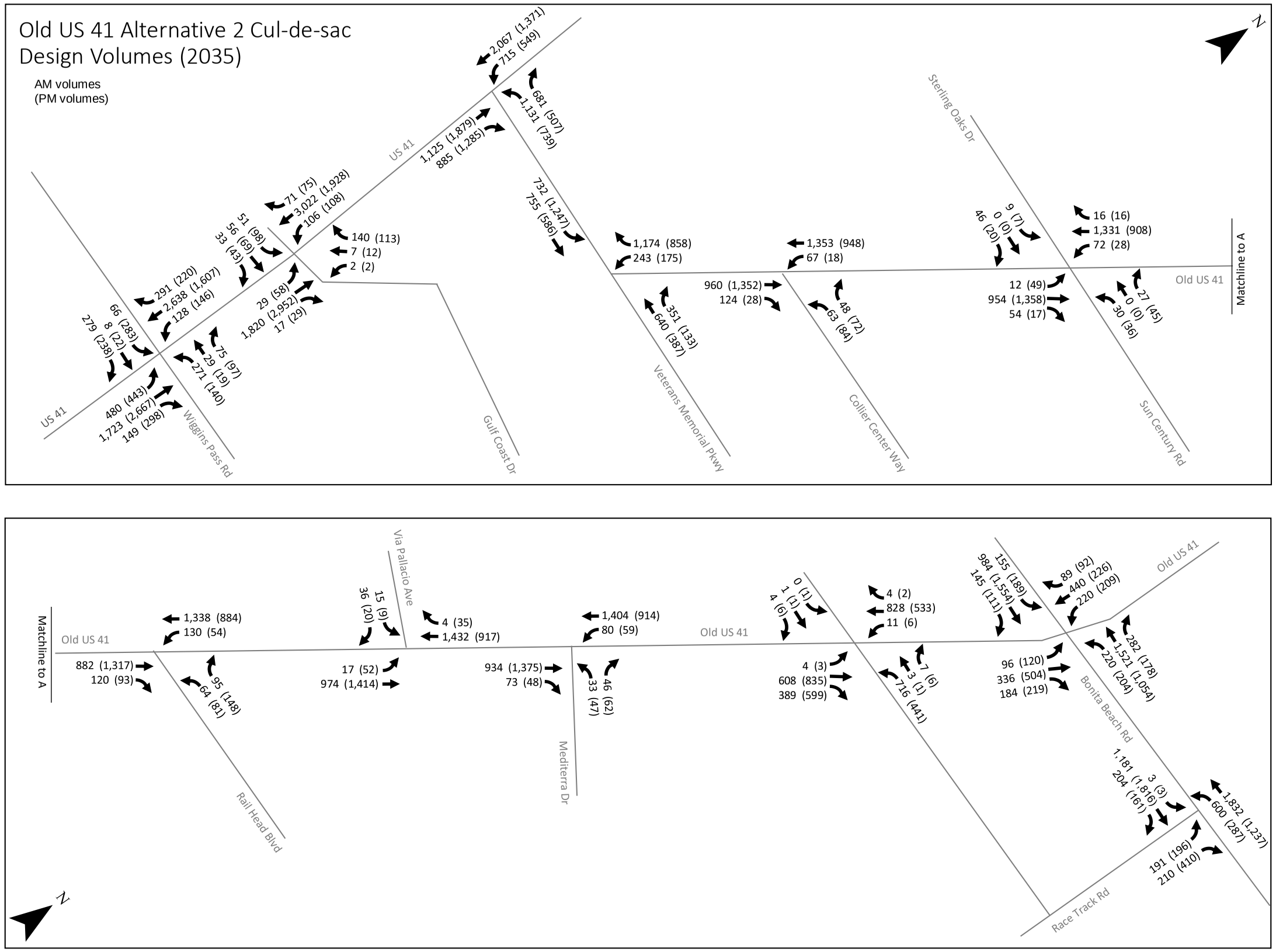
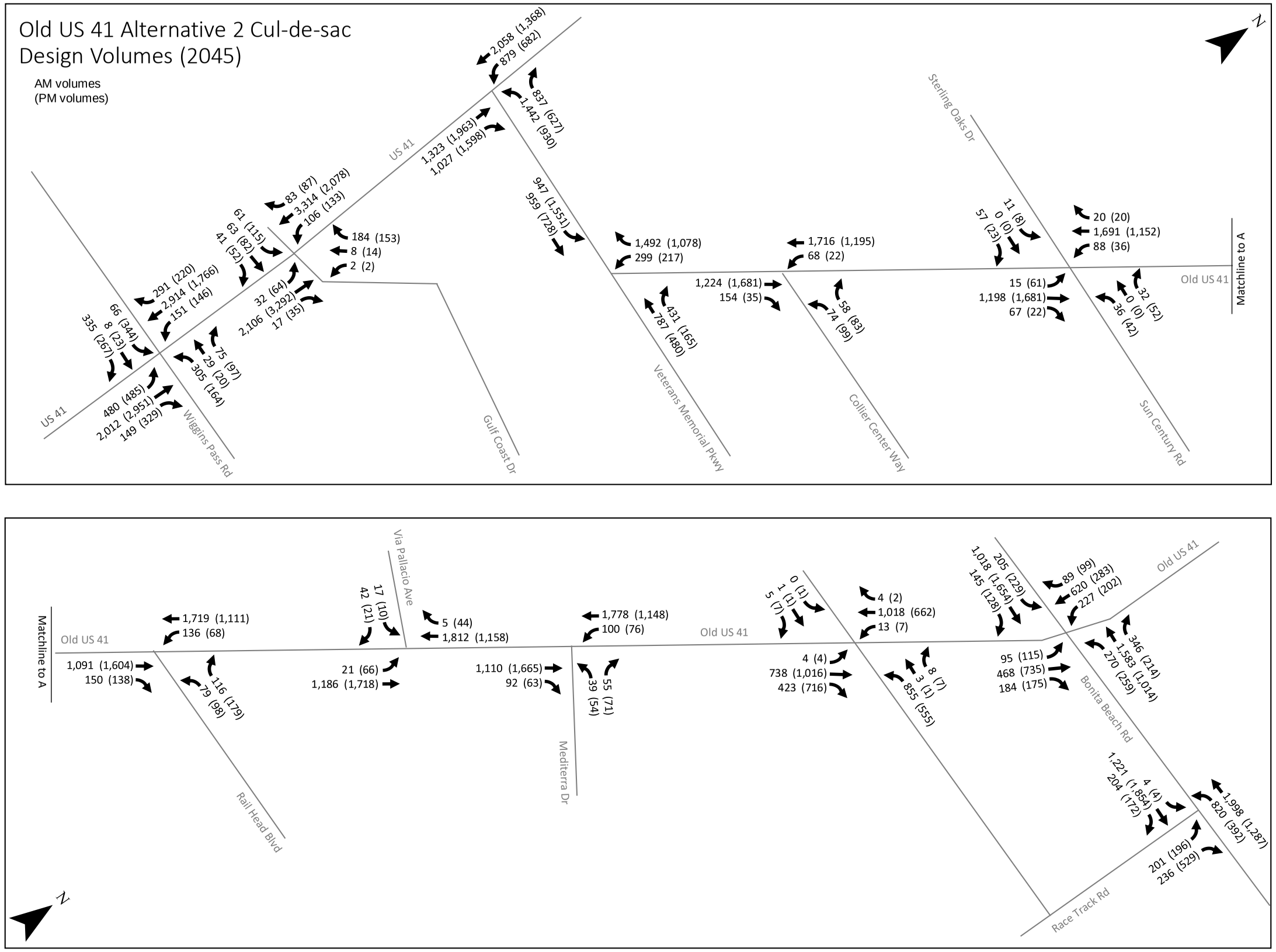


Figure 6-9: Alternative 2 Cul-de-sac Design Hour Volumes (2045)



7 Appendices

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

Appendix A:
Traffic Analysis Methodology Report

Final Traffic Analysis Methodology Report

Florida Department of Transportation

District One

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

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

Lee and Collier Counties, Florida

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

ETDM Number: 10563

February 2020

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

Prepared by:

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1.0 INTRODUCTION

This traffic analysis methodology report is prepared to document the project limits, assumptions and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the CR 887 / Old US 41 Project Development and Environment (PD&E) study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this traffic analysis methodology report.

2.0 PROJECT DESCRIPTION

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

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

3.0 TRAFFIC ANALYSIS OBJECTIVE

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

4.0 TRAFFIC ANALYSIS ASSUMPTIONS

4.1 Study Area

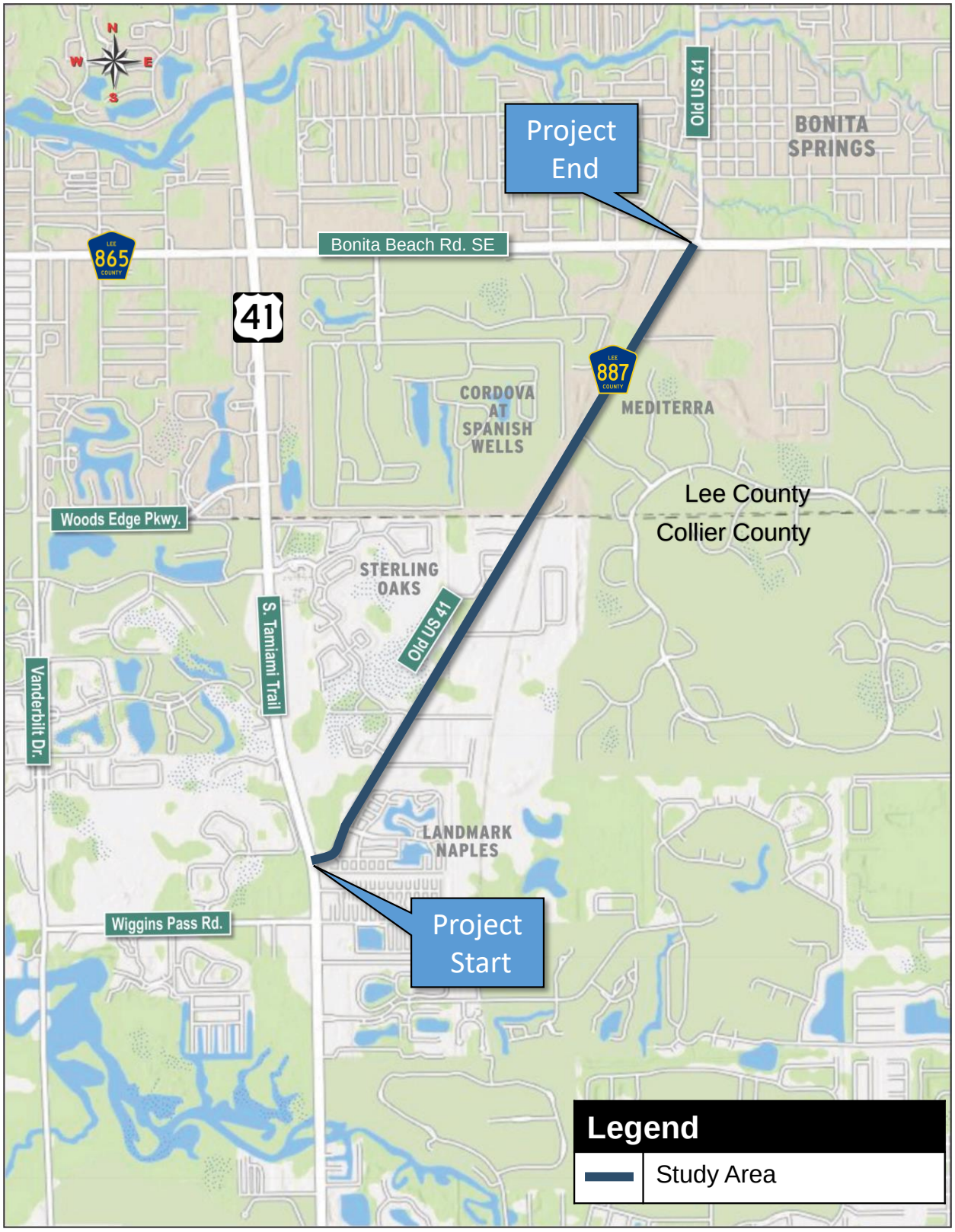
The study area begins at the intersection of Old US 41 and US 41 and continues northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. It contains the roadway segments between the intersections and includes the intersections listed below. A map of the study area is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

Study Area Intersections

- US 41 at Old US 41 (Signalized)

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

Figure 4-1: Old US 41 Study Area



4.2 Analysis Periods and Years

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

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

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

4.3 Project Alternatives

Operational analyses for opening, interim, and design years will include an evaluation of a no-build alternative as well as two build alternatives in Lee County and two build alternatives in Collier County identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network with the addition of the Collier MPO's 2040 Long Range Transportation Plan's Veterans Memorial Boulevard from Livingston Road to Old US 41[1], slated for construction and opening before 2023, while the build will reflect the no-build condition with modified future roadway network alternatives. Potential build concepts include a quadrant system on the northern portion of the corridor and varying roadway alignments on the southern portion of the corridor.

5.0 TRAFFIC ANALYSIS TOOLS

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

PTV Group's VISSIM 11 software shall be calibrated and validated following the *2014 FDOT Traffic Analysis Handbook's* section 7.2.3 VISSIM Modeling Guidelines to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in Synchro and then exported to VISSIM.

The HCM 6th Edition's level of service will be used for pedestrian and bicycle level of service assessments.

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

[1] http://www.colliermpo.org/wp-content/uploads/FY2020-FY2024-TIP-Complete.pdf

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

6.0 TRAFFIC DATA COLLECTION

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

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

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

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

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

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

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

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

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

6.1 Traffic Factors

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

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

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

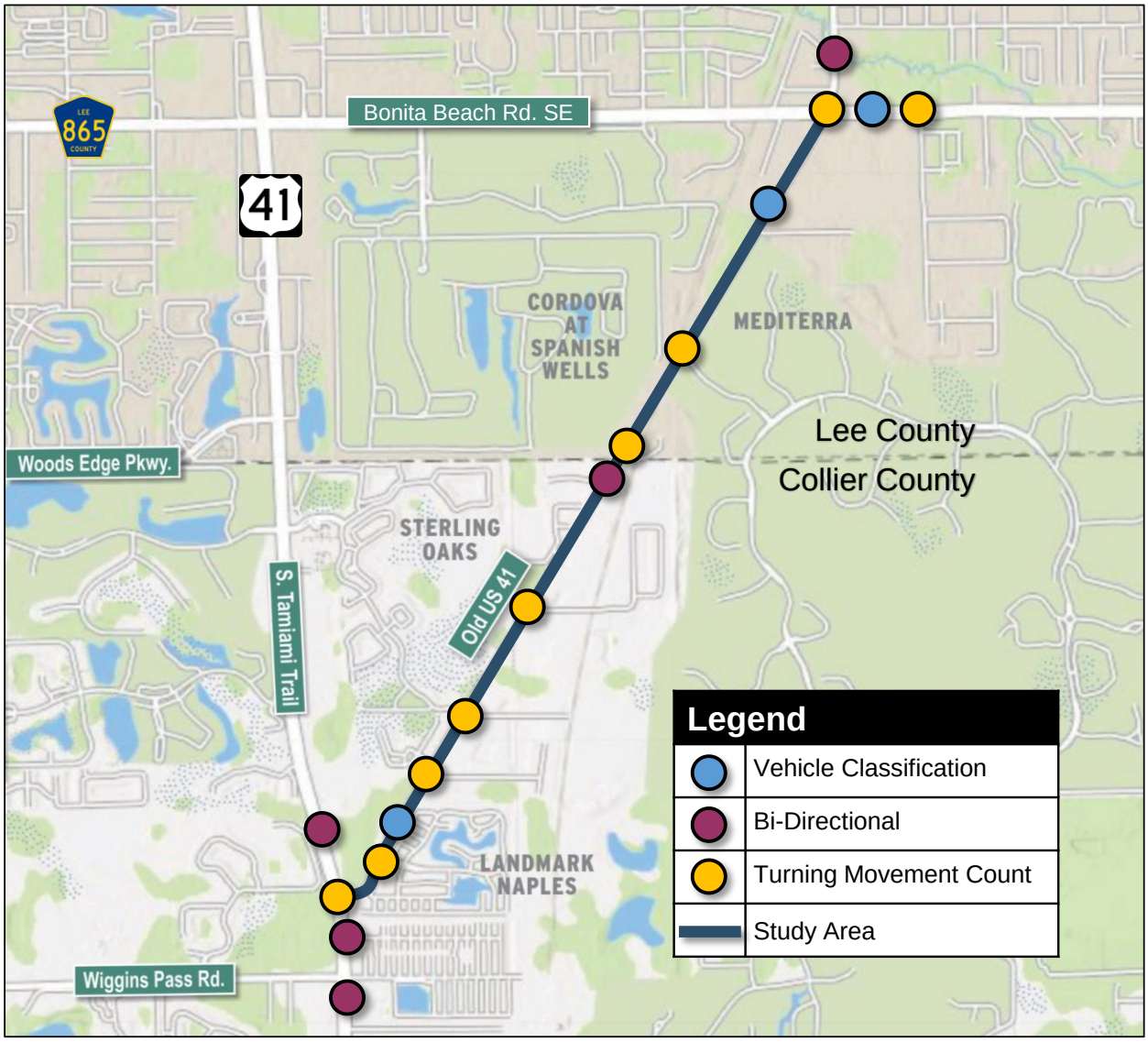
Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of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

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

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

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

Figure 6-1: Traffic Count Location Map



7.0 TRAFFIC FORECASTING

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

7.1 Travel Demand Model

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

7.2 Population Projections

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

7.3 Historical Traffic Growth

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

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

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

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

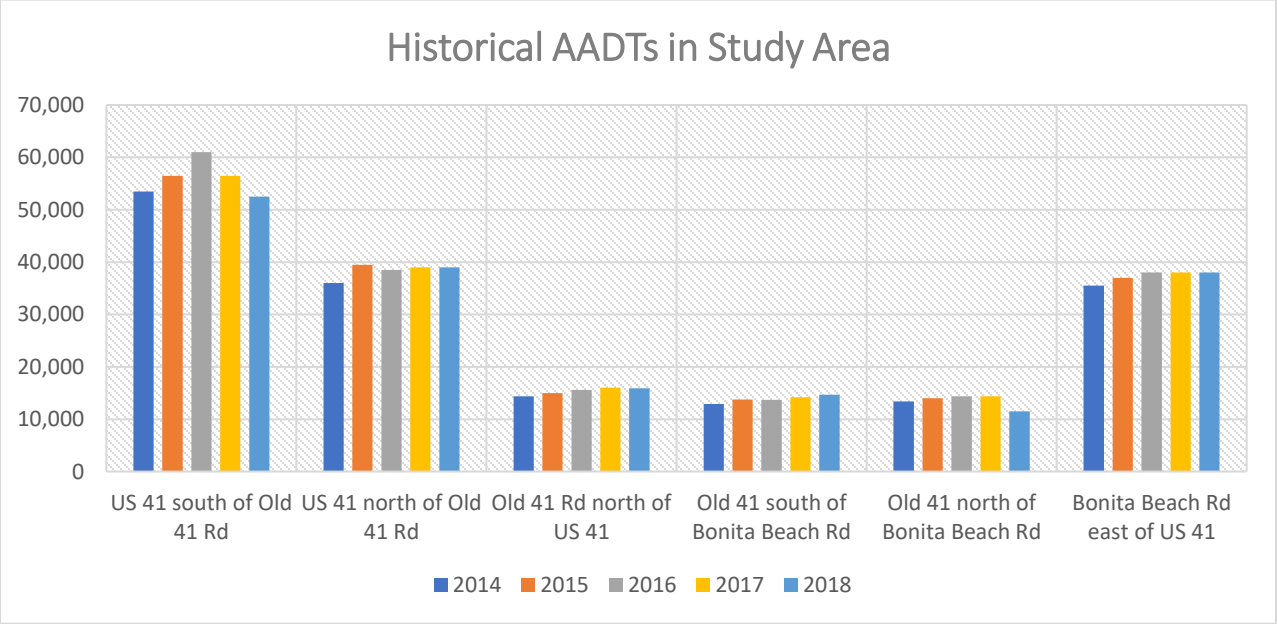


Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

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

8.0 MEASURES OF EFFECTIVENESS

8.1 Level of Service

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

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

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

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

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

8.2 Queue Length

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

9.0 SAFETY

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

10.0 DOCUMENTS FOR SUBMITTAL

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

Appendix A

K Factor Analysis

MEMORANDUM

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Orlando, FL 32817
Phone 321.397.7820
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www.rkk.com

Date: January 28, 2020

To: Steven Andrews, Christopher Simpron

From: Daniel R. Miller, P.E.

CC: Matt Dockins, P.E., Dawn Carlson

Re: 435347-1-22-01: CR 887 (Old US 41) K-Factor Analysis Memorandum

Purpose

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

Data Collection and Conflation

Data was collection from:

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

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

K-Factor Issue

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

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

Findings

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

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

Recommendations

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

The recommendations are as follows:

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

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

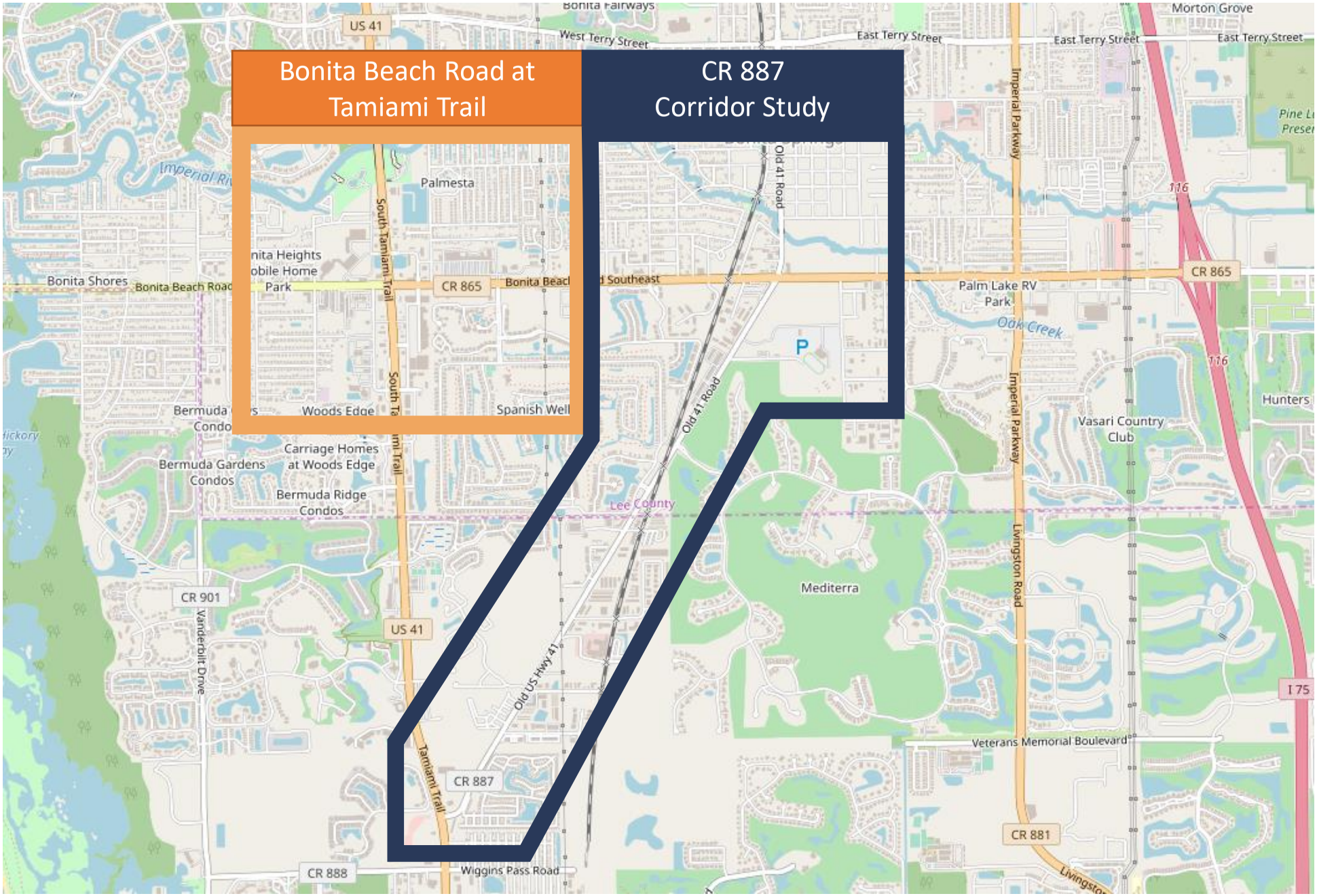


Figure 2: FDOT FTI TTMS Data Collection Locations with Example of missing Hourly Count Data

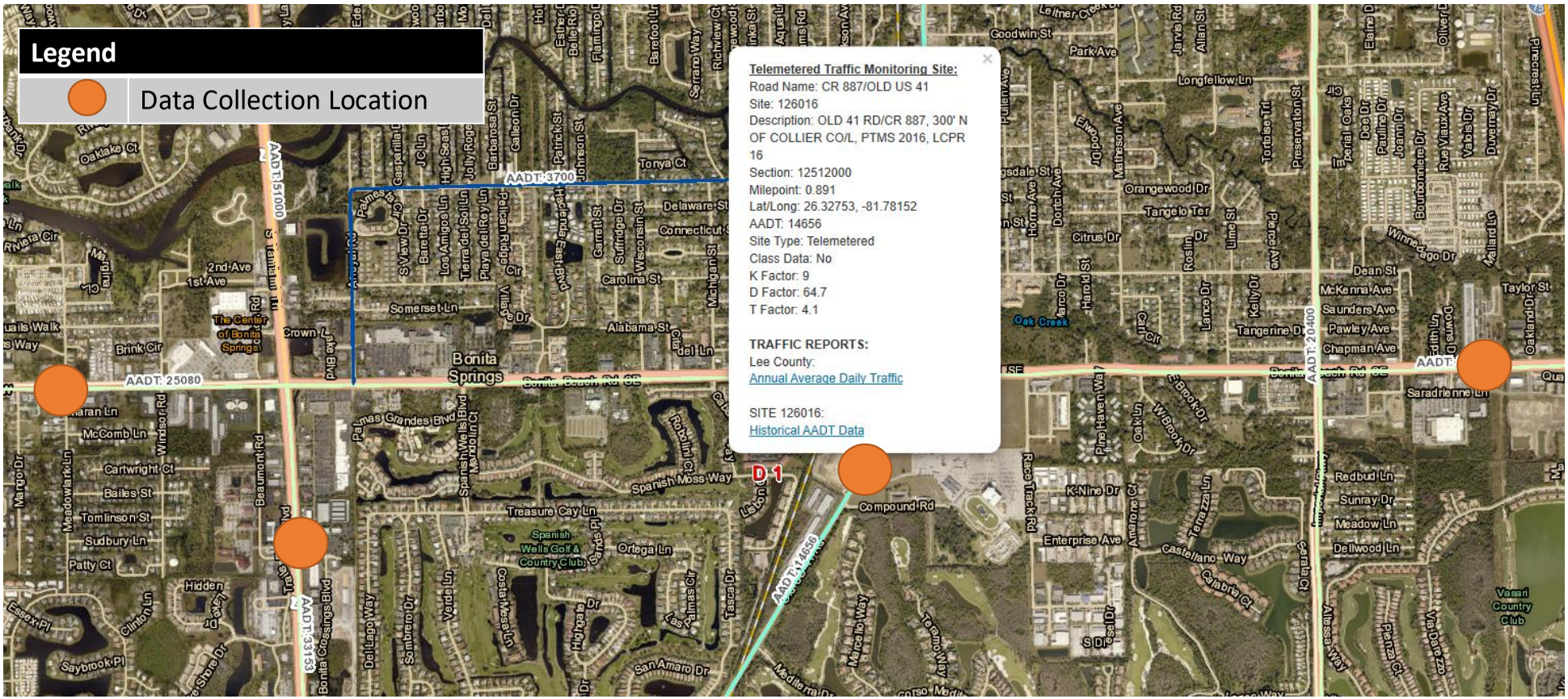

Legend
Data Collection Location
Telemetered Traffic Monitoring Site:
Road Name: CR 887/OLD US 41
Site: 126016
Description: OLD 41 RD/CR 887, 300' N OF COLLIER CO/L, PTMS 2016, LCPR 16
Section: 12512000
Milepoint: 0.891
Lat/Long: 26.32753, -81.78152
AADT: 14656
Site Type: Telemetered
Class Data: No
K Factor: 9
D Factor: 64.7
T Factor: 4.1
TRAFFIC REPORTS:
Lee County:
Annual Average Daily Traffic
SITE 126016:
Historical AADT Data
AADT: 3700
AADT: 51000
AADT: 25080
AADT: 33153
AADT: 14656
AADT: 20400
D 1
Bonita Springs
Compound Rd
Spanish Moss Way
Treasure Cay Ln
Ortega Ln
Spanish Wells Golf & Country Club
Palmas Grandes Blvd
Bonita Grande Dr
Bonita Crossings Blvd
Old 41
Tonya Ct
Delaware St
Connecticut St
Carolina St
Alabama St
Somerset Ln
Goodwin St
Park Ave
Longfellow Ln
Orangewood Dr
Tangelo Ter
Citrus Dr
Oak Creek
Tangerine Dr
Dean St
McKenna Ave
Saunders Ave
Pawley Ave
Chapman Ave
Saradrienne Ln
Redbud Ln
Sunray Dr
Meadow Ln
Dellwood Ln
K-Nine Dr
Enterprise Ave
Castellano Way
Calabria Ct
Vasari Country Club
Oak Lake Ct
2nd Ave
1st Ave
The Center of Bonita Springs
Brink Cir
McComb Ln
Cartwright Ct
Bailes St
Tomlinson St
Sudbury Ln
Patty Ct
Hidden Lake Dr
Saybrook Pl
Essex Pl
Clinton Ln
Del Lago Way
Sombrero Dr
Verde Ln
Ocean Breeze Ln
Highgate Dr
Tasca Dr
San Amaro Dr
Mediterra Dr
Marcello Way
Tesoro Way
Via Delaro
Plenza Ct
Redwood Ln
Beaumont Rd
Windsor Rd
Meadowlark Ln
Margo Dr
Spanish Wells Blvd
Mcgolrick Ct
Robbins Ct
Lisbon Ct
Race Track Rd
Pine Haven Way
Oak Ln
Wilbrook Dr
Amarone Ct
Tamazza Ln
Lime St
Rosita Dr
Harold St
Lance Dr
Kelly Dr
Dorich Ave
Horne Ave
Matheson Ave
Tortoise Trl
Preservation St
Jarvis Rd
Allan St
Elaine Dr
Oliver Dr
Pauline Dr
Joann Dr
Bourtonniere Dr
Rue Vieux Ave
Vabis Dr
Duvernay Dr
Mallard Ln
Winnebago Dr
Taylor St
Oakland Dr
Griffith Ln
Dominic Dr
Perial Oaks
Dee Dr
Leitner Creek Dr
Sarraro Way
Richview Ct
Barefoot Ln
Flamingo Dr
Esther Dr
Belle Rio Dr
Patrick St
Johnson St
Galleon Dr
Barbarosa St
Jolly Roger
High Seas
JC Ln
Gasparilla Dr
Palmetto Ridge Cir
Heritage Estates Blvd
Garrett St
Surfridge Dr
Wisconsin St
Michigan St
Terra del Sol Ln
Playa del Ray Ln
Los Amigos Ln
Baretta Dr
S View Dr
Palmetto Ridge Cir
Village Dr
Crown Lake Blvd
Old 41
Bonita Beach Rd SE
Bonita Beach Rd SE
Old 41
Calle Del Ln
Circle Dr
Circle Cir
Circle Cir
Circle Dr
Circle Dr
Circle Dr

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

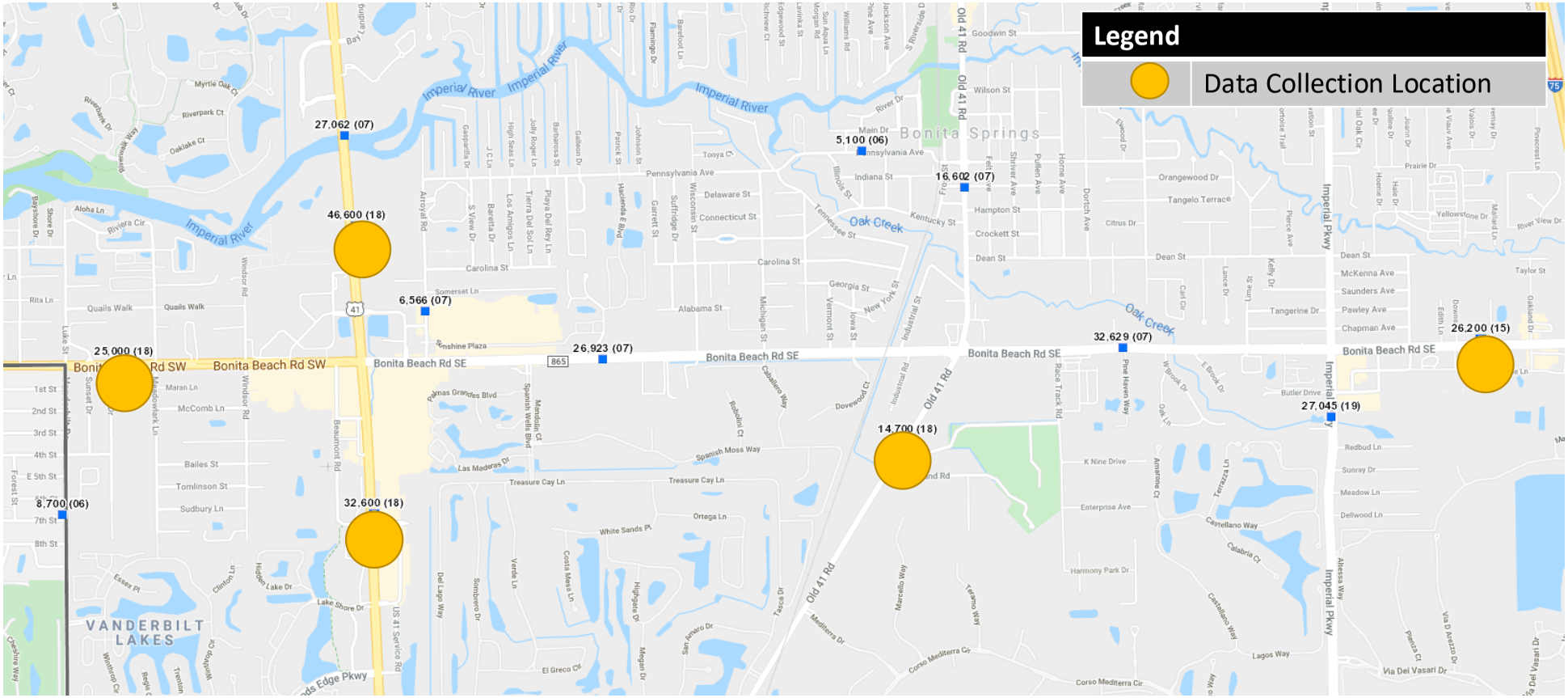


Figure 4: Data Collection, Conflation, and Analysis Overview

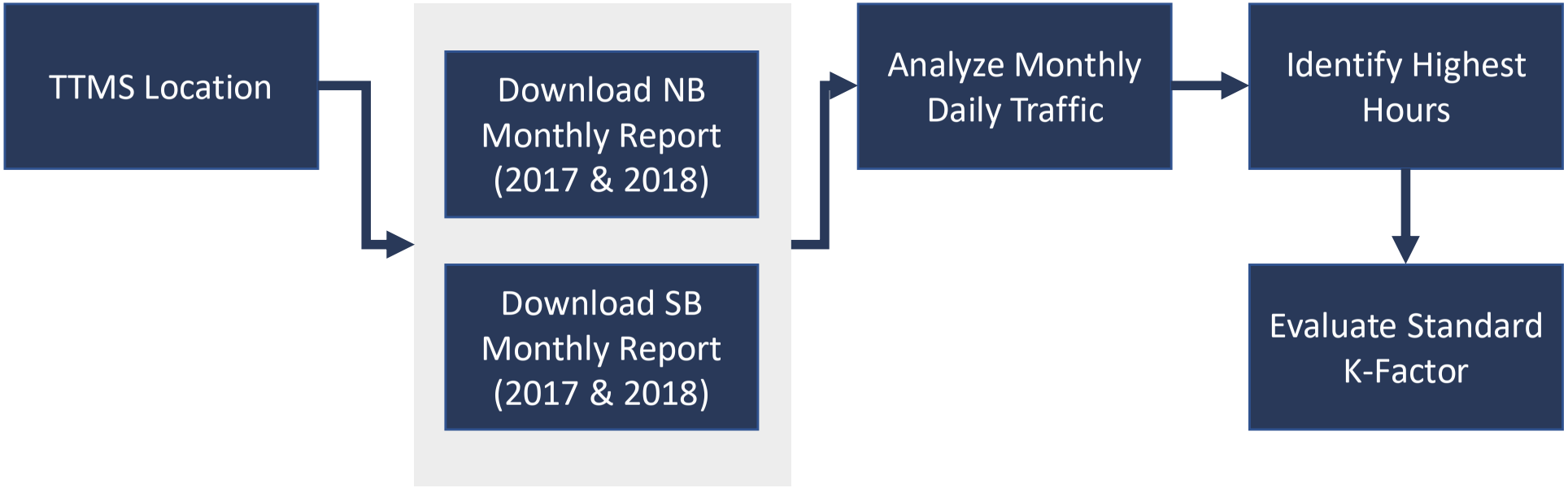
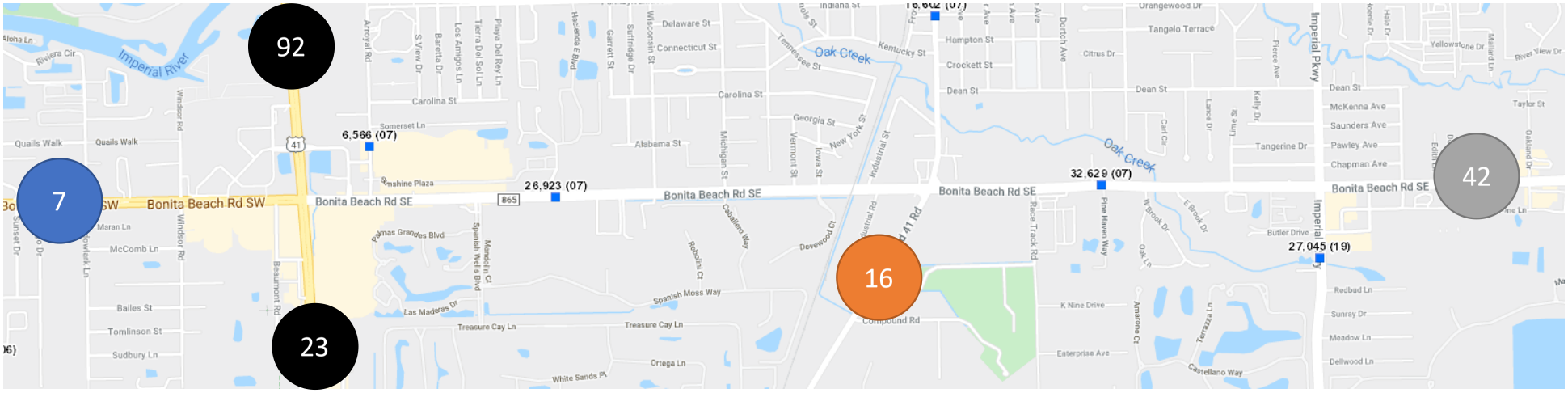


Figure 5: Average Daily Traffic by Month and Data Collection Site



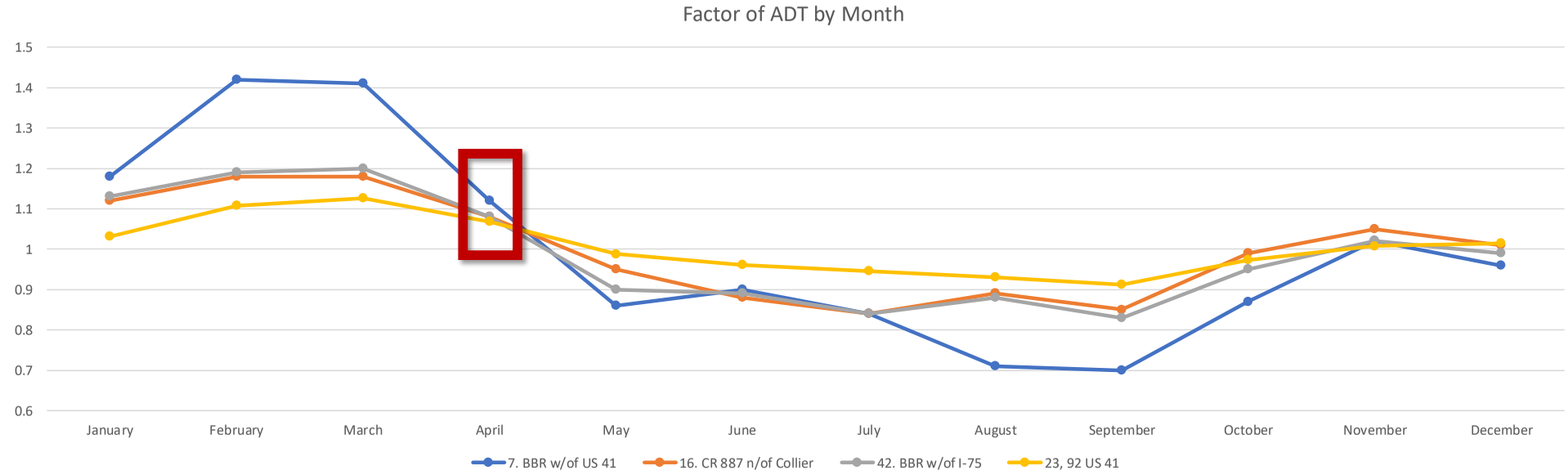
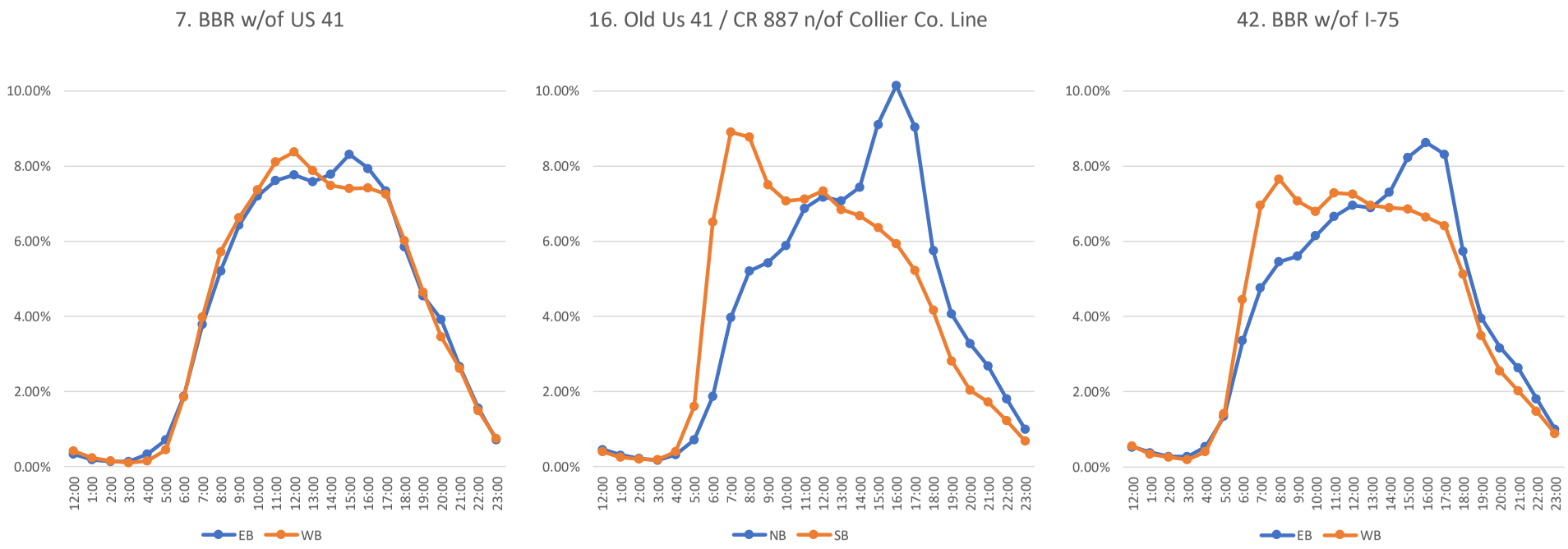


Table 1: April Percentage of ADT occurring by Highest Hour

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

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



Appendix B:
April 2019 Traffic Counts

Volume Count Report

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

Northbound Volume

Tuesday, April 16, 2019

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

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

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

Southbound Volume

Tuesday, April 16, 2019

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

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

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

Total Volume for All Lanes

Tuesday, April 16, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Wednesday, April 17, 2019

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

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

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

Southbound Volume

Wednesday, April 17, 2019

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

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

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

Total Volume for All Lanes

Wednesday, April 17, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Thursday, April 18, 2019

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

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

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

Southbound Volume

Thursday, April 18, 2019

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

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

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

Total Volume for All Lanes

Thursday, April 18, 2019

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

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

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

Volume Count Report
3-Day Average

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

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	22	13	11	10	24	81	248	384	397	437	441
30	23	25	12	13	11	31	131	287	392	435	444	511
45	26	19	15	10	26	47	164	364	405	409	415	524
00	21	18	12	9	27	62	264	389	429	438	503	506
Hr Total	**109**	**84**	**52**	**42**	**74**	**163**	**639**	**1,289**	**1,611**	**1,679**	**1,799**	**1,982**
								PHF	0.93808			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	546	503	593	599	714	675	557	339	310	261	233	87
30	516	552	539	625	628	706	482	361	311	257	200	78
45	512	565	579	585	634	631	395	327	296	219	137	70
00	532	512	635	551	665	606	376	299	275	186	121	52
Hr Total	**2,106**	**2,132**	**2,346**	**2,360**	**2,640**	**2,618**	**1,809**	**1,327**	**1,192**	**923**	**690**	**286**
					PHF	0.92673						

24 Hour Total:	29,954				
AM Peak Hour begins:	11:30	AM Peak Volume:	2,091	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	2,681	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	25	12	11	14	15	39	154	365	556	508	463	487
30	24	15	13	13	13	74	260	495	565	502	488	551
45	14	13	11	12	23	98	360	579	546	528	521	527
00	18	9	11	17	30	113	343	589	533	511	531	494
Hr Total	**82**	**49**	**46**	**57**	**81**	**324**	**1,117**	**2,029**	**2,199**	**2,049**	**2,003**	**2,059**
								PHF	0.97258			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	520	483	489	486	489	568	442	282	214	180	109	68
30	504	503	482	492	458	545	402	297	205	150	92	52
45	489	522	493	466	478	464	317	249	187	143	80	34
00	537	479	487	478	495	471	341	214	199	127	97	28
Hr Total	**2,050**	**1,988**	**1,951**	**1,921**	**1,921**	**2,048**	**1,502**	**1,043**	**805**	**600**	**378**	**182**
					PHF	0.90103						

24 Hour Total:	28,484				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,290	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,087	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	63	34	24	25	25	63	235	613	940	905	900	928
30	48	40	25	26	24	105	391	782	958	937	932	1,062
45	41	33	26	22	49	145	524	944	951	937	936	1,051
00	39	27	23	26	57	174	607	979	962	949	1,033	999
Hr Total	**190**	**133**	**98**	**99**	**155**	**487**	**1,756**	**3,318**	**3,810**	**3,728**	**3,802**	**4,041**
								PHF	0.99021			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,066	986	1,082	1,085	1,203	1,244	999	622	525	441	342	155
30	1,020	1,055	1,020	1,117	1,086	1,251	883	658	516	407	292	130
45	1,001	1,087	1,072	1,051	1,112	1,095	712	576	483	362	217	104
00	1,069	991	1,122	1,029	1,160	1,077	717	513	474	313	217	80
Hr Total	**4,155**	**4,120**	**4,297**	**4,281**	**4,561**	**4,667**	**3,311**	**2,369**	**1,997**	**1,523**	**1,069**	**469**
					PHF	0.93234						

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

Volume Count Report

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

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	4	4	18	35	88	256	364	431	453	439
30	18	18	10	4	3	21	128	268	400	407	454	474
45	12	20	16	12	33	49	148	324	353	375	421	497
00	16	18	8	8	15	74	214	375	384	404	432	494
Hr Total	**68**	**70**	**38**	**28**	**69**	**179**	**578**	**1,223**	**1,501**	**1,617**	**1,760**	**1,904**
								PHF	0.93813			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	509	511	619	616	710	670	492	301	258	209	152	61
30	489	553	541	630	631	704	459	290	263	246	135	54
45	520	512	675	565	560	720	425	266	239	176	103	55
00	499	539	604	569	714	615	336	258	237	132	73	25
Hr Total	**2,017**	**2,115**	**2,439**	**2,380**	**2,615**	**2,709**	**1,712**	**1,115**	**997**	**763**	**463**	**195**
					PHF	0.94063						

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

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	8	12	19	38	148	411	603	479	424	457
30	22	12	13	15	16	70	262	493	537	475	459	472
45	20	17	11	16	30	100	339	541	524	478	432	518
00	9	16	7	15	45	111	362	597	550	498	527	450
Hr Total	**80**	**59**	**39**	**58**	**110**	**319**	**1,111**	**2,042**	**2,214**	**1,930**	**1,842**	**1,897**
								PHF	0.91791			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	479	454	471	446	466	540	384	269	193	174	93	63
30	485	471	455	461	447	498	391	253	161	159	75	42
45	451	488	480	486	411	423	308	210	167	140	76	28
00	509	437	450	401	453	411	277	161	158	108	108	32
Hr Total	**1,924**	**1,850**	**1,856**	**1,794**	**1,777**	**1,872**	**1,360**	**893**	**679**	**581**	**352**	**165**
					PHF	0.86667						

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

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	28	12	16	37	73	236	667	967	910	877	896
30	40	30	23	19	19	91	390	761	937	882	913	946
45	32	37	27	28	63	149	487	865	877	853	853	1,015
00	25	34	15	23	60	185	576	972	934	902	959	944
Hr Total	**148**	**129**	**77**	**86**	**179**	**498**	**1,689**	**3,265**	**3,715**	**3,547**	**3,602**	**3,801**
								PHF	0.96044			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	988	965	1,090	1,062	1,176	1,210	876	570	451	383	245	124
30	974	1,024	996	1,091	1,078	1,202	850	543	424	405	210	96
45	971	1,000	1,155	1,051	971	1,143	733	476	406	316	179	83
00	1,008	976	1,054	970	1,167	1,026	613	419	395	240	181	57
Hr Total	**3,941**	**3,965**	**4,295**	**4,174**	**4,392**	**4,581**	**3,072**	**2,008**	**1,676**	**1,344**	**815**	**360**
					PHF	0.94649						

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

Volume Count Report

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

Northbound Volume

Wednesday, April 17, 2019

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

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

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

Southbound Volume

Wednesday, April 17, 2019

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

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

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

Total Volume for All Lanes

Wednesday, April 17, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Thursday, April 18, 2019

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

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

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

Southbound Volume

Thursday, April 18, 2019

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

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

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

Total Volume for All Lanes

Thursday, April 18, 2019

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

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

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

Volume Count Report
3-Day Average

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

Northbound Volume

3-Day Average

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

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

24 Hour Total:	29,346					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,042	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	2,755	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	27	13	10	11	15	40	153	362	597	497	422	481
30	22	13	12	13	15	67	262	489	530	484	480	480
45	14	14	10	13	29	100	351	599	545	496	452	533
00	16	9	12	17	35	113	336	577	528	484	509	474
Hr Total	**79**	**49**	**44**	**54**	**95**	**320**	**1,102**	**2,026**	**2,201**	**1,960**	**1,864**	**1,968**

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

24 Hour Total:	27,176					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,303	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:45	PM Peak Volume:	1,939	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	54	29	21	20	33	77	249	609	975	898	866	935
30	44	34	23	22	26	100	403	792	928	895	945	959
45	31	32	25	20	58	155	518	943	937	889	875	1,036
00	35	27	21	24	67	184	567	961	944	899	980	979
Hr Total	**164**	**122**	**90**	**86**	**184**	**516**	**1,738**	**3,305**	**3,784**	**3,582**	**3,666**	**3,909**

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

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

Volume Count Report

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

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	5	4	4	11	50	170	277	274	337	314
30	19	16	4	11	9	24	75	196	295	312	350	356
45	20	13	13	11	14	27	86	238	284	267	304	385
00	14	14	5	9	24	39	158	272	283	305	331	340
Hr Total	**76**	**59**	**27**	**35**	**51**	**101**	**369**	**876**	**1,139**	**1,158**	**1,322**	**1,395**
								PHF	0.96525			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	368	412	416	513	463	366	254	183	175	135	56
30	382	363	435	486	466	499	353	211	187	161	155	54
45	360	392	430	429	436	494	285	192	184	135	81	47
00	420	396	431	411	450	415	236	195	177	112	83	29
Hr Total	**1,525**	**1,519**	**1,708**	**1,742**	**1,865**	**1,871**	**1,240**	**852**	**731**	**583**	**454**	**186**
					PHF	0.93737						

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

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	5	10	19	21	103	303	419	376	330	367
30	16	12	12	8	11	47	205	349	382	374	325	357
45	12	9	5	14	16	79	246	423	351	378	352	398
00	6	5	5	12	19	72	241	438	407	362	383	366
Hr Total	**50**	**35**	**27**	**44**	**65**	**219**	**795**	**1,513**	**1,559**	**1,490**	**1,390**	**1,488**
								PHF	0.93019			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	368	373	357	339	375	263	207	142	124	57	52
30	355	379	355	370	365	420	322	203	134	132	54	35
45	396	350	345	364	311	332	230	169	145	105	54	25
00	399	341	350	332	383	323	223	114	124	86	69	25
Hr Total	**1,500**	**1,438**	**1,423**	**1,423**	**1,398**	**1,450**	**1,038**	**693**	**545**	**447**	**234**	**137**
					PHF	0.8631						

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

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	25	10	14	23	32	153	473	696	650	667	681
30	35	28	16	19	20	71	280	545	677	686	675	713
45	32	22	18	25	30	106	332	661	635	645	656	783
00	20	19	10	21	43	111	399	710	690	667	714	706
Hr Total	**126**	**94**	**54**	**79**	**116**	**320**	**1,164**	**2,389**	**2,698**	**2,648**	**2,712**	**2,883**
								PHF	0.96911			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	713	736	785	773	852	838	629	461	325	299	192	108
30	737	742	790	856	831	919	675	414	321	293	209	89
45	756	742	775	793	747	826	515	361	329	240	135	72
00	819	737	781	743	833	738	459	309	301	198	152	54
Hr Total	**3,025**	**2,957**	**3,131**	**3,165**	**3,263**	**3,321**	**2,278**	**1,545**	**1,276**	**1,030**	**688**	**323**
					PHF	0.90343						

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

Volume Count Report

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

Northbound Volume

Wednesday, April 17, 2019

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

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

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

Southbound Volume

Wednesday, April 17, 2019

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

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

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

Total Volume for All Lanes

Wednesday, April 17, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Thursday, April 18, 2019

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

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

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

Southbound Volume

Thursday, April 18, 2019

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

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

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

Total Volume for All Lanes

Thursday, April 18, 2019

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

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

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

Volume Count Report

3-Day Average

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

Northbound Volume

3-Day Average

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

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

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

Southbound Volume

3-Day Average

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

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

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

Total Volume for All Lanes

3-Day Average

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

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

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Northbound
Start Date:
Stop Date:

City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12
45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
100	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	40
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
445	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	10
500	0	5	3	0	0	0	0	1	0	0	0	0	0	0	0	9
Hourly Total	0	19	10	0	2	0	0	1	0	0	0	0	0	0	0	33
515	0	7	4	0	1	0	0	0	1	0	0	0	0	0	0	13
530	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	10
545	0	8	5	1	1	1	0	0	1	0	0	0	0	0	0	18
600	0	12	7	1	1	0	0	1	0	0	0	0	0	0	0	23
Hourly Total	0	34	19	3	3	1	0	1	3	0	0	0	0	0	0	65
615	0	24	9	2	1	0	0	1	1	0	0	0	0	0	0	38
630	0	25	17	1	3	1	0	0	1	0	0	0	0	0	0	49
645	0	36	20	0	4	0	0	0	1	0	0	0	0	0	0	63
700	1	56	31	0	5	0	0	1	1	0	0	0	0	0	0	95
Hourly Total	1	142	76	3	14	1	0	2	4	0	0	0	0	0	1	244
715	0	52	26	1	5	1	0	1	1	0	0	0	0	0	1	87
730	0	56	35	1	4	2	0	2	1	0	0	0	0	0	0	101
745	0	64	25	1	8	1	0	0	1	0	0	0	0	0	0	100
800	0	81	40	0	5	0	0	1	1	0	0	0	0	0	0	129
Hourly Total	0	254	126	2	22	4	0	4	4	0	0	0	0	0	1	417
815	1	82	40	1	4	1	0	1	0	0	0	0	0	0	0	131
830	2	88	34	0	4	0	0	1	1	0	0	0	0	0	0	131
845	1	85	35	1	4	1	0	3	0	0	0	0	0	0	1	130
900	1	94	28	1	7	1	0	2	1	0	0	0	0	0	0	134
Hourly Total	4	350	137	3	19	4	0	7	3	0	0	0	0	0	1	527
915	1	87	31	0	6	2	0	0	1	0	0	0	0	0	0	129
930	0	81	35	0	4	1	0	0	1	0	0	0	0	0	0	123
945	1	81	38	0	9	1	0	1	2	0	0	0	0	0	0	133
1000	0	83	26	1	6	3	0	1	1	0	0	0	0	0	0	121
Hourly Total	1	331	130	2	26	7	1	2	5	0	0	0	0	0	0	506
1015	1	95	30	0	5	1	0	0	1	0	0	0	0	0	0	134
1030	1	86	33	1	6	0	0	1	1	0	0	0	0	0	0	131
1045	1	82	33	1	8	2	0	1	2	0	0	0	0	0	0	129
1100	0	93	28	0	4	1	0	1	1	0	0	0	0	0	0	129
Hourly Total	3	356	124	2	24	4	0	4	4	0	0	0	0	0	1	522
1115	0	109	27	0	6	1	0	3	1	0	0	0	0	0	0	146
1130	1	91	31	0	5	2	0	2	1	0	0	0	0	0	0	133
1145	1	115	31	1	5	2	0	3	1	0	0	0	0	0	0	158
1200	0	115	33	0	4	2	0	3	2	0	0	0	0	0	1	160
Hourly Total	2	430	121	2	20	7	0	11	4	0	0	0	0	0	1	597
1215	0	113	39	0	8	1	0	1	2	0	0	0	0	0	0	166
1230	0	127	33	1	7	1	0	3	3	0	0	0	0	0	0	174
1245	4	129	27	0	6	2	0	1	1	0	0	0	0	0	0	171
1300	0	129	35	0	2	1	0	1	3	0	0	0	0	0	0	171
Hourly Total	4	498	134	1	23	5	0	6	9	0	0	0	0	0	0	682
1315	0	126	34	1	7	2	0	1	2	0	0	0	0	0	0	173
1330	0	135	33	1	6	1	0	3	2	0	0	0	0	0	0	182
1345	0	134	43	1	8	1	0	3	2	0	0	0	0	0	0	191
1400	1	132	30	0	7	1	0	2	2	0	0	0	0	0	0	175
Hourly Total	2	526	140	2	28	5	0	9	8	0	0	0	0	0	1	721
1415	1	119	38	0	7	1	0	2	3	0	0	0	0	0	0	171
1430	2	127	37	1	6	2	0	3	2	0	0	0	0	0	0	179
1445	2	120	30	0	7	2	0	1	3	0	0	0	0	0	0	166
1500	0	148	29	0	7	1	0	2	2	0	0	0	0	0	1	190
Hourly Total	5	513	134	2	27	6	0	9	9	0	0	0	0	0	1	706
1515	1	137	42	0	7	2	0	2	3	0	0	0	0	0	0	195
1530	0	153	43	0	10	1	0	3	1	0	0	0	0	0	0	212
1545	2	146	42	0	6	2	0	2	2	0	0	0	0	0	1	202
1600	0	133	38	0	9	2	0	1	2	0	0	0	0	0	0	185
Hourly Total	3	569	165	1	32	6	0	8	7	0	0	0	0	0	2	793

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	13
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	27	6	0	1	0	0	0	0	0	0	0	0	0	0	34
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	19	4	0	0	0	0	0	0	0	0	0	0	0	0	24
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5
345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	18
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
445	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
500	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	22	11	0	1	0	0	0	1	0	0	0	0	0	0	36
515	0	13	2	0	0	0	1	0	0	0	0	0	0	0	0	16
530	0	18	5	0	0	1	0	1	0	0	0	0	0	0	0	26
545	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
600	1	34	7	1	2	0	0	0	0	1	0	0	0	0	0	45
Hourly Total	1	87	20	1	4	1	1	1	0	1	0	0	0	0	0	116
615	0	28	17	0	1	0	0	1	1	1	0	0	0	0	0	50
630	0	54	24	0	2	1	0	0	2	0	0	0	0	0	0	85
645	0	73	40	0	3	1	0	1	2	0	0	0	0	0	0	121
700	0	66	31	0	5	1	1	1	0	0	0	0	0	0	0	105
Hourly Total	0	222	113	1	12	4	1	3	5	1	0	0	0	0	0	361
715	1	76	38	1	10	1	1	2	1	0	0	0	0	0	0	130
730	0	100	41	1	10	2	0	4	0	0	0	0	0	0	1	159
745	0	125	39	0	8	1	0	5	0	0	0	0	0	0	0	179
800	1	113	48	5	15	2	0	4	1	0	0	0	0	0	17	207
Hourly Total	3	413	165	8	42	5	1	15	3	1	0	0	0	0	18	674
815	2	104	49	1	20	2	1	3	1	0	0	0	1	0	15	199
830	0	113	52	1	11	1	0	3	1	0	0	0	0	0	1	183
845	0	130	49	0	11	1	0	2	1	0	0	0	0	0	0	196
900	0	130	40	0	7	0	0	2	1	0	0	0	0	0	0	181
Hourly Total	3	478	190	2	50	4	1	10	4	0	0	0	1	0	16	759
915	1	120	48	0	7	0	0	2	1	0	0	0	0	0	0	179
930	1	112	41	1	6	1	1	2	1	0	0	0	0	0	0	165
945	1	116	41	1	8	2	0	1	2	1	0	0	0	0	4	176
1000	0	137	38	0	11	1	0	2	2	0	0	0	0	0	0	192
Hourly Total	3	485	168	2	32	4	1	7	5	1	0	0	0	0	4	712
1015	0	117	43	1	3	1	0	2	1	0	0	0	0	0	0	169
1030	0	114	39	0	7	3	0	2	0	0	0	0	0	0	0	166
1045	0	125	35	0	6	1	1	3	1	0	0	0	0	0	0	172
1100	0	113	40	0	7	0	1	3	1	1	0	0	0	0	0	167
Hourly Total	1	469	157	1	23	5	2	11	4	1	0	0	0	0	0	674
1115	0	119	41	0	4	1	0	2	1	1	0	0	0	0	0	170
1130	1	106	36	0	6	2	1	3	3	0	0	0	0	0	1	160
1145	0	126	37	0	6	0	0	1	1	1	0	0	0	0	1	173
1200	1	118	45	2	4	1	1	2	2	0	0	0	0	0	2	178
Hourly Total	3	469	160	3	20	5	2	8	7	2	0	0	0	0	3	681
1215	1	140	42	0	4	1	0	2	3	1	0	0	0	0	0	194
1230	1	128	39	0	3	1	1	1	1	1	0	0	0	0	0	176
1245	0	133	30	0	4	0	0	1	1	0	0	0	0	0	1	172
1300	1	115	40	0	5	0	0	1	1	1	0	0	0	0	0	165
Hourly Total	3	516	151	0	17	3	2	5	5	2	0	0	0	0	1	706
1315	0	101	31	0	7	1	1	1	1	1	0	0	0	0	0	144
1330	0	119	33	0	6	1	0	1	0	1	0	0	0	0	0	162
1345	1	104	25	1	5	1	1	2	0	1	0	0	0	0	1	142
1400	0	123	34	0	6	0	1	1	1	1	0	0	0	0	0	168
Hourly Total	2	446	123	2	23	3	3	5	3	4	0	0	0	0	2	615
1415	0	98	27	0	2	0	1	1	2	1	0	0	0	0	0	134
1430	0	101	28	1	4	0	0	1	3	0	0	0	0	0	1	139
1445	0	118	35	3	5	0	1	2	3	0	0	0	0	0	0	167
1500	0	115	31	0	6	0	1	0	1	0	0	0	0	0	1	155
Hourly Total	1	432	121	4	18	0	3	5	9	2	0	0	0	0	2	595
1515	0	105	24	0	5	0	1	1	1	0	0	0	0	0	1	139
1530	1	101	38	1	4	2	0	1	0	1	0	0	0	0	0	150
1545	1	126	34	1	6	2	1	1	1	0	0	0	0	0	1	174
1600	1	111	35	0	4	2	0	1	0	1	0	0	0	0	1	156
Hourly Total	4	443	132	2	19	5	2	5	2	2	0	0	0	0	2	619

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Northbound
Start Date:
Stop Date:

City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
100	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	58	14	0	1	0	0	0	0	0	0	0	0	0	0	74
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
200	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	40	12	0	0	0	0	0	0	0	0	0	0	0	0	53
215	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	27	7	0	1	0	0	0	0	0	0	0	0	0	0	35
315	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	25	12	0	0	0	0	0	0	0	0	0	0	0	0	38
415	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	7	1	0	2	0	0	0	0	0	0	0	0	0	0	10
445	0	11	9	0	1	0	0	0	1	0	0	0	0	0	0	23
500	0	16	10	0	0	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	0	41	21	0	3	0	0	1	2	0	0	0	0	0	0	69
515	0	20	6	0	1	0	1	0	1	0	0	0	0	0	0	29
530	0	24	8	0	0	1	0	1	1	0	0	0	0	0	0	36
545	0	31	11	1	2	1	0	0	1	0	0	0	0	0	0	48
600	1	46	14	1	4	0	0	1	0	1	0	0	0	0	0	68
Hourly Total	1	121	39	3	7	2	1	2	3	1	0	0	0	0	0	181
615	0	53	26	2	3	0	0	1	2	1	0	0	0	0	0	88
630	0	80	41	1	6	2	0	0	4	0	0	0	0	0	0	134
645	0	110	60	0	8	1	0	1	3	0	0	0	0	0	0	184
700	1	122	62	1	10	1	1	2	1	0	0	0	0	0	0	200
Hourly Total	1	364	189	4	26	5	1	5	9	1	0	0	0	0	1	606
715	1	128	64	2	14	2	1	3	2	0	0	0	0	0	1	217
730	0	156	76	2	14	3	0	5	1	0	0	0	0	0	1	259
745	0	189	64	1	16	2	0	5	1	0	0	0	0	0	0	279
800	1	194	88	5	21	2	0	5	2	0	0	0	0	0	17	336
Hourly Total	3	667	291	10	65	9	1	19	6	1	0	0	0	0	19	1091
815	3	187	89	1	25	3	1	4	1	0	0	0	1	0	15	330
830	2	201	86	2	15	1	0	4	2	0	0	0	0	0	1	315
845	1	215	84	1	15	2	0	5	2	0	0	0	0	0	1	326
900	1	224	68	1	14	2	0	4	2	0	0	0	0	0	0	315
Hourly Total	7	827	327	5	69	8	1	17	6	0	0	0	1	0	17	1286
915	1	207	79	1	13	3	0	2	2	0	0	0	0	0	0	308
930	1	192	76	1	10	2	1	2	2	0	0	0	0	0	0	287
945	1	196	79	2	17	3	0	2	4	1	0	0	0	0	4	310
1000	0	220	64	1	18	4	1	2	3	0	0	0	0	0	0	313
Hourly Total	4	816	298	4	58	11	2	9	10	1	0	0	0	0	4	1218
1015	1	212	73	1	8	2	0	3	2	0	0	0	0	0	0	303
1030	1	200	72	1	13	3	0	4	1	0	0	0	0	0	0	297
1045	1	207	68	1	14	3	1	3	3	0	0	0	0	0	1	301
1100	1	206	68	1	12	1	1	5	2	1	0	0	0	0	0	296
Hourly Total	4	825	282	3	47	9	2	14	8	1	0	0	0	0	1	1197
1115	1	228	68	0	11	1	0	5	2	1	0	0	0	0	0	316
1130	1	197	67	1	11	4	1	5	3	0	0	0	0	0	1	293
1145	1	241	68	1	11	2	0	4	2	1	0	0	0	0	1	331
1200	2	233	78	2	7	3	1	5	4	0	0	0	0	0	2	338
Hourly Total	5	899	281	4	40	11	2	18	11	2	0	0	0	0	4	1278
1215	1	254	81	0	12	2	0	3	5	1	0	0	0	0	0	360
1230	2	254	72	1	10	1	1	4	3	1	0	0	0	0	0	349
1245	4	262	57	0	11	2	0	3	2	0	0	0	0	0	1	343
1300	1	244	75	0	7	2	0	2	3	1	0	0	0	0	0	336
Hourly Total	8	1015	285	1	40	7	2	11	14	2	0	0	0	0	2	1388
1315	1	226	65	1	14	3	1	2	3	1	0	0	0	0	0	317
1330	1	253	66	1	12	3	0	4	2	1	0	0	0	0	0	344
1345	1	237	68	2	13	1	1	5	2	1	0	0	0	0	2	333
1400	1	256	64	0	12	1	1	3	4	1	0	0	0	0	0	343
Hourly Total	4	973	263	4	51	8	3	14	11	4	0	0	0	0	2	1336
1415	1	216	66	1	9	1	1	4	5	1	0	0	0	0	0	304
1430	2	228	65	1	9	2	0	4	5	0	0	0	0	0	1	318
1445	2	238	65	3	12	2	1	3	5	0	0	0	0	0	0	333
1500	0	263	60	1	14	1	1	3	2	0	0	0	0	0	1	345
Hourly Total	6	945	255	6	44	6	3	14	17	2	0	0	0	0	3	1301
1515	2	242	66	0	12	2	1	3	4	0	0	0	0	0	1	334
1530	2	254	81	1	14	3	0	4	1	1	0	0	0	0	0	362
1545	3	272	76	1	12	4	1	3	3	0	0	0	0	0	2	376
1600	1	244	73	0	13	3	0	2	2	1	0	0	0	0	1	340
Hourly Total	7	1012	297	3	50	12	2	13	10	2	0	0	0	0	4	1412

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

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**31**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
215	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**
415	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
430	1	5	0	0	2	0	0	0	0	0	0	0	0	0	0	8
445	0	3	5	0	2	0	0	0	0	0	0	0	0	0	0	10
500	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**18**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
515	0	7	5	1	0	0	0	0	1	0	0	0	0	0	0	14
530	0	9	3	1	0	0	0	0	0	0	0	0	0	0	0	13
545	0	6	7	1	1	3	0	0	0	0	0	0	0	0	0	18
600	1	6	4	0	1	1	0	0	1	0	0	0	0	0	0	14
Hourly Total	**1**	**28**	**19**	**3**	**2**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
615	0	31	11	2	0	0	0	0	0	0	0	0	0	0	0	44
630	0	20	14	1	4	3	0	0	2	0	0	0	0	0	0	44
645	0	37	22	0	2	0	0	1	1	0	0	0	0	0	0	63
700	2	55	27	0	6	0	0	1	2	0	0	0	0	0	0	93
Hourly Total	**2**	**143**	**74**	**3**	**12**	**3**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**244**
715	0	48	25	0	5	1	0	0	0	0	0	0	0	0	0	79
730	0	61	43	0	3	2	0	3	1	0	0	0	0	0	0	113
745	0	55	25	1	9	2	0	0	3	0	0	0	0	0	0	95
800	0	79	37	0	4	0	0	3	1	0	0	0	0	0	0	124
Hourly Total	**0**	**243**	**130**	**1**	**21**	**5**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**411**
815	0	88	39	2	6	1	0	1	0	0	0	0	0	0	0	137
830	1	94	30	0	5	0	0	1	3	0	0	0	0	0	0	134
845	0	90	45	1	3	1	0	3	0	0	0	0	0	0	1	144
900	0	93	31	0	8	3	0	1	1	0	0	0	0	0	0	137
Hourly Total	**1**	**365**	**145**	**3**	**22**	**5**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**552**
915	1	76	29	0	5	2	0	1	0	0	0	0	0	0	0	114
930	0	76	39	0	2	0	0	1	1	0	0	0	0	0	0	119
945	1	79	32	0	4	2	0	1	1	0	0	0	0	0	0	120
1000	0	75	17	0	9	1	1	1	0	0	0	0	0	0	0	104
Hourly Total	**2**	**306**	**117**	**0**	**20**	**5**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**457**
1015	1	82	36	0	7	0	0	1	1	0	0	0	0	0	0	128
1030	3	76	36	0	4	1	0	2	1	0	0	0	0	0	1	124
1045	0	88	32	2	7	2	0	0	4	0	0	0	0	0	0	135
1100	1	96	32	1	4	0	0	1	2	0	0	0	0	0	0	137
Hourly Total	**5**	**342**	**136**	**3**	**22**	**3**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**524**
1115	0	94	20	0	5	1	0	5	1	0	0	0	0	0	0	126
1130	2	80	28	0	3	3	0	2	1	0	0	0	0	0	0	119
1145	2	120	26	2	5	0	0	2	0	0	0	0	0	0	0	157
1200	0	112	27	0	5	2	0	2	2	0	0	0	0	0	0	150
Hourly Total	**4**	**406**	**101**	**2**	**18**	**6**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**552**
1215	0	105	43	0	10	0	0	1	1	0	0	0	0	0	0	160
1230	0	119	38	0	5	0	0	3	5	0	0	0	0	0	0	170
1245	9	123	22	0	6	2	0	0	2	0	0	0	0	0	0	164
1300	0	130	35	0	3	0	0	0	3	0	0	0	0	0	0	171
Hourly Total	**9**	**477**	**138**	**0**	**24**	**2**	**0**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**665**
1315	0	121	34	0	10	2	1	2	1	0	0	0	0	0	0	171
1330	1	153	29	2	6	2	0	4	2	0	0	0	0	0	0	199
1345	0	141	28	0	8	1	0	5	2	0	0	0	0	0	0	185
1400	0	132	33	0	5	1	0	3	2	0	0	0	0	0	0	176
Hourly Total	**1**	**547**	**124**	**2**	**29**	**6**	**1**	**14**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**731**
1415	0	114	43	0	8	2	0	3	3	0	0	0	0	0	0	173
1430	0	116	34	0	4	2	0	0	2	0	0	0	0	0	0	158
1445	0	120	33	1	9	1	0	1	1	0	0	0	0	0	0	166
1500	0	139	23	1	6	2	0	4	1	0	0	0	0	0	1	177
Hourly Total	**0**	**489**	**133**	**2**	**27**	**7**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**674**
1515	1	155	43	1	9	1	0	5	2	0	0	0	0	0	1	218
1530	0	161	45	0	9	0	0	5	0	0	0	0	0	0	0	220
1545	0	140	43	0	3	1	0	2	2	0	0	0	0	0	2	193

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
100	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**20**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
115	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
215	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
230	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**16**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
315	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
445	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
500	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**25**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
515	0	8	1	0	0	0	2	0	0	0	0	0	0	0	0	11
530	0	20	5	0	1	1	0	1	1	0	0	0	0	0	0	29
545	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25
600	1	44	5	1	1	0	0	0	0	1	0	0	0	0	0	53
Hourly Total	**1**	**92**	**15**	**1**	**3**	**1**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**118**
615	0	22	16	0	1	1	0	2	2	1	0	0	0	0	0	45
630	0	56	23	0	2	0	1	1	2	0	0	0	0	0	0	85
645	0	75	39	1	5	1	0	0	0	0	0	0	0	0	0	121
700	0	73	37	1	3	1	1	0	0	0	0	0	0	0	0	116
Hourly Total	**0**	**226**	**115**	**2**	**11**	**3**	**2**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**367**
715	1	76	34	2	8	0	1	1	1	1	0	0	0	0	0	125
730	0	96	38	1	9	1	1	4	0	1	0	0	0	0	0	151
745	0	126	41	0	7	2	0	7	1	0	0	0	0	0	1	185
800	1	118	59	1	16	1	0	4	1	1	0	0	0	0	0	202
Hourly Total	**2**	**416**	**172**	**4**	**40**	**4**	**2**	**16**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**663**
815	0	107	55	1	19	1	0	3	1	0	0	0	0	0	0	187
830	1	121	48	1	10	1	0	4	2	0	0	0	0	0	0	188
845	0	130	51	0	6	1	1	1	0	0	0	0	0	0	0	190
900	0	126	44	0	8	0	0	2	2	0	0	0	0	0	0	182
Hourly Total	**1**	**484**	**198**	**2**	**43**	**3**	**1**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**747**
915	0	131	49	1	11	0	0	2	0	0	0	0	0	0	0	194
930	1	105	46	1	6	1	1	3	1	0	0	0	0	0	0	165
945	0	119	39	0	9	2	0	1	3	1	0	0	0	0	0	174
1000	0	152	33	0	12	1	0	0	2	0	0	0	0	0	0	200
Hourly Total	**1**	**507**	**167**	**2**	**38**	**4**	**1**	**6**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**733**
1015	0	130	43	0	2	0	0	3	3	1	0	0	0	0	0	182
1030	0	101	36	0	6	1	0	5	0	1	0	0	0	0	0	150
1045	1	115	25	0	6	1	1	4	3	0	0	0	0	0	1	157
1100	1	112	48	1	6	0	2	2	3	1	0	0	0	0	0	176
Hourly Total	**2**	**458**	**152**	**1**	**20**	**2**	**3**	**14**	**9**	**3**	**0**	**0**	**0**	**0**	**1**	**665**
1115	0	121	42	0	5	0	0	4	2	0	0	0	0	0	0	174
1130	1	117	31	1	4	3	0	4	1	1	0	0	0	0	0	163
1145	0	122	40	0	5	0	0	3	2	0	0	0	0	0	1	173
1200	1	111	42	2	4	2	0	0	2	0	0	0	0	0	0	164
Hourly Total	**2**	**471**	**155**	**3**	**18**	**5**	**0**	**11**	**7**	**1**	**0**	**0**	**0**	**0**	**1**	**674**
1215	1	145	37	0	5	1	0	2	3	0	0	0	0	0	0	194
1230	3	122	45	0	4	1	2	2	1	1	0	0	0	0	0	181
1245	0	138	31	0	1	1	0	1	1	0	0	0	0	0	1	174
1300	1	107	41	0	5	0	0	1	0	0	0	0	0	0	1	156
Hourly Total	**5**	**512**	**154**	**0**	**15**	**3**	**2**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**2**	**705**
1315	1	102	37	0	9	1	0	1	2	1	0	0	0	0	0	154
1330	0	128	30	1	8	3	0	3	0	1	0	0	0	0	0	174
1345	0	106	24	0	6	1	0	4	0	0	0	0	0	0	2	143
1400	0	134	36	0	4	1	1	2	1	0	0	0	0	0	0	179
Hourly Total	**1**	**470**	**127**	**1**	**27**	**6**	**1**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**2**	**650**
1415	0	97	33	0	1	0	0	2	1	3	0	0	0	0	0	137
1430	0	94	35	0	4	1	0	0	2	0	0	0	0	0	0	136
1445	0	107	35	2	2	0	1	1	4	0	0	0	0	0	0	152
1500	0	117	37	0	5	0	1	1	0	0	0	0	0	0	1	162
Hourly Total	**0**	**415**	**140**	**2**	**12**	**1**	**2**	**4**	**7**	**3**	**0**	**0**	**0**	**0**	**1**	**587**
1515	0	109	23	0	3	0	0	1	1	0	0	0	0	0	1	138
1530	1	89	42	1	8	2	0	1	0	1	0	0	0	0	0	145
1545	1	123	29	0	7	3	2	1	0	1	0	0	0	0	1	168

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
30	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
45	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
100	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**51**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
115	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
200	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**43**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**
215	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
230	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	8	4	0	1	0	0	0	0	0	0	0	0	0	0	13
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**32**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
315	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**25**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**
415	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
430	1	6	1	0	4	0	0	0	0	0	0	0	0	0	0	12
445	0	14	10	0	2	0	0	0	0	0	0	0	0	0	0	26
500	0	16	11	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**1**	**43**	**24**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
515	0	15	6	1	0	0	2	0	1	0	0	0	0	0	0	25
530	0	29	8	1	1	1	0	1	1	0	0	0	0	0	0	42
545	0	26	11	1	2	3	0	0	0	0	0	0	0	0	0	43
600	2	50	9	1	2	1	0	0	1	1	0	0	0	0	0	67
Hourly Total	**2**	**120**	**34**	**4**	**5**	**5**	**2**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**177**
615	0	53	27	2	1	1	0	2	2	1	0	0	0	0	0	89
630	0	76	37	1	6	3	1	1	4	0	0	0	0	0	0	129
645	0	112	61	1	7	1	0	1	1	0	0	0	0	0	0	184
700	2	128	64	1	9	1	1	1	2	0	0	0	0	0	0	209
Hourly Total	**2**	**369**	**189**	**5**	**23**	**6**	**2**	**5**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**611**
715	1	124	59	2	13	1	1	1	1	1	0	0	0	0	0	204
730	0	157	81	1	12	3	1	7	1	1	0	0	0	0	0	264
745	0	181	66	1	16	4	0	7	4	0	0	0	0	0	1	280
800	1	197	96	1	20	1	0	7	2	1	0	0	0	0	0	326
Hourly Total	**2**	**659**	**302**	**5**	**61**	**9**	**2**	**22**	**8**	**3**	**0**	**0**	**0**	**0**	**1**	**1074**
815	0	195	94	3	25	2	0	4	1	0	0	0	0	0	0	324
830	2	215	78	1	15	1	0	5	5	0	0	0	0	0	0	322
845	0	220	96	1	9	2	1	4	0	0	0	0	0	0	1	334
900	0	219	75	0	16	3	0	3	3	0	0	0	0	0	0	319
Hourly Total	**2**	**849**	**343**	**5**	**65**	**8**	**1**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**1299**
915	1	207	78	1	16	2	0	3	0	0	0	0	0	0	0	308
930	1	181	85	1	8	1	1	4	2	0	0	0	0	0	0	284
945	1	198	71	0	13	4	0	2	4	1	0	0	0	0	0	294
1000	0	227	50	0	21	2	1	1	2	0	0	0	0	0	0	304
Hourly Total	**3**	**813**	**284**	**2**	**58**	**9**	**2**	**10**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**1190**
1015	1	212	79	0	9	0	0	4	4	1	0	0	0	0	0	310
1030	3	177	72	0	10	2	0	7	1	1	0	0	0	0	1	274
1045	1	203	57	2	13	3	1	4	7	0	0	0	0	0	1	292
1100	2	208	80	2	10	0	2	3	5	1	0	0	0	0	0	313
Hourly Total	**7**	**800**	**288**	**4**	**42**	**5**	**3**	**18**	**17**	**3**	**0**	**0**	**0**	**0**	**2**	**1189**
1115	0	215	62	0	10	1	0	9	3	0	0	0	0	0	0	300
1130	3	197	59	1	7	6	0	6	2	1	0	0	0	0	0	282
1145	2	242	66	2	10	0	0	5	2	0	0	0	0	0	1	330
1200	1	223	69	2	9	4	0	2	4	0	0	0	0	0	0	314
Hourly Total	**6**	**877**	**256**	**5**	**36**	**11**	**0**	**22**	**11**	**1**	**0**	**0**	**0**	**0**	**1**	**1226**
1215	1	250	80	0	15	1	0	3	4	0	0	0	0	0	0	354
1230	3	241	83	0	9	1	2	5	6	1	0	0	0	0	0	351
1245	9	261	53	0	7	3	0	1	3	0	0	0	0	0	1	338
1300	1	237	76	0	8	0	0	1	3	0	0	0	0	0	1	327
Hourly Total	**14**	**989**	**292**	**0**	**39**	**5**	**2**	**10**	**16**	**1**	**0**	**0**	**0**	**0**	**2**	**1370**
1315	1	223	71	0	19	3	1	3	3	1	0	0	0	0	0	325
1330	1	281	59	3	14	5	0	7	2	1	0	0	0	0	0	373
1345	0	247	52	0	14	2	0	9	2	0	0	0	0	0	2	328
1400	0	266	69	0	9	2	1	5	3	0	0	0	0	0	0	355
Hourly Total	**2**	**1017**	**251**	**3**	**56**	**12**	**2**	**24**	**10**	**2**	**0**	**0**	**0**	**0**	**2**	**1381**
1415	0	211	76	0	9	2	0	5	4	3	0	0	0	0	0	310
1430	0	210	69	0	8	3	0	0	4	0	0	0	0	0	0	294
1445	0	227	68	3	11	1	1	2	5	0	0	0	0	0	0	318
1500	0	256	60	1	11	2	1	5	1	0	0	0	0	0	2	339
Hourly Total	**0**	**904**	**273**	**4**	**39**	**8**	**2**	**12**	**14**	**3**	**0**	**0**	**0**	**0**	**2**	**1261**
1515	1	264	66	1	12	1	0	6	3	0	0	0	0	0	2	356
1530	1	250	87	1	17	2	0	6	0	1	0	0	0	0	0	365
1545	1	263	72	0	10	4	2	3	2	1	0	0	0	0	3	361

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
45	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**33**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
115	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
215	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**17**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
415	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	6
445	0	4	3	0	1	0	0	0	0	0	0	0	0	0	1	9
500	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**20**	**10**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**
515	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
530	0	4	5	0	0	0	0	0	1	0	0	0	0	0	0	10
545	0	7	6	2	0	0	0	0	1	0	0	0	0	0	0	16
600	0	13	13	0	3	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	**0**	**36**	**27**	**2**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
615	0	19	5	1	0	0	0	1	2	0	0	0	0	0	0	28
630	0	32	9	1	3	0	0	0	1	0	0	0	0	0	0	46
645	2	35	9	0	2	0	0	0	3	0	0	0	0	0	1	52
700	0	54	29	0	5	0	0	0	2	0	0	0	0	0	0	90
Hourly Total	**2**	**140**	**52**	**2**	**10**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**216**
715	0	50	22	0	4	1	0	0	0	0	0	0	0	0	0	77
730	2	56	31	1	5	3	0	4	2	0	0	0	0	0	0	104
745	0	68	35	1	8	0	0	3	1	0	0	0	0	0	0	116
800	1	83	32	0	9	1	0	2	0	0	0	0	0	0	0	128
Hourly Total	**3**	**257**	**120**	**2**	**26**	**5**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**425**
815	0	66	38	0	9	1	0	2	1	0	0	0	0	0	0	117
830	1	72	35	0	5	0	0	2	1	0	0	0	0	0	0	116
845	1	94	38	1	4	4	0	1	0	0	0	0	0	0	0	143
900	0	81	34	2	8	1	0	2	1	0	0	0	0	0	0	129
Hourly Total	**2**	**313**	**145**	**3**	**26**	**6**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**505**
915	0	89	27	2	4	2	0	1	3	0	0	0	0	0	1	129
930	1	75	24	3	5	2	0	2	1	0	0	0	0	0	4	117
945	0	76	35	0	4	3	0	1	2	0	0	0	0	0	0	121
1000	0	80	30	0	5	4	1	0	1	0	0	0	0	0	0	121
Hourly Total	**1**	**320**	**116**	**5**	**18**	**11**	**1**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**488**
1015	0	80	31	1	8	1	0	3	1	0	0	0	0	0	0	125
1030	0	104	25	1	7	1	0	2	4	0	0	0	0	0	1	145
1045	4	101	18	0	4	4	0	1	3	0	0	0	0	0	0	135
1100	1	87	32	1	5	2	0	2	1	0	0	0	0	0	0	131
Hourly Total	**5**	**372**	**106**	**3**	**24**	**8**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**536**
1115	1	102	16	0	5	2	0	0	1	0	0	0	0	0	0	127
1130	0	125	31	0	5	2	0	3	2	0	0	0	0	0	0	168
1145	0	125	32	0	2	0	0	1	1	0	0	0	0	0	0	161
1200	2	137	36	0	6	1	0	2	3	0	0	0	0	0	0	187
Hourly Total	**3**	**489**	**115**	**0**	**18**	**5**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**643**
1215	2	125	29	0	5	1	0	0	5	0	0	0	0	0	0	167
1230	0	108	47	0	2	1	0	3	1	0	0	0	0	0	0	162
1245	0	120	34	0	6	3	0	2	1	0	0	0	0	0	0	166
1300	2	140	43	0	5	0	0	3	4	0	0	0	0	0	0	197
Hourly Total	**4**	**493**	**153**	**0**	**18**	**5**	**0**	**8**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**692**
1315	0	158	42	1	1	2	0	3	1	0	0	0	0	0	0	208
1330	0	122	38	0	4	2	0	2	0	0	0	0	0	0	0	168
1345	2	135	31	0	6	1	0	6	2	0	0	0	0	0	0	183
1400	0	161	32	0	6	0	0	2	1	0	0	0	0	0	0	202
Hourly Total	**2**	**576**	**143**	**1**	**17**	**5**	**0**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**761**
1415	2	139	33	1	3	0	0	3	1	0	0	0	0	0	0	182
1430	1	137	41	0	7	2	0	2	0	0	0	0	0	0	0	190
1445	0	127	41	1	7	2	0	4	0	0	0	0	0	0	0	182
1500	2	157	39	0	8	1	0	2	2	0	0	0	0	0	0	211
Hourly Total	**5**	**560**	**154**	**2**	**25**	**5**	**0**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**765**

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Southbound
Start Date: 4/12/2019
Stop Date: 4/12/2019
City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	21
30	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	13
45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**31**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**20**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
230	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
315	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**5**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
415	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
445	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
500	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**26**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
515	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	14
530	0	21	4	0	0	0	0	0	2	0	0	0	0	0	0	27
545	1	17	8	0	1	0	0	0	0	1	0	0	0	0	0	28
600	0	33	9	1	0	0	0	1	1	0	0	0	0	0	0	45
Hourly Total	**1**	**82**	**23**	**1**	**1**	**1**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**114**
615	0	37	12	0	1	0	0	0	2	0	0	0	0	0	0	52
630	0	60	29	0	2	0	1	1	0	0	0	0	0	0	0	93
645	1	67	38	0	5	1	0	1	0	1	0	0	0	0	0	114
700	0	64	25	0	5	0	0	2	0	0	0	0	0	0	0	96
Hourly Total	**1**	**228**	**104**	**0**	**13**	**1**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**355**
715	1	74	31	0	6	2	0	1	1	0	0	0	0	0	0	116
730	1	116	52	0	12	2	0	6	2	1	0	0	0	0	0	192
745	0	120	49	2	16	2	1	4	0	0	0	0	0	0	1	195
800	1	117	45	1	8	1	2	4	0	2	0	0	0	0	0	181
Hourly Total	**3**	**427**	**177**	**3**	**42**	**7**	**3**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**684**
815	0	107	49	0	9	1	0	1	0	0	0	0	0	0	0	167
830	1	134	51	0	11	3	0	7	1	0	0	0	0	0	0	208
845	0	127	46	0	6	1	0	2	1	1	0	0	0	0	0	184
900	0	155	42	1	7	0	0	2	0	0	0	0	0	0	0	207
Hourly Total	**1**	**523**	**188**	**1**	**33**	**5**	**0**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**766**
915	1	112	35	0	8	0	1	4	1	0	0	0	0	0	0	162
930	0	116	33	0	7	0	2	2	0	1	0	0	0	0	1	162
945	0	131	30	1	9	1	0	1	1	0	0	0	0	0	1	175
1000	1	123	42	0	4	3	1	4	0	1	0	0	0	0	0	179
Hourly Total	**2**	**482**	**140**	**1**	**28**	**4**	**4**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**678**
1015	0	107	34	0	7	1	0	2	1	1	0	0	0	0	0	153
1030	0	108	34	2	7	2	2	2	0	1	0	0	0	0	0	158
1045	2	119	31	0	5	0	1	2	0	0	0	0	0	0	0	160
1100	1	125	27	0	4	2	0	2	2	1	0	0	0	0	0	164
Hourly Total	**3**	**459**	**126**	**2**	**23**	**5**	**3**	**8**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**635**
1115	2	108	28	1	4	0	0	2	1	0	0	0	0	0	0	146
1130	0	130	29	0	5	2	1	5	2	0	0	0	0	0	1	175
1145	1	132	32	0	5	0	3	0	0	1	0	0	0	0	1	175
1200	7	111	24	12	11	2	0	1	1	0	0	0	0	0	9	178
Hourly Total	**10**	**481**	**113**	**13**	**25**	**4**	**4**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**11**	**674**
1215	1	144	37	0	2	1	0	3	2	0	0	0	0	0	0	190
1230	0	123	36	0	7	0	0	1	3	3	0	0	0	0	0	173
1245	1	133	33	0	2	0	0	1	0	0	0	0	0	0	0	170
1300	1	97	36	0	2	0	2	2	1	0	0	0	0	0	0	141
Hourly Total	**3**	**497**	**142**	**0**	**13**	**1**	**2**	**7**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**674**
1315	1	120	35	1	5	1	0	2	1	1	0	0	0	0	1	168
1330	0	113	38	0	3	0	2	0	0	1	0	0	0	0	0	157
1345	0	126	31	0	3	0	0	3	0	2	0	0	0	0	0	165
1400	0	98	36	1	2	0	0	1	0	0	0	0	0	0	1	139
Hourly Total	**1**	**457**	**140**	**2**	**13**	**1**	**2**	**6**	**1**	**4**	**0**	**0**	**0**	**0**	**2**	**629**
1415	1	100	28	1	3	2	1	0	1	0	0	0	0	0	0	137
1430	0	95	43	1	8	1	2	4	1	1	0	0	0	0	0	156
1445	0	108	33	0	4	1	0	0	0	0	0	0	0	0	0	146
1500	1	119	34	2	3	1	0	0	0	0	0	0	0	0	0	160
Hourly Total	**2**	**422**	**138**	**4**	**18**	**5**	**3**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**599**
1515	0	123	46	1	5	0	0	0	1	0	0	0	0	0	0	176
1530	2	91	16	4	6	2	0	0	1	0	0	0	0	0	13	135
1545	3	134	35	1	6	1	0	3	0	0	0	0	0	0	0	183

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	26	12	0	0	0	0	0	0	0	0	0	0	0	0	38
30	0	18	5	1	0	0	0	0	0	0	0	0	0	0	0	24
45	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	13
100	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**64**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
115	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	13
130	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
200	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**43**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
215	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
230	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
245	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**23**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
315	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
400	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
Hourly Total	**0**	**22**	**7**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
415	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
430	0	6	3	0	0	0	0	1	1	0	0	0	0	0	0	11
445	0	15	6	0	1	0	0	0	0	0	0	0	0	0	1	23
500	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**46**	**21**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**72**
515	0	23	5	0	0	1	0	0	0	0	0	0	0	0	0	29
530	0	25	9	0	0	0	0	0	3	0	0	0	0	0	0	37
545	1	24	14	2	1	0	0	0	1	1	0	0	0	0	0	44
600	0	46	22	1	3	0	0	1	1	0	0	0	0	0	0	74
Hourly Total	**1**	**118**	**50**	**3**	**4**	**1**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**184**
615	0	56	17	1	1	0	0	1	4	0	0	0	0	0	0	80
630	0	92	38	1	5	0	1	1	1	0	0	0	0	0	0	139
645	3	102	47	0	7	1	0	1	3	1	0	0	0	0	1	166
700	0	118	54	0	10	0	0	2	2	0	0	0	0	0	0	186
Hourly Total	**3**	**368**	**156**	**2**	**23**	**1**	**1**	**5**	**10**	**1**	**0**	**0**	**0**	**0**	**1**	**571**
715	1	124	53	0	10	3	0	1	1	0	0	0	0	0	0	193
730	3	172	83	1	17	5	0	10	4	1	0	0	0	0	0	296
745	0	188	84	3	24	2	1	7	1	0	0	0	0	0	1	311
800	2	200	77	1	17	2	2	6	0	2	0	0	0	0	0	309
Hourly Total	**6**	**684**	**297**	**5**	**68**	**12**	**3**	**24**	**6**	**3**	**0**	**0**	**0**	**0**	**1**	**1109**
815	0	173	87	0	18	2	0	3	1	0	0	0	0	0	0	284
830	2	206	86	0	16	3	0	9	2	0	0	0	0	0	0	324
845	1	221	84	1	10	5	0	3	1	1	0	0	0	0	0	327
900	0	236	76	3	15	1	0	4	1	0	0	0	0	0	0	336
Hourly Total	**3**	**836**	**333**	**4**	**59**	**11**	**0**	**19**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1271**
915	1	201	62	2	12	2	1	5	4	0	0	0	0	0	1	291
930	1	191	57	3	12	2	2	4	1	1	0	0	0	0	5	279
945	0	207	65	1	13	4	0	2	3	0	0	0	0	0	1	296
1000	1	203	72	0	9	7	2	4	1	1	0	0	0	0	0	300
Hourly Total	**3**	**802**	**256**	**6**	**46**	**15**	**5**	**15**	**9**	**2**	**0**	**0**	**0**	**0**	**7**	**1166**
1015	0	187	65	1	15	2	0	5	2	1	0	0	0	0	0	278
1030	0	212	59	3	14	3	2	4	4	1	0	0	0	0	1	303
1045	6	220	49	0	9	4	1	3	3	0	0	0	0	0	0	295
1100	2	212	59	1	9	4	0	4	3	1	0	0	0	0	0	295
Hourly Total	**8**	**831**	**232**	**5**	**47**	**13**	**3**	**16**	**12**	**3**	**0**	**0**	**0**	**0**	**1**	**1171**
1115	3	210	44	1	9	2	0	2	2	0	0	0	0	0	0	273
1130	0	255	60	0	10	4	1	8	4	0	0	0	0	0	1	343
1145	1	257	64	0	7	0	3	1	1	1	0	0	0	0	1	336
1200	9	248	60	12	17	3	0	3	4	0	0	0	0	0	9	365
Hourly Total	**13**	**970**	**228**	**13**	**43**	**9**	**4**	**14**	**11**	**1**	**0**	**0**	**0**	**0**	**11**	**1317**
1215	3	269	66	0	7	2	0	3	7	0	0	0	0	0	0	357
1230	0	231	83	0	9	1	0	4	4	3	0	0	0	0	0	335
1245	1	253	67	0	8	3	0	3	1	0	0	0	0	0	0	336
1300	3	237	79	0	7	0	2	5	5	0	0	0	0	0	0	338
Hourly Total	**7**	**990**	**295**	**0**	**31**	**6**	**2**	**15**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**1366**
1315	1	278	77	2	6	3	0	5	2	1	0	0	0	0	1	376
1330	0	235	76	0	7	2	2	2	0	1	0	0	0	0	0	325
1345	2	261	62	0	9	1	0	9	2	2	0	0	0	0	0	348
1400	0	259	68	1	8	0	0	3	1	0	0	0	0	0	1	341
Hourly Total	**3**	**1033**	**283**	**3**	**30**	**6**	**2**	**19**	**5**	**4**	**0**	**0**	**0**	**0**	**2**	**1390**
1415	3	239	61	2	6	2	1	3	2	0	0	0	0	0	0	319
1430	1	232	84	1	15	3	2	6	1	1	0	0	0	0	0	346
1445	0	235	74	1	11	3	0	4	0	0	0	0	0	0	0	328
1500	3	276	73	2	11	2	0	2	2	0	0	0	0	0	0	371
Hourly Total	**7**	**982**	**292**	**6**	**43**	**10**	**3**	**15**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1364**

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	21	3	0	1	0	0	0	0	0	0	0	0	0	0	26
30	0	17	7	0	1	0	0	0	0	0	0	0	0	0	0	25
45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
100	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**1**	**61**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
115	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
145	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
200	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
215	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
230	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**35**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
430	1	4	1	0	2	0	0	0	0	0	0	0	0	0	0	8
445	0	2	2	0	0	0	0	1	0	0	0	0	0	0	1	6
500	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
Hourly Total	**1**	**13**	**6**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**
515	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
530	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7
545	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
600	1	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**1**	**36**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
615	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
630	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
645	2	13	8	0	3	0	0	0	0	0	0	0	0	0	0	26
700	1	20	10	0	2	1	0	0	0	0	0	0	0	0	0	34
Hourly Total	**3**	**50**	**26**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85**
715	0	24	5	0	1	1	0	0	0	0	0	0	0	0	0	31
730	0	24	17	1	2	0	0	1	0	0	0	0	0	0	0	45
745	1	31	10	0	2	0	0	0	0	0	0	0	0	0	0	44
800	0	36	13	1	0	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**1**	**115**	**45**	**2**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**
815	0	41	23	0	2	0	0	0	0	0	0	0	0	0	0	66
830	0	36	14	0	2	0	0	3	1	0	0	0	0	0	0	56
845	0	52	16	0	3	1	0	2	0	0	0	0	0	0	0	74
900	0	72	14	0	3	0	0	2	0	0	0	0	0	0	0	91
Hourly Total	**0**	**201**	**67**	**0**	**10**	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**287**
915	1	59	14	1	2	0	0	0	0	0	0	0	0	0	0	77
930	0	69	15	0	3	3	0	0	0	0	0	0	0	0	0	90
945	0	62	16	0	3	0	0	1	0	0	0	0	0	0	0	82
1000	0	76	20	0	1	0	0	0	0	0	0	0	0	0	1	98
Hourly Total	**1**	**266**	**65**	**1**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**347**
1015	0	72	18	1	1	0	0	3	0	0	0	0	0	0	0	95
1030	1	85	20	0	4	0	0	2	0	0	0	0	0	0	0	112
1045	0	86	24	0	3	1	0	0	0	0	0	0	0	0	0	114
1100	0	93	18	0	3	0	0	3	0	0	0	0	0	0	0	117
Hourly Total	**1**	**336**	**80**	**1**	**11**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**438**
1115	0	97	16	0	4	1	0	0	0	0	0	0	0	0	0	118
1130	0	114	22	0	2	0	0	3	0	0	0	0	0	0	0	141
1145	0	115	25	0	3	0	0	1	0	0	0	0	0	0	0	144
1200	0	92	23	0	5	0	0	2	0	0	0	0	0	0	0	122
Hourly Total	**0**	**418**	**86**	**0**	**14**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**525**
1215	0	111	12	0	6	0	0	2	0	0	0	0	0	0	0	131
1230	0	97	22	0	3	0	0	3	0	0	0	0	0	0	0	125
1245	1	100	18	0	6	0	0	2	0	0	0	0	0	0	1	128
1300	0	113	24	0	6	0	0	0	0	0	0	0	0	0	0	143
Hourly Total	**1**	**421**	**76**	**0**	**21**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**527**
1315	1	97	21	0	0	0	0	2	0	0	0	0	0	0	0	121
1330	1	128	22	0	3	0	0	2	0	0	0	0	0	0	0	156
1345	1	108	12	0	2	0	0	2	0	0	0	0	0	0	0	125
1400	0	122	17	0	0	0	0	1	0	0	0	0	0	0	0	140
Hourly Total	**3**	**455**	**72**	**0**	**5**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**542**
1415	0	96	19	0	3	0	0	2	0	0	0	0	0	0	0	120
1430	1	109	27	1	3	0	0	2	0	0	0	0	0	0	0	143
1445	1	108	7	0	2	0	0	1	0	0	0	0	0	0	0	119
1500	0	125	13	0	1	0	0	0	0	0	0	0	0	0	0	139
Hourly Total	**2**	**438**	**66**	**1**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**521**
1515	0	119	14	0	2	0	0	2	0	0	0	0	0	0	0	137
1530	0	117	18	0	5	0	0	1	0	0	0	0	0	0	0	141
1545	0	110	23	0	2	0	0	1	0	0	0	0	0	0	1	137

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
30	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**1**	**45**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
115	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
200	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**19**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
445	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
500	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
515	0	8	3	0	0	0	0	1	0	0	0	0	0	0	0	12
530	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
545	1	19	5	0	0	0	0	0	0	0	0	0	0	0	0	25
600	1	11	4	0	1	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**2**	**47**	**14**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
615	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
630	0	25	12	0	0	0	0	2	0	0	0	0	0	0	0	39
645	1	35	11	0	3	0	0	1	0	0	0	0	0	0	0	51
700	0	34	21	0	1	0	0	1	0	0	0	0	0	0	0	57
Hourly Total	**1**	**113**	**50**	**0**	**5**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**173**
715	0	35	16	0	3	1	0	1	1	0	0	0	0	0	0	57
730	0	38	11	0	7	2	0	3	0	0	0	0	0	0	0	61
745	1	52	16	1	3	0	1	2	0	0	0	0	0	0	0	76
800	1	72	19	0	3	0	0	5	0	0	0	0	0	0	1	101
Hourly Total	**2**	**197**	**62**	**1**	**16**	**3**	**1**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**295**
815	0	61	23	0	4	0	0	1	0	0	0	0	0	0	0	89
830	0	70	19	0	2	0	0	1	0	0	0	0	0	0	0	92
845	0	83	20	0	4	0	0	1	0	0	0	0	0	0	0	108
900	0	109	23	0	0	0	0	1	0	0	0	0	0	0	0	133
Hourly Total	**0**	**323**	**85**	**0**	**10**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**422**
915	1	89	25	0	3	0	0	1	0	0	0	0	0	0	0	119
930	0	77	21	0	3	0	0	2	0	0	0	0	0	0	1	104
945	0	133	29	1	3	2	0	2	0	0	0	0	0	0	0	170
1000	0	103	24	0	3	0	0	0	0	0	0	0	0	0	0	130
Hourly Total	**1**	**402**	**99**	**1**	**12**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**523**
1015	0	96	30	0	2	0	0	3	0	0	0	0	0	0	0	131
1030	0	102	24	0	5	1	0	0	0	0	0	0	0	0	0	132
1045	1	128	22	0	2	0	0	0	0	0	0	0	0	0	0	153
1100	0	107	17	0	4	0	0	0	0	0	0	0	0	0	0	128
Hourly Total	**1**	**433**	**93**	**0**	**13**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**544**
1115	1	100	28	0	5	0	0	2	0	0	0	0	0	0	0	136
1130	0	119	32	0	0	0	0	2	0	0	0	0	0	0	0	153
1145	3	106	25	0	2	0	0	0	0	0	0	0	0	0	0	136
1200	1	104	28	0	4	0	0	1	0	0	0	0	0	0	0	138
Hourly Total	**5**	**429**	**113**	**0**	**11**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**563**
1215	0	116	29	0	1	0	0	1	0	0	0	0	0	0	0	147
1230	0	109	36	0	4	0	0	0	0	0	0	0	0	0	0	149
1245	0	110	31	0	3	0	0	2	0	0	0	0	0	0	0	146
1300	1	90	26	0	3	0	0	0	0	0	0	0	0	0	0	120
Hourly Total	**1**	**425**	**122**	**0**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**562**
1315	2	100	14	0	0	0	0	1	0	0	0	0	0	0	0	117
1330	0	110	23	0	3	0	0	0	0	0	0	0	0	0	0	136
1345	2	115	19	0	3	1	0	0	0	0	0	0	0	0	0	140
1400	2	111	30	1	1	0	0	0	0	0	0	0	0	0	0	145
Hourly Total	**6**	**436**	**86**	**1**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**538**
1415	1	97	20	0	2	0	0	0	0	0	0	0	0	0	0	120
1430	0	103	20	1	0	0	0	0	0	0	0	0	0	0	0	124
1445	0	97	24	0	2	0	0	1	0	0	0	0	0	0	0	124
1500	0	110	20	0	1	0	0	1	0	0	0	0	0	0	0	132
Hourly Total	**1**	**407**	**84**	**1**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**500**

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	35	6	0	2	0	0	0	0	0	0	0	0	0	0	44
30	1	28	10	0	1	0	0	0	0	0	0	0	0	0	0	40
45	0	23	5	0	0	0	0	1	0	0	0	0	0	0	0	29
100	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	**2**	**106**	**23**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**
115	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
130	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
145	1	15	3	0	1	0	0	0	0	0	0	0	0	0	0	20
200	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**1**	**58**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
215	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
230	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
245	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**49**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
415	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
430	1	5	1	0	2	0	0	0	1	0	0	0	0	0	0	10
445	0	3	3	0	0	0	0	1	0	0	0	0	0	0	1	8
500	0	5	4	0	0	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	**1**	**21**	**9**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**37**
515	0	16	6	0	1	0	0	1	0	0	0	0	0	0	0	24
530	0	15	2	0	1	0	0	1	0	0	0	0	0	0	0	19
545	1	27	9	0	0	0	0	0	0	0	0	0	0	0	0	37
600	2	25	6	0	1	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**3**	**83**	**23**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**114**
615	0	28	11	0	1	0	0	0	0	0	0	0	0	0	0	40
630	0	33	15	0	0	0	0	2	0	0	0	0	0	0	0	50
645	3	48	19	0	6	0	0	1	0	0	0	0	0	0	0	77
700	1	54	31	0	3	1	0	1	0	0	0	0	0	0	0	91
Hourly Total	**4**	**163**	**76**	**0**	**10**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**258**
715	0	59	21	0	4	2	0	1	1	0	0	0	0	0	0	88
730	0	62	28	1	9	2	0	4	0	0	0	0	0	0	0	106
745	2	83	26	1	5	0	1	2	0	0	0	0	0	0	0	120
800	1	108	32	1	3	0	0	5	0	0	0	0	0	0	1	151
Hourly Total	**3**	**312**	**107**	**3**	**21**	**4**	**1**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**465**
815	0	102	46	0	6	0	0	1	0	0	0	0	0	0	0	155
830	0	106	33	0	4	0	0	4	1	0	0	0	0	0	0	148
845	0	135	36	0	7	1	0	3	0	0	0	0	0	0	0	182
900	0	181	37	0	3	0	0	3	0	0	0	0	0	0	0	224
Hourly Total	**0**	**524**	**152**	**0**	**20**	**1**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**709**
915	2	148	39	1	5	0	0	1	0	0	0	0	0	0	0	196
930	0	146	36	0	6	3	0	2	0	0	0	0	0	0	1	194
945	0	195	45	1	6	2	0	3	0	0	0	0	0	0	0	252
1000	0	179	44	0	4	0	0	0	0	0	0	0	0	0	1	228
Hourly Total	**2**	**668**	**164**	**2**	**21**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**870**
1015	0	168	48	1	3	0	0	6	0	0	0	0	0	0	0	226
1030	1	187	44	0	9	1	0	2	0	0	0	0	0	0	0	244
1045	1	214	46	0	5	1	0	0	0	0	0	0	0	0	0	267
1100	0	200	35	0	7	0	0	3	0	0	0	0	0	0	0	245
Hourly Total	**2**	**769**	**173**	**1**	**24**	**2**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**982**
1115	1	197	44	0	9	1	0	2	0	0	0	0	0	0	0	254
1130	0	233	54	0	2	0	0	5	0	0	0	0	0	0	0	294
1145	3	221	50	0	5	0	0	1	0	0	0	0	0	0	0	280
1200	1	196	51	0	9	0	0	3	0	0	0	0	0	0	0	260
Hourly Total	**5**	**847**	**199**	**0**	**25**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1088**
1215	0	227	41	0	7	0	0	3	0	0	0	0	0	0	0	278
1230	0	206	58	0	7	0	0	3	0	0	0	0	0	0	0	274
1245	1	210	49	0	9	0	0	4	0	0	0	0	0	0	1	274
1300	1	203	50	0	9	0	0	0	0	0	0	0	0	0	0	263
Hourly Total	**2**	**846**	**198**	**0**	**32**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1089**
1315	3	197	35	0	0	0	0	3	0	0	0	0	0	0	0	238
1330	1	238	45	0	6	0	0	2	0	0	0	0	0	0	0	292
1345	3	223	31	0	5	1	0	2	0	0	0	0	0	0	0	265
1400	2	233	47	1	1	0	0	1	0	0	0	0	0	0	0	285
Hourly Total	**9**	**891**	**158**	**1**	**12**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1080**
1415	1	193	39	0	5	0	0	2	0	0	0	0	0	0	0	240
1430	1	212	47	2	3	0	0	2	0	0	0	0	0	0	0	267
1445	1	205	31	0	4	0	0	2	0	0	0	0	0	0	0	243
1500	0	235	33	0	2	0	0	1	0	0	0	0	0	0	0	271
Hourly Total	**3**	**845**	**150**	**2**	**14**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1021**

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Northbound
Start Date: 4/14/2019
Start Time: 00:00
Stop Date: 4/14/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	32	7	0	2	0	0	0	0	0	0	0	0	0	0	42
30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
100	1	13	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**2**	**73**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
115	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	23
130	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
200	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**2**	**49**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
215	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20
230	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
245	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
300	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**39**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
500	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**15**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
515	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
530	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
545	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
600	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**21**	**7**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
615	0	5	3	0	1	0	0	1	0	0	0	0	0	0	0	10
630	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
645	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
700	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**29**	**11**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
715	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
730	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
745	0	17	7	0	2	0	0	0	0	0	0	0	0	0	0	26
800	0	18	9	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**60**	**24**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**
815	1	27	7	0	0	0	0	0	0	0	0	0	0	0	0	35
830	0	30	8	0	0	0	0	0	0	0	0	0	0	0	0	38
845	0	36	12	0	2	0	0	0	0	0	0	0	0	0	0	50
900	2	46	11	0	2	0	0	0	0	0	0	0	0	0	0	61
Hourly Total	**3**	**139**	**38**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**184**
915	0	40	18	0	1	0	0	0	0	0	0	0	0	0	0	59
930	1	41	8	0	1	0	0	0	0	0	0	0	0	0	0	51
945	0	61	11	0	0	0	0	1	0	0	0	0	0	0	0	73
1000	0	64	17	0	2	0	0	0	0	0	0	0	0	0	0	83
Hourly Total	**1**	**206**	**54**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**266**
1015	0	46	13	0	0	0	0	0	0	0	0	0	0	0	0	59
1030	1	50	14	0	0	0	0	0	0	0	0	0	0	0	0	65
1045	0	77	16	0	1	0	0	2	0	0	0	0	0	0	0	96
1100	0	72	23	0	0	0	0	1	0	0	0	0	0	0	0	96
Hourly Total	**1**	**245**	**66**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**316**
1115	1	70	10	0	0	0	0	0	0	0	0	0	0	0	0	81
1130	0	79	14	0	2	0	0	1	0	0	0	0	0	0	0	96
1145	0	60	15	0	1	0	0	1	0	0	0	0	0	0	0	77
1200	1	70	8	0	0	0	0	1	0	0	0	0	0	0	0	80
Hourly Total	**2**	**279**	**47**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**334**
1215	1	66	9	0	1	0	0	1	0	0	0	0	0	0	0	78
1230	0	91	23	0	1	0	0	0	0	0	0	0	0	0	0	115
1245	1	95	14	0	0	0	0	0	0	0	0	0	0	0	0	110
1300	0	86	23	0	0	0	0	0	0	0	0	0	0	0	0	109
Hourly Total	**2**	**338**	**69**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**412**
1315	0	87	14	0	1	0	0	0	0	0	0	0	0	0	0	102
1330	1	91	20	0	2	0	0	2	0	0	0	0	0	0	0	116
1345	0	77	19	0	2	0	0	0	0	0	0	0	0	0	0	98
1400	1	69	18	0	0	0	0	0	0	0	0	0	0	0	0	88
Hourly Total	**2**	**324**	**71**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**404**
1415	1	78	16	0	3	0	0	0	0	0	0	0	0	0	0	98
1430	2	71	14	0	0	0	0	0	0	0	0	0	0	0	0	87
1445	0	97	11	0	0	0	0	0	0	0	0	0	0	0	0	108
1500	0	87	13	0	2	0	0	1	0	0	0	0	0	0	0	103
Hourly Total	**3**	**333**	**54**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**396**
1515	1	90	18	0	1	0	0	0	0	0	0	0	0	0	0	110
1530	0	83	11	0	2	0	0	0	0	0	0	0	0	0	0	96
1545	2	87	22	0	2	0	0	0	0	0	0	0	0	0	0	113

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
115	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
500	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
515	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
530	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
545	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
600	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**41**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
615	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
630	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
645	1	27	5	0	0	0	0	0	0	0	0	0	0	0	0	33
700	0	23	6	0	0	0	0	2	0	0	0	0	0	0	0	31
Hourly Total	**1**	**77**	**16**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**97**
715	0	25	4	0	0	0	0	1	0	0	0	0	0	0	0	30
730	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
745	0	31	13	0	2	0	0	1	0	0	0	0	0	0	0	47
800	0	34	10	0	2	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**0**	**106**	**31**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**143**
815	0	31	9	0	0	0	0	0	0	0	0	0	0	0	0	40
830	0	50	10	0	0	0	0	0	0	0	0	0	0	0	0	60
845	2	63	14	0	0	0	0	0	0	0	0	0	0	0	0	79
900	0	55	10	0	1	0	0	0	0	0	0	0	0	0	0	66
Hourly Total	**2**	**199**	**43**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**245**
915	0	61	16	0	1	0	0	0	0	0	0	0	0	0	0	78
930	1	52	17	0	0	0	0	0	0	0	0	0	0	0	0	70
945	0	66	12	0	1	0	0	0	0	0	0	0	0	0	0	79
1000	0	73	18	0	1	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	**1**	**252**	**63**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**319**
1015	1	81	20	0	0	0	0	0	0	0	0	0	0	0	0	102
1030	0	91	14	0	1	0	0	0	0	0	0	0	0	0	0	106
1045	0	96	22	0	1	0	0	2	0	0	0	0	0	0	0	121
1100	1	89	22	0	1	0	0	1	0	0	0	0	0	0	0	114
Hourly Total	**2**	**357**	**78**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**443**
1115	0	103	16	0	2	0	0	0	0	0	0	0	0	0	0	121
1130	0	86	12	0	0	0	0	0	0	0	0	0	0	0	0	98
1145	1	98	22	0	0	0	0	0	0	0	0	0	0	0	0	121
1200	1	74	21	0	0	0	0	0	0	0	0	0	0	0	0	96
Hourly Total	**2**	**361**	**71**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**436**
1215	0	78	18	0	0	0	0	0	0	0	0	0	0	0	0	96
1230	0	85	22	0	1	0	0	0	0	0	0	0	0	0	0	108
1245	1	96	25	0	0	0	0	0	0	0	0	0	0	0	0	122
1300	0	61	21	0	2	0	0	1	0	0	0	0	0	0	0	85
Hourly Total	**1**	**320**	**86**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**411**
1315	1	84	17	0	1	0	0	0	0	0	0	0	0	0	0	103
1330	1	79	10	0	0	0	0	0	0	0	0	0	0	0	0	90
1345	0	71	10	0	0	0	0	0	0	0	0	0	0	0	2	83
1400	2	69	21	1	0	0	0	2	0	0	0	0	0	0	0	95
Hourly Total	**4**	**303**	**58**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**371**
1415	0	59	18	0	1	0	0	1	0	0	0	0	0	0	0	79
1430	2	63	13	0	3	0	0	0	0	0	0	0	0	0	0	81
1445	0	80	8	0	0	0	0	0	0	0	0	0	0	0	0	88
1500	1	89	10	0	1	0	0	0	0	0	0	0	0	0	0	101
Hourly Total	**3**	**291**	**49**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**349**
1515	0	90	17	0	0	0	0	1	0	0	0	0	0	0	0	108
1530	0	93	18	0	0	0	0	0	0	0	0	0	0	0	0	111
1545	0	88	17	0	1	0	0	2	0	0	0	0	0	0	0	108

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	46	8	0	2	0	0	0	0	0	0	0	0	0	0	57
30	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
100	1	22	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	**2**	**119**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
115	1	29	2	0	0	0	0	0	0	0	0	0	0	0	0	32
130	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
145	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
200	1	16	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**2**	**78**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
215	0	19	8	0	0	0	0	0	0	0	0	0	0	0	0	27
230	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
245	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
300	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**57**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
315	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
330	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
345	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**32**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
445	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
500	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**24**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
515	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
530	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
545	1	22	4	0	0	0	0	0	0	0	0	0	0	0	0	27
600	0	24	8	0	1	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	**1**	**62**	**18**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**
615	0	17	6	0	2	0	0	1	0	0	0	0	0	0	0	26
630	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
645	1	33	6	0	0	0	0	0	0	0	0	0	0	0	0	40
700	0	34	10	0	0	0	0	2	0	0	0	0	0	0	0	46
Hourly Total	**1**	**106**	**27**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
715	0	35	9	0	0	0	0	1	0	0	0	0	0	0	0	45
730	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
745	0	48	20	0	4	0	0	1	0	0	0	0	0	0	0	73
800	0	52	19	0	2	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	**0**	**166**	**55**	**0**	**6**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**229**
815	1	58	16	0	0	0	0	0	0	0	0	0	0	0	0	75
830	0	80	18	0	0	0	0	0	0	0	0	0	0	0	0	98
845	2	99	26	0	2	0	0	0	0	0	0	0	0	0	0	129
900	2	101	21	0	3	0	0	0	0	0	0	0	0	0	0	127
Hourly Total	**5**	**338**	**81**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**429**
915	0	101	34	0	2	0	0	0	0	0	0	0	0	0	0	137
930	2	93	25	0	1	0	0	0	0	0	0	0	0	0	0	121
945	0	127	23	0	1	0	0	1	0	0	0	0	0	0	0	152
1000	0	137	35	0	3	0	0	0	0	0	0	0	0	0	0	175
Hourly Total	**2**	**458**	**117**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**585**
1015	1	127	33	0	0	0	0	0	0	0	0	0	0	0	0	161
1030	1	141	28	0	1	0	0	0	0	0	0	0	0	0	0	171
1045	0	173	38	0	2	0	0	4	0	0	0	0	0	0	0	217
1100	1	161	45	0	1	0	0	2	0	0	0	0	0	0	0	210
Hourly Total	**3**	**602**	**144**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**759**
1115	1	173	26	0	2	0	0	0	0	0	0	0	0	0	0	202
1130	0	165	26	0	2	0	0	1	0	0	0	0	0	0	0	194
1145	1	158	37	0	1	0	0	1	0	0	0	0	0	0	0	198
1200	2	144	29	0	0	0	0	1	0	0	0	0	0	0	0	176
Hourly Total	**4**	**640**	**118**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**770**
1215	1	144	27	0	1	0	0	1	0	0	0	0	0	0	0	174
1230	0	176	45	0	2	0	0	0	0	0	0	0	0	0	0	223
1245	2	191	39	0	0	0	0	0	0	0	0	0	0	0	0	232
1300	0	147	44	0	2	0	0	1	0	0	0	0	0	0	0	194
Hourly Total	**3**	**658**	**155**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**823**
1315	1	171	31	0	2	0	0	0	0	0	0	0	0	0	0	205
1330	2	170	30	0	2	0	0	2	0	0	0	0	0	0	0	206
1345	0	148	29	0	2	0	0	0	0	0	0	0	0	0	2	181
1400	3	138	39	1	0	0	0	2	0	0	0	0	0	0	0	183
Hourly Total	**6**	**627**	**129**	**1**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**775**
1415	1	137	34	0	4	0	0	1	0	0	0	0	0	0	0	177
1430	4	134	27	0	3	0	0	0	0	0	0	0	0	0	0	168
1445	0	177	19	0	0	0	0	0	0	0	0	0	0	0	0	196
1500	1	176	23	0	3	0	0	1	0	0	0	0	0	0	0	204
Hourly Total	**6**	**624**	**103**	**0**	**10**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**745**
1515	1	180	35	0	1	0	0	1	0	0	0	0	0	0	0	218
1530	0	176	29	0	2	0	0	0	0	0	0	0	0	0	0	207
1545	2	175	39	0	3	0	0	2	0	0	0	0	0	0	0	221

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Northbound
Start Date: 4/15/2019
Start Time: 00:00
Stop Date: 4/15/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**28**	**8**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
115	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
245	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**12**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
500	1	9	2	0	0	0	0	0	1	0	0	0	0	0	0	13
Hourly Total	**1**	**22**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
515	1	7	4	0	1	0	0	0	0	0	0	0	0	0	0	13
530	0	2	3	1	1	0	0	0	0	0	0	0	0	0	1	8
545	0	5	11	1	1	0	0	1	0	0	0	0	0	0	0	19
600	0	19	9	0	1	1	0	0	0	0	0	0	0	0	0	30
Hourly Total	**1**	**33**	**27**	**2**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**70**
615	0	32	4	0	1	0	0	0	1	0	0	0	0	0	0	38
630	0	18	10	2	3	0	0	1	1	0	0	0	0	0	0	35
645	0	42	19	0	3	0	0	0	0	0	0	0	0	0	0	64
700	0	57	23	1	6	1	0	1	4	0	0	0	0	0	1	94
Hourly Total	**0**	**149**	**56**	**3**	**13**	**1**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**231**
715	0	53	21	2	2	0	0	0	2	0	0	0	0	0	1	81
730	0	52	28	0	4	0	0	1	1	0	0	0	0	0	0	86
745	0	59	35	1	8	0	0	1	3	0	0	0	0	0	0	107
800	1	89	30	1	5	0	0	3	2	0	0	0	0	0	0	131
Hourly Total	**1**	**253**	**114**	**4**	**19**	**0**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**405**
815	0	77	23	1	6	2	0	2	1	0	0	0	0	0	0	112
830	0	83	29	0	6	0	0	1	0	0	0	0	0	0	0	119
845	0	87	38	0	6	1	0	0	2	0	0	0	0	0	0	134
900	0	83	38	1	13	0	0	4	2	0	0	0	0	0	1	142
Hourly Total	**0**	**330**	**128**	**2**	**31**	**3**	**0**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**507**
915	0	80	46	2	6	0	0	1	1	0	0	0	0	0	0	136
930	0	73	32	1	6	4	0	2	1	0	0	0	0	0	0	119
945	0	81	27	1	7	0	0	2	1	0	0	0	0	0	0	119
1000	0	79	21	1	6	1	0	1	1	0	0	0	0	0	0	110
Hourly Total	**0**	**313**	**126**	**5**	**25**	**5**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**484**
1015	1	80	38	0	5	1	0	2	2	0	0	0	0	0	0	129
1030	0	91	34	0	5	1	0	1	1	0	0	0	0	0	0	133
1045	1	94	40	0	6	1	0	0	1	0	0	0	0	0	0	143
1100	1	81	36	0	4	2	0	3	1	0	0	0	0	0	0	128
Hourly Total	**3**	**346**	**148**	**0**	**20**	**5**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**533**
1115	0	119	26	0	5	1	0	2	0	0	0	0	0	0	0	153
1130	0	104	44	0	9	2	0	1	3	0	0	0	0	0	0	163
1145	0	100	34	0	5	1	0	3	0	0	0	0	0	0	0	143
1200	1	124	37	1	7	2	0	1	3	0	0	0	0	0	0	176
Hourly Total	**1**	**447**	**141**	**1**	**26**	**6**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**635**
1215	2	110	27	0	3	0	0	3	3	0	0	0	0	0	0	148
1230	0	123	32	0	4	0	0	0	1	0	0	0	0	0	0	160
1245	1	115	44	0	4	2	0	2	4	0	0	0	0	0	0	172
1300	0	114	34	0	1	0	0	6	1	0	0	0	0	0	0	156
Hourly Total	**3**	**462**	**137**	**0**	**12**	**2**	**0**	**11**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**636**
1315	0	142	36	0	2	0	0	1	4	0	0	0	0	0	0	185
1330	2	129	29	0	4	0	1	4	3	0	0	0	0	0	0	172
1345	0	146	37	0	9	1	1	1	0	0	0	0	0	0	0	195
1400	0	130	21	1	7	3	0	4	2	0	0	0	0	0	0	168
Hourly Total	**2**	**547**	**123**	**1**	**22**	**4**	**2**	**10**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**720**
1415	1	117	34	0	7	0	0	2	0	0	0	0	0	0	0	161
1430	2	142	30	1	9	0	0	5	1	0	0	0	0	0	0	190
1445	0	124	36	0	8	0	0	1	1	0	0	0	0	0	0	170
1500	0	125	46	1	4	2	0	2	0	0	0	0	0	0	0	180
Hourly Total	**3**	**508**	**146**	**2**	**28**	**2**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**701**
1515	2	154	30	0	13	2	0	3	0	0	0	0	0	0	1	205
1530	1	154	35	0	4	1	0	1	2	0	0	0	0	0	0	198
1545	0	147	41	0	8	1	0	1	2	0	0	0	0	0	1	201

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Southbound
City/County: Naples/Collier
Start Date: 4/15/2019
Stop Date: 4/15/2019
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
215	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
230	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**12**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
415	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
445	0	6	3	0	0	1	0	0	0	0	0	0	0	0	0	10
500	0	8	4	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**17**	**7**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
515	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
530	0	17	0	0	0	0	0	0	0	1	0	0	0	0	0	18
545	1	27	4	0	3	0	0	0	0	0	0	0	0	0	0	35
600	0	34	8	1	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	**2**	**89**	**13**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**109**
615	0	38	14	0	2	0	0	0	0	0	0	0	0	0	0	54
630	0	54	21	0	1	1	0	0	1	0	0	0	0	0	0	78
645	0	77	36	0	4	2	0	1	3	0	0	0	0	0	0	123
700	0	67	31	0	2	0	0	4	2	1	0	0	0	0	0	107
Hourly Total	**0**	**236**	**102**	**0**	**9**	**3**	**0**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**362**
715	1	64	37	1	9	0	0	2	1	0	0	0	0	0	0	115
730	0	94	45	1	7	1	0	2	0	1	0	0	0	0	0	151
745	0	121	48	0	7	1	2	6	2	0	0	0	0	0	0	187
800	0	134	54	4	15	0	0	5	1	0	0	0	0	0	3	216
Hourly Total	**1**	**413**	**184**	**6**	**38**	**2**	**2**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**3**	**669**
815	1	107	55	2	13	2	1	4	2	0	0	0	0	0	4	191
830	2	111	50	1	14	2	0	2	1	0	0	0	0	0	1	184
845	0	116	48	2	9	1	0	6	0	0	0	0	0	0	1	183
900	0	132	44	1	12	1	2	1	0	0	0	0	0	0	0	193
Hourly Total	**3**	**466**	**197**	**6**	**48**	**6**	**3**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**751**
915	1	99	43	0	3	0	0	2	1	0	0	0	0	0	0	149
930	0	132	40	2	4	0	1	1	2	0	0	0	0	0	0	182
945	1	105	42	0	4	1	0	2	1	0	0	0	0	0	0	156
1000	1	109	51	1	9	1	0	3	1	0	0	0	0	0	0	176
Hourly Total	**3**	**445**	**176**	**3**	**20**	**2**	**1**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**663**
1015	0	97	31	0	8	0	1	4	4	0	0	0	0	0	0	145
1030	0	104	40	1	6	1	0	1	1	0	0	0	0	0	1	155
1045	1	112	29	0	3	0	1	0	0	0	0	0	0	0	0	146
1100	2	105	26	0	8	1	1	3	2	0	0	0	0	0	0	148
Hourly Total	**3**	**418**	**126**	**1**	**25**	**2**	**3**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**594**
1115	1	104	42	0	3	2	0	1	1	1	0	0	0	0	1	156
1130	2	116	43	1	9	2	0	2	3	0	0	0	0	0	0	178
1145	0	135	48	0	10	0	0	1	1	0	0	0	0	0	0	195
1200	0	115	43	0	4	1	2	3	0	0	0	0	0	0	0	168
Hourly Total	**3**	**470**	**176**	**1**	**26**	**5**	**2**	**7**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**697**
1215	0	125	43	0	3	3	1	1	2	0	0	0	0	0	0	178
1230	0	117	34	0	4	1	0	2	1	0	0	0	0	0	0	159
1245	1	135	46	0	7	0	0	0	1	2	0	0	0	0	1	193
1300	0	148	27	1	3	0	0	1	2	0	0	0	0	0	0	182
Hourly Total	**1**	**525**	**150**	**1**	**17**	**4**	**1**	**4**	**6**	**2**	**0**	**0**	**0**	**0**	**1**	**712**
1315	1	105	32	1	2	1	0	1	1	1	0	0	0	0	1	146
1330	1	107	30	0	3	3	0	1	0	1	0	0	0	0	0	146
1345	0	121	29	0	3	0	1	3	1	0	0	0	0	0	0	158
1400	0	105	38	0	6	0	0	1	1	0	0	0	0	0	0	151
Hourly Total	**2**	**438**	**129**	**1**	**14**	**4**	**1**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**1**	**601**
1415	0	102	16	1	4	0	0	1	0	1	0	0	0	0	0	125
1430	1	92	30	0	4	1	1	1	0	0	0	0	0	0	0	130
1445	0	98	27	2	5	0	0	2	0	0	0	0	0	0	0	134
1500	0	133	33	0	5	0	1	2	0	1	0	0	0	0	0	175
Hourly Total	**1**	**425**	**106**	**3**	**18**	**1**	**2**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**564**
1515	0	100	34	0	5	0	0	1	1	2	0	0	0	0	2	145
1530	0	102	33	2	3	0	0	1	2	0	0	0	0	0	0	143
1545	3	119	41	0	5	1	0	2	1	0	0	0	0	0	1	173

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
100	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**54**	**9**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
115	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
200	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**38**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
215	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
230	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
245	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**22**	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**19**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
445	0	10	5	0	1	1	0	0	0	0	0	0	0	0	0	17
500	1	17	6	0	1	0	0	0	1	0	0	0	0	0	0	26
Hourly Total	**1**	**39**	**14**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
515	2	18	5	0	1	0	0	0	0	0	0	0	0	0	0	26
530	0	19	3	1	1	0	0	0	0	1	0	0	0	0	1	26
545	1	32	15	1	4	0	0	1	0	0	0	0	0	0	0	54
600	0	53	17	1	1	1	0	0	0	0	0	0	0	0	0	73
Hourly Total	**3**	**122**	**40**	**3**	**7**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**179**
615	0	70	18	0	3	0	0	0	1	0	0	0	0	0	0	92
630	0	72	31	2	4	1	0	1	2	0	0	0	0	0	0	113
645	0	119	55	0	7	2	0	1	3	0	0	0	0	0	0	187
700	0	124	54	1	8	1	0	5	6	1	0	0	0	0	1	201
Hourly Total	**0**	**385**	**158**	**3**	**22**	**4**	**0**	**7**	**12**	**1**	**0**	**0**	**0**	**0**	**1**	**593**
715	1	117	58	3	11	0	0	2	3	0	0	0	0	0	1	196
730	0	146	73	1	11	1	0	3	1	1	0	0	0	0	0	237
745	0	180	83	1	15	1	2	7	5	0	0	0	0	0	0	294
800	1	223	84	5	20	0	0	8	3	0	0	0	0	0	3	347
Hourly Total	**2**	**666**	**298**	**10**	**57**	**2**	**2**	**20**	**12**	**1**	**0**	**0**	**0**	**0**	**4**	**1074**
815	1	184	78	3	19	4	1	6	3	0	0	0	0	0	4	303
830	2	194	79	1	20	2	0	3	1	0	0	0	0	0	1	303
845	0	203	86	2	15	2	0	6	2	0	0	0	0	0	1	317
900	0	215	82	2	25	1	2	5	2	0	0	0	0	0	1	335
Hourly Total	**3**	**796**	**325**	**8**	**79**	**9**	**3**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**1258**
915	1	179	89	2	9	0	0	3	2	0	0	0	0	0	0	285
930	0	205	72	3	10	4	1	3	3	0	0	0	0	0	0	301
945	1	186	69	1	11	1	0	4	2	0	0	0	0	0	0	275
1000	1	188	72	2	15	2	0	4	2	0	0	0	0	0	0	286
Hourly Total	**3**	**758**	**302**	**8**	**45**	**7**	**1**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1147**
1015	1	177	69	0	13	1	1	6	6	0	0	0	0	0	0	274
1030	0	195	74	1	11	2	0	2	2	0	0	0	0	0	1	288
1045	2	206	69	0	9	1	1	0	1	0	0	0	0	0	0	289
1100	3	186	62	0	12	3	1	6	3	0	0	0	0	0	0	276
Hourly Total	**6**	**764**	**274**	**1**	**45**	**7**	**3**	**14**	**12**	**0**	**0**	**0**	**0**	**0**	**1**	**1127**
1115	1	223	68	0	8	3	0	3	1	1	0	0	0	0	1	309
1130	2	220	87	1	18	4	0	3	6	0	0	0	0	0	0	341
1145	0	235	82	0	15	1	0	4	1	0	0	0	0	0	0	338
1200	1	239	80	1	11	3	2	4	3	0	0	0	0	0	0	344
Hourly Total	**4**	**917**	**317**	**2**	**52**	**11**	**2**	**14**	**11**	**1**	**0**	**0**	**0**	**0**	**1**	**1332**
1215	2	235	70	0	6	3	1	4	5	0	0	0	0	0	0	326
1230	0	240	66	0	8	1	0	2	2	0	0	0	0	0	0	319
1245	2	250	90	0	11	2	0	2	5	2	0	0	0	0	1	365
1300	0	262	61	1	4	0	0	7	3	0	0	0	0	0	0	338
Hourly Total	**4**	**987**	**287**	**1**	**29**	**6**	**1**	**15**	**15**	**2**	**0**	**0**	**0**	**0**	**1**	**1348**
1315	1	247	68	1	4	1	0	2	5	1	0	0	0	0	1	331
1330	3	236	59	0	7	3	1	5	3	1	0	0	0	0	0	318
1345	0	267	66	0	12	1	2	4	1	0	0	0	0	0	0	353
1400	0	235	59	1	13	3	0	5	3	0	0	0	0	0	0	319
Hourly Total	**4**	**985**	**252**	**2**	**36**	**8**	**3**	**16**	**12**	**2**	**0**	**0**	**0**	**0**	**1**	**1321**
1415	1	219	50	1	11	0	0	3	0	1	0	0	0	0	0	286
1430	3	234	60	1	13	1	1	6	1	0	0	0	0	0	0	320
1445	0	222	63	2	13	0	0	3	1	0	0	0	0	0	0	304
1500	0	258	79	1	9	2	1	4	0	1	0	0	0	0	0	355
Hourly Total	**4**	**933**	**252**	**5**	**46**	**3**	**2**	**16**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1265**
1515	2	254	64	0	18	2	0	4	1	2	0	0	0	0	3	350
1530	1	256	68	2	7	1	0	2	4	0	0	0	0	0	0	341
1545	3	266	82	0	13	2	0	3	3	0	0	0	0	0	2	374

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
Hourly Total	**0**	**28**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
200	1	7	0	0	0	0	0	0	1	0	0	0	0	0	0	9
Hourly Total	**1**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
230	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
315	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**13**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
430	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
445	0	2	7	0	1	0	0	1	0	0	0	0	0	0	0	11
500	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**10**	**10**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
515	0	7	2	0	1	0	0	0	1	0	0	0	0	0	0	11
530	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	11	4	1	2	0	0	1	1	0	0	0	0	0	0	20
600	0	15	11	1	2	0	0	1	0	0	0	0	0	0	0	30
Hourly Total	**0**	**39**	**21**	**2**	**5**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**72**
615	0	19	5	3	2	0	0	1	1	0	0	0	0	0	1	32
630	0	24	20	1	3	0	0	0	0	0	0	0	0	0	0	48
645	0	30	20	0	3	0	0	0	2	1	0	0	0	0	1	57
700	0	63	30	0	6	0	0	0	1	0	0	0	0	0	0	100
Hourly Total	**0**	**136**	**75**	**4**	**14**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**2**	**237**
715	1	48	32	1	4	1	0	1	1	0	0	0	0	0	0	89
730	0	57	27	2	4	3	0	2	0	0	0	0	0	0	1	96
745	0	66	28	1	7	0	0	0	0	0	0	0	0	0	0	102
800	0	74	40	0	5	1	0	0	1	0	0	0	0	0	0	121
Hourly Total	**1**	**245**	**127**	**4**	**20**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**408**
815	3	87	41	0	5	1	0	2	0	0	0	0	0	0	0	139
830	2	85	42	1	5	0	0	1	0	0	0	0	0	0	0	136
845	1	74	30	0	3	2	0	3	1	0	0	0	0	0	0	114
900	1	89	33	2	7	0	0	2	1	0	0	0	0	0	0	135
Hourly Total	**7**	**335**	**146**	**3**	**20**	**3**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**524**
915	1	103	33	0	10	3	0	0	0	0	0	0	0	0	0	150
930	0	85	33	1	7	3	0	0	1	0	0	0	0	0	0	130
945	1	84	33	1	14	0	0	1	1	0	0	0	0	0	0	135
1000	0	84	30	0	6	4	0	0	1	0	0	0	0	0	0	125
Hourly Total	**2**	**356**	**129**	**2**	**37**	**10**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**540**
1015	1	91	32	0	6	3	0	0	0	0	0	0	0	0	0	133
1030	0	97	27	2	10	0	0	1	1	0	0	0	0	0	0	138
1045	1	80	33	0	9	0	0	1	0	0	0	0	0	0	0	124
1100	0	83	30	0	2	1	0	1	0	0	0	0	0	0	0	117
Hourly Total	**2**	**351**	**122**	**2**	**27**	**4**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**512**
1115	0	118	31	0	7	0	0	2	1	0	0	0	0	0	0	159
1130	0	89	34	1	3	2	0	4	0	0	0	0	0	0	0	133
1145	0	116	32	0	4	2	0	3	2	0	0	0	0	0	0	159
1200	0	107	40	1	3	2	1	3	1	0	0	0	0	0	2	160
Hourly Total	**0**	**430**	**137**	**2**	**17**	**6**	**1**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**611**
1215	0	105	38	0	7	3	0	0	3	0	0	0	0	0	0	156
1230	1	128	34	1	7	1	0	2	2	0	0	0	0	0	0	176
1245	2	143	22	0	7	2	0	1	2	0	0	0	0	0	0	179
1300	0	122	46	0	3	2	0	2	0	0	0	0	0	0	0	175
Hourly Total	**3**	**498**	**140**	**1**	**24**	**8**	**0**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**686**
1315	0	124	38	1	4	3	0	0	1	0	0	0	0	0	0	171
1330	0	139	39	0	7	1	0	2	1	0	0	0	0	0	0	189
1345	0	129	46	2	4	1	0	1	1	0	0	0	0	0	0	184
1400	1	134	31	0	6	0	0	2	3	0	0	0	0	0	0	177
Hourly Total	**1**	**526**	**154**	**3**	**21**	**5**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**721**
1415	1	129	41	0	6	1	0	3	3	0	0	0	0	0	0	184
1430	1	127	39	1	8	2	0	4	1	0	0	0	0	0	0	183
1445	0	132	30	0	6	3	0	3	5	0	0	0	0	0	0	179
1500	1	152	38	0	6	0	1	2	3	0	0	0	0	0	0	203
Hourly Total	**3**	**540**	**148**	**1**	**26**	**6**	**1**	**12**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**749**
1515	0	131	52	0	6	3	0	1	2	0	0	0	0	0	0	195
1530	0	140	43	0	13	1	0	0	1	0	0	0	0	0	0	198
1545	4	159	35	0	9	2	0	1	4	0	0	0	0	0	1	215

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**29**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**1**	**20**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
315	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
330	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**11**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
445	0	7	4	0	0	1	0	0	1	0	0	0	0	0	0	13
500	0	13	10	0	1	0	0	0	1	0	0	0	0	0	0	25
Hourly Total	**0**	**25**	**14**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
515	0	12	3	0	0	0	0	1	0	0	0	0	0	0	0	16
530	0	20	4	0	0	0	0	1	0	0	0	0	0	0	0	25
545	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
600	1	37	5	1	2	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**1**	**88**	**17**	**1**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**
615	0	28	22	0	2	0	0	0	1	1	0	0	0	0	0	54
630	0	54	19	0	4	3	0	0	1	1	0	0	0	0	0	82
645	0	66	43	0	2	2	0	2	3	0	0	0	0	0	0	118
700	0	63	28	0	7	2	1	2	0	0	0	0	0	0	0	103
Hourly Total	**0**	**211**	**112**	**0**	**15**	**7**	**1**	**4**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**357**
715	0	83	41	0	10	2	1	3	1	0	0	0	0	0	0	141
730	1	105	41	1	11	1	0	3	1	0	0	0	0	0	1	165
745	0	108	33	0	7	2	0	3	0	0	0	0	0	0	0	153
800	1	125	48	2	21	1	0	4	0	0	0	0	0	0	12	214
Hourly Total	**2**	**421**	**163**	**3**	**49**	**6**	**1**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**673**
815	2	112	52	1	26	1	0	3	1	0	0	0	0	2	0	13	213
830	0	105	58	2	8	0	1	2	0	0	0	0	0	0	2	178
845	1	136	53	0	12	1	0	4	2	0	0	0	0	0	0	209
900	1	126	37	0	10	1	0	3	0	0	0	0	0	0	0	178
Hourly Total	**4**	**479**	**200**	**3**	**56**	**3**	**1**	**12**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**15**	**778**
915	0	106	45	0	4	1	0	4	0	0	0	0	0	0	0	160
930	1	119	32	0	6	1	0	2	0	0	0	0	0	0	0	161
945	1	114	44	4	8	3	0	0	1	0	0	0	0	0	13	188
1000	0	118	44	0	13	2	1	4	2	0	0	0	0	0	0	184
Hourly Total	**2**	**457**	**165**	**4**	**31**	**7**	**1**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**13**	**693**
1015	0	111	46	1	5	0	0	2	1	0	0	0	0	0	0	166
1030	0	122	38	0	9	4	1	0	1	0	0	0	0	0	0	175
1045	0	118	46	0	9	1	0	3	0	0	0	0	0	0	0	177
1100	0	112	31	0	7	0	0	4	1	1	0	0	0	0	0	156
Hourly Total	**0**	**463**	**161**	**1**	**30**	**5**	**1**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**674**
1115	0	119	40	0	3	0	0	0	0	0	0	0	0	0	0	162
1130	1	104	34	0	12	3	3	2	2	0	0	0	0	0	2	163
1145	0	127	35	0	6	1	0	0	0	2	0	0	0	0	1	172
1200	3	117	50	3	2	1	1	3	1	1	0	0	0	0	5	187
Hourly Total	**4**	**467**	**159**	**3**	**23**	**5**	**4**	**5**	**3**	**3**	**0**	**0**	**0**	**0**	**8**	**684**
1215	1	133	35	0	2	2	1	2	3	1	0	0	0	0	0	180
1230	0	143	38	0	2	0	0	0	0	1	0	0	0	0	0	184
1245	0	139	34	1	6	0	0	2	0	0	0	0	0	0	1	183
1300	2	125	37	0	5	0	1	0	0	2	0	0	0	0	0	172
Hourly Total	**3**	**540**	**144**	**1**	**15**	**2**	**2**	**4**	**3**	**4**	**0**	**0**	**0**	**0**	**1**	**719**
1315	0	118	36	1	4	0	2	0	1	0	0	0	0	0	0	162
1330	0	104	32	0	5	1	0	1	0	1	0	0	0	0	1	145
1345	2	104	23	3	3	0	2	0	1	2	0	0	0	0	1	141
1400	0	120	39	0	7	0	2	0	2	1	0	0	0	0	0	171
Hourly Total	**2**	**446**	**130**	**4**	**19**	**1**	**6**	**1**	**4**	**4**	**0**	**0**	**0**	**0**	**2**	**619**
1415	1	94	26	0	1	0	0	2	4	0	0	0	0	0	1	129
1430	0	110	23	1	5	0	0	2	2	0	0	0	0	0	0	143
1445	0	136	34	4	8	0	2	0	0	0	0	0	0	0	0	184
1500	0	122	32	1	7	0	0	0	2	0	0	0	0	0	0	164
Hourly Total	**1**	**462**	**115**	**6**	**21**	**0**	**2**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**620**
1515	1	112	20	0	6	1	2	0	2	1	0	0	0	0	1	146
1530	2	100	35	2	1	3	0	1	0	0	0	0	0	0	0	144
1545	1	127	31	2	6	1	0	1	3	0	0	0	0	0	0	172

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast D City/County: Naples/Collier
Direction: Combined
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	23	9	0	1	0	0	0	0	0	0	0	0	0	0	33
30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
100	0	7	3	0	0	0	0	1	0	0	0	0	0	0	0	11
Hourly Total	**0**	**57**	**15**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
115	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
145	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
200	2	14	1	0	0	0	0	0	1	0	0	0	0	0	0	18
Hourly Total	**2**	**36**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
245	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
315	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	9
330	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
345	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**24**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
415	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	9	11	0	1	1	0	1	1	0	0	0	0	0	0	24
500	0	14	12	0	1	0	0	1	1	0	0	0	0	0	0	29
Hourly Total	**0**	**35**	**24**	**0**	**2**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
515	0	19	5	0	1	0	0	1	1	0	0	0	0	0	0	27
530	0	26	8	0	0	0	0	1	1	0	0	0	0	0	0	36
545	0	30	9	1	3	0	0	1	1	0	0	0	0	0	0	45
600	1	52	16	2	4	0	0	1	0	0	0	0	0	0	0	76
Hourly Total	**1**	**127**	**38**	**3**	**8**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**184**
615	0	47	27	3	4	0	0	1	2	1	0	0	0	0	1	86
630	0	78	39	1	7	3	0	0	1	1	0	0	0	0	0	130
645	0	96	63	0	5	2	0	2	5	1	0	0	0	0	1	175
700	0	126	58	0	13	2	1	2	1	0	0	0	0	0	0	203
Hourly Total	**0**	**347**	**187**	**4**	**29**	**7**	**1**	**5**	**9**	**3**	**0**	**0**	**0**	**0**	**2**	**594**
715	1	131	73	1	14	3	1	4	2	0	0	0	0	0	0	230
730	1	162	68	3	15	4	0	5	1	0	0	0	0	0	2	261
745	0	174	61	1	14	2	0	3	0	0	0	0	0	0	0	255
800	1	199	88	2	26	2	0	4	1	0	0	0	0	0	12	335
Hourly Total	**3**	**666**	**290**	**7**	**69**	**11**	**1**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**14**	**1081**
815	5	199	93	1	31	2	0	5	1	0	0	0	2	0	13	352
830	2	190	100	3	13	0	1	3	0	0	0	0	0	0	2	314
845	2	210	83	0	15	3	0	7	3	0	0	0	0	0	0	323
900	2	215	70	2	17	1	0	5	1	0	0	0	0	0	0	313
Hourly Total	**11**	**814**	**346**	**6**	**76**	**6**	**1**	**20**	**5**	**0**	**0**	**0**	**2**	**0**	**15**	**1302**
915	1	209	78	0	14	4	0	4	0	0	0	0	0	0	0	310
930	1	204	65	1	13	4	0	2	1	0	0	0	0	0	0	291
945	2	198	77	5	22	3	0	1	2	0	0	0	0	0	13	323
1000	0	202	74	0	19	6	1	4	3	0	0	0	0	0	0	309
Hourly Total	**4**	**813**	**294**	**6**	**68**	**17**	**1**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**13**	**1233**
1015	1	202	78	1	11	3	0	2	1	0	0	0	0	0	0	299
1030	0	219	65	2	19	4	1	1	2	0	0	0	0	0	0	313
1045	1	198	79	0	18	1	0	4	0	0	0	0	0	0	0	301
1100	0	195	61	0	9	1	0	5	1	1	0	0	0	0	0	273
Hourly Total	**2**	**814**	**283**	**3**	**57**	**9**	**1**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1186**
1115	0	237	71	0	10	0	0	2	1	0	0	0	0	0	0	321
1130	1	193	68	1	15	5	3	6	2	0	0	0	0	0	2	296
1145	0	243	67	0	10	3	0	3	2	2	0	0	0	0	1	331
1200	3	224	90	4	5	3	2	6	2	1	0	0	0	0	7	347
Hourly Total	**4**	**897**	**296**	**5**	**40**	**11**	**5**	**17**	**7**	**3**	**0**	**0**	**0**	**0**	**10**	**1295**
1215	1	238	73	0	9	5	1	2	6	1	0	0	0	0	0	336
1230	1	271	72	1	9	1	0	2	2	1	0	0	0	0	0	360
1245	2	282	56	1	13	2	0	3	2	0	0	0	0	0	1	362
1300	2	247	83	0	8	2	1	2	0	2	0	0	0	0	0	347
Hourly Total	**6**	**1038**	**284**	**2**	**39**	**10**	**2**	**9**	**10**	**4**	**0**	**0**	**0**	**0**	**1**	**1405**
1315	0	242	74	2	8	3	2	0	2	0	0	0	0	0	0	333
1330	0	243	71	0	12	2	0	3	1	1	0	0	0	0	1	334
1345	2	233	69	5	7	1	2	1	2	2	0	0	0	0	1	325
1400	1	254	70	0	13	0	2	2	5	1	0	0	0	0	0	348
Hourly Total	**3**	**972**	**284**	**7**	**40**	**6**	**6**	**6**	**10**	**4**	**0**	**0**	**0**	**0**	**2**	**1340**
1415	2	223	67	0	7	1	0	5	7	0	0	0	0	0	1	313
1430	1	237	62	2	13	2	0	6	3	0	0	0	0	0	0	326
1445	0	268	64	4	14	3	2	3	5	0	0	0	0	0	0	363
1500	1	274	70	1	13	0	1	2	5	0	0	0	0	0	0	367
Hourly Total	**4**	**1002**	**263**	**7**	**47**	**6**	**3**	**16**	**20**	**0**	**0**	**0**	**0**	**0**	**1**	**1369**
1515	1	243	72	0	12	4	2	1	4	1	0	0	0	0	1	341
1530	2	240	78	2	14	4	0	1	1	0	0	0	0	0	0	342
1545	5	286	66	2	15	3	0	2	7	0	0	0	0	0	1	387

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Northbound
Start Date: 4/17/2019
Start Time: 00:00
Stop Date: 4/17/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
100	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**1**	**35**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**23**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
215	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
445	0	4	4	0	1	0	0	0	1	0	0	0	0	0	0	10
500	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	**0**	**28**	**9**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**41**
515	0	8	5	0	1	0	0	0	0	0	0	0	0	0	0	14
530	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
545	0	8	4	2	1	0	0	0	2	0	0	0	0	0	0	17
600	0	16	6	1	1	0	0	1	0	0	0	0	0	0	0	25
Hourly Total	**0**	**35**	**17**	**3**	**3**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**63**
615	0	23	11	0	2	0	0	1	1	0	0	0	0	0	0	38
630	0	32	17	1	3	0	0	0	2	0	0	0	0	0	0	55
645	1	42	17	0	8	0	0	0	0	0	0	0	0	0	0	68
700	1	50	35	1	2	1	0	1	0	0	0	0	0	0	0	91
Hourly Total	**2**	**147**	**80**	**2**	**15**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**252**
715	0	60	21	1	5	1	0	3	1	0	0	0	0	0	2	94
730	0	50	36	0	5	0	0	0	2	0	0	0	0	0	0	93
745	0	72	21	0	9	0	1	0	0	0	0	0	0	0	0	103
800	0	91	44	0	7	0	0	0	1	0	0	0	0	0	0	143
Hourly Total	**0**	**273**	**122**	**1**	**26**	**1**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**433**
815	1	72	40	0	2	1	0	1	0	0	0	0	0	0	0	117
830	2	85	31	0	3	1	0	1	1	0	0	0	0	0	0	124
845	1	92	29	1	6	1	0	2	0	0	0	0	0	0	1	133
900	1	100	19	1	5	1	0	2	1	0	0	0	0	0	0	130
Hourly Total	**5**	**349**	**119**	**2**	**16**	**4**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**504**
915	0	83	30	1	3	2	0	0	3	0	0	0	0	0	0	122
930	0	81	33	0	4	0	0	0	1	0	0	0	0	0	0	119
945	0	79	50	0	9	1	1	1	4	0	0	0	0	0	0	145
1000	0	89	32	3	4	3	0	1	2	0	0	0	0	0	0	134
Hourly Total	**0**	**332**	**145**	**4**	**20**	**6**	**1**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**520**
1015	1	112	22	0	3	1	0	0	1	0	0	0	0	0	0	140
1030	0	86	37	0	5	0	0	1	1	0	0	0	0	0	0	130
1045	1	78	34	1	9	3	0	1	1	0	0	0	0	0	1	129
1100	0	99	22	0	7	2	0	2	0	0	0	0	0	0	0	132
Hourly Total	**2**	**375**	**115**	**1**	**24**	**6**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**531**
1115	1	114	29	0	7	1	0	1	0	0	0	0	0	0	0	153
1130	0	104	31	0	8	1	0	1	1	0	0	0	0	0	1	147
1145	0	110	34	1	6	4	0	3	1	0	0	0	0	0	0	159
1200	1	126	31	0	3	2	0	4	2	0	0	0	0	0	0	169
Hourly Total	**2**	**454**	**125**	**1**	**24**	**8**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**628**
1215	1	130	37	0	7	0	0	2	3	0	0	0	1	0	0	181
1230	0	133	27	1	8	1	1	3	1	0	0	0	0	0	0	175
1245	0	122	37	0	6	1	0	3	0	0	0	0	0	0	1	170
1300	0	135	24	0	0	2	0	2	5	0	0	0	0	0	0	168
Hourly Total	**1**	**520**	**125**	**1**	**21**	**4**	**1**	**10**	**9**	**0**	**0**	**0**	**1**	**0**	**1**	**694**
1315	1	132	30	1	6	2	0	1	4	0	0	0	0	0	0	177
1330	0	112	32	0	6	1	0	2	4	0	0	0	0	0	0	157
1345	1	131	55	0	12	0	0	3	2	0	0	0	0	0	1	205
1400	1	131	26	0	9	1	0	1	2	0	0	0	0	0	1	172
Hourly Total	**3**	**506**	**143**	**1**	**33**	**4**	**0**	**7**	**12**	**0**	**0**	**0**	**0**	**0**	**2**	**711**
1415	1	113	31	1	6	0	0	1	2	0	0	0	0	0	0	155
1430	4	137	39	1	5	2	0	5	2	0	0	0	0	0	0	195
1445	7	109	26	0	6	2	0	0	2	0	0	0	0	0	1	153
1500	0	152	26	0	10	0	0	1	1	0	0	0	0	0	1	191
Hourly Total	**12**	**511**	**122**	**2**	**27**	**4**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**694**
1515	3	124	31	0	6	1	1	1	4	0	0	0	0	0	0	171
1530	1	159	41	0	8	2	0	4	2	0	0	0	0	0	1	218
1545	1	138	48	0	5	3	0	2	0	0	0	0	0	0	0	197

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Southbound
Start Date: 4/17/2019
Stop Date: 4/17/2019

City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**31**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
115	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
215	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
445	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
500	0	9	4	0	0	0	0	0	0	1	0	0	0	0	0	14
Hourly Total	**0**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26**
515	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
530	0	15	6	0	0	1	0	1	0	0	0	0	0	0	0	23
545	0	28	9	0	1	0	0	0	0	0	0	0	0	0	0	38
600	1	21	10	0	4	0	0	0	0	1	0	0	0	0	0	37
Hourly Total	**1**	**82**	**28**	**0**	**5**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**119**
615	0	35	14	0	1	0	0	0	0	0	0	0	0	0	0	50
630	0	53	30	0	1	0	0	0	4	0	0	0	0	0	1	89
645	0	79	38	0	3	1	0	1	2	0	0	0	0	0	0	124
700	0	61	29	0	5	0	0	1	1	0	0	0	0	0	0	97
Hourly Total	**0**	**228**	**111**	**0**	**10**	**1**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**360**
715	1	69	38	1	11	0	0	2	1	0	0	0	0	0	0	123
730	0	98	43	2	9	3	0	4	0	0	0	0	0	0	1	160
745	1	140	43	1	9	0	0	5	0	0	0	0	0	0	0	199
800	2	95	36	12	9	3	0	4	2	0	0	0	1	0	40	204
Hourly Total	**4**	**402**	**160**	**16**	**38**	**6**	**0**	**15**	**3**	**0**	**0**	**0**	**1**	**0**	**41**	**686**
815	3	94	39	0	16	4	2	3	0	0	0	0	2	0	33	196
830	0	114	50	1	15	2	0	2	0	0	0	0	0	0	0	184
845	0	124	44	1	16	0	0	2	2	0	0	0	0	0	0	189
900	0	138	39	0	4	0	0	2	1	0	0	0	0	0	0	184
Hourly Total	**3**	**470**	**172**	**2**	**51**	**6**	**2**	**9**	**3**	**0**	**0**	**0**	**2**	**0**	**33**	**753**
915	2	123	51	0	5	0	0	0	2	0	0	0	0	0	0	183
930	1	111	45	1	6	0	1	1	2	0	0	0	0	0	0	168
945	1	114	40	0	8	0	0	2	1	1	0	0	0	0	0	167
1000	1	142	36	0	9	1	0	1	2	0	0	0	0	0	0	192
Hourly Total	**5**	**490**	**172**	**1**	**28**	**1**	**1**	**4**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**710**
1015	1	110	41	2	2	2	0	2	0	0	0	0	0	0	0	160
1030	1	119	43	0	5	3	0	2	0	0	0	0	0	0	0	173
1045	0	142	35	0	2	1	1	1	0	0	0	0	0	0	0	182
1100	0	115	40	0	9	1	0	4	0	0	0	0	0	0	0	169
Hourly Total	**2**	**486**	**159**	**2**	**18**	**7**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**684**
1115	1	117	42	1	5	2	1	2	2	2	0	0	0	0	0	175
1130	0	98	44	0	3	1	0	2	5	0	0	0	0	0	0	153
1145	1	128	36	0	6	0	0	1	2	0	0	0	0	0	0	174
1200	0	126	44	1	5	1	1	2	3	0	0	0	0	0	0	183
Hourly Total	**2**	**469**	**166**	**2**	**19**	**4**	**2**	**7**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**685**
1215	0	143	53	0	6	1	0	1	2	1	0	0	0	0	1	208
1230	1	118	35	0	4	1	1	1	1	0	0	0	0	0	0	162
1245	0	122	26	0	6	0	0	1	2	1	0	0	0	0	0	158
1300	1	114	41	0	6	1	0	1	2	0	0	0	0	0	0	166
Hourly Total	**2**	**497**	**155**	**0**	**22**	**3**	**1**	**4**	**7**	**2**	**0**	**0**	**0**	**0**	**1**	**694**
1315	0	82	20	0	8	1	0	2	1	1	0	0	0	0	0	115
1330	1	124	36	0	4	0	0	0	0	2	0	0	0	0	0	167
1345	1	101	28	0	5	1	2	1	0	2	0	0	0	0	1	142
1400	1	116	27	0	6	0	0	1	1	1	0	0	0	0	0	153
Hourly Total	**3**	**423**	**111**	**0**	**23**	**2**	**2**	**4**	**2**	**6**	**0**	**0**	**0**	**0**	**1**	**577**
1415	0	102	23	1	5	0	2	0	2	0	0	0	0	0	0	135
1430	1	99	25	1	2	0	1	2	5	1	0	0	0	0	2	139
1445	0	111	36	2	6	0	1	4	4	1	0	0	0	0	0	165
1500	0	106	23	0	7	0	1	0	0	1	0	0	0	0	1	139
Hourly Total	**1**	**418**	**107**	**4**	**20**	**0**	**5**	**6**	**11**	**3**	**0**	**0**	**0**	**0**	**3**	**578**
1515	0	95	30	0	5	0	1	2	0	0	0	0	0	0	0	133
1530	1	114	38	0	4	0	0	2	0	1	0	0	0	0	0	160
1545	1	128	43	2	5	1	1	1	0	0	0	0	0	0	1	183

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

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	10	5	0	1	0	0	0	0	0	0	0	0	0	0	17
30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
100	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**1**	**66**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
115	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
200	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**1**	**40**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
215	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**25**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
315	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
345	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
400	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**2**	**25**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**
415	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
430	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
445	0	10	5	0	1	0	0	0	2	0	0	0	0	0	0	18
500	0	18	7	0	0	0	0	1	0	1	0	0	0	0	0	27
Hourly Total	**0**	**45**	**15**	**0**	**2**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**67**
515	0	26	8	0	1	0	0	0	0	0	0	0	0	0	0	35
530	0	18	8	0	0	1	0	1	2	0	0	0	0	0	0	30
545	0	36	13	2	2	0	0	0	2	0	0	0	0	0	0	55
600	1	37	16	1	5	0	0	1	0	1	0	0	0	0	0	62
Hourly Total	**1**	**117**	**45**	**3**	**8**	**1**	**0**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**182**
615	0	58	25	0	3	0	0	1	1	0	0	0	0	0	0	88
630	0	85	47	1	4	0	0	0	6	0	0	0	0	0	1	144
645	1	121	55	0	11	1	0	1	2	0	0	0	0	0	0	192
700	1	111	64	1	7	1	0	2	1	0	0	0	0	0	0	188
Hourly Total	**2**	**375**	**191**	**2**	**25**	**2**	**0**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**612**
715	1	129	59	2	16	1	0	5	2	0	0	0	0	0	2	217
730	0	148	79	2	14	3	0	4	2	0	0	0	0	0	1	253
745	1	212	64	1	18	0	1	5	0	0	0	0	0	0	0	302
800	2	186	80	12	16	3	0	4	3	0	0	0	1	0	40	347
Hourly Total	**4**	**675**	**282**	**17**	**64**	**7**	**1**	**18**	**7**	**0**	**0**	**0**	**1**	**0**	**43**	**1119**
815	4	166	79	0	18	5	2	4	0	0	0	0	2	0	33	313
830	2	199	81	1	18	3	0	3	1	0	0	0	0	0	0	308
845	1	216	73	2	22	1	0	4	2	0	0	0	0	0	1	322
900	1	238	58	1	9	1	0	4	2	0	0	0	0	0	0	314
Hourly Total	**8**	**819**	**291**	**4**	**67**	**10**	**2**	**15**	**5**	**0**	**0**	**0**	**2**	**0**	**34**	**1257**
915	2	206	81	1	8	2	0	0	5	0	0	0	0	0	0	305
930	1	192	78	1	10	0	1	1	3	0	0	0	0	0	0	287
945	1	193	90	0	17	1	1	3	5	1	0	0	0	0	0	312
1000	1	231	68	3	13	4	0	2	4	0	0	0	0	0	0	326
Hourly Total	**5**	**822**	**317**	**5**	**48**	**7**	**2**	**6**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**1230**
1015	2	222	63	2	5	3	0	2	1	0	0	0	0	0	0	300
1030	1	205	80	0	10	3	0	3	1	0	0	0	0	0	0	303
1045	1	220	69	1	11	4	1	2	1	0	0	0	0	0	1	311
1100	0	214	62	0	16	3	0	6	0	0	0	0	0	0	0	301
Hourly Total	**4**	**861**	**274**	**3**	**42**	**13**	**1**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1215**
1115	2	231	71	1	12	3	1	3	2	2	0	0	0	0	0	328
1130	0	202	75	0	11	2	0	3	6	0	0	0	0	0	1	300
1145	1	238	70	1	12	4	0	4	3	0	0	0	0	0	0	333
1200	1	252	75	1	8	3	1	6	5	0	0	0	0	0	0	352
Hourly Total	**4**	**923**	**291**	**3**	**43**	**12**	**2**	**16**	**16**	**2**	**0**	**0**	**0**	**0**	**1**	**1313**
1215	1	273	90	0	13	1	0	3	5	1	0	0	1	0	1	389
1230	1	251	62	1	12	2	2	4	2	0	0	0	0	0	0	337
1245	0	244	63	0	12	1	0	4	2	1	0	0	0	0	1	328
1300	1	249	65	0	6	3	0	3	7	0	0	0	0	0	0	334
Hourly Total	**3**	**1017**	**280**	**1**	**43**	**7**	**2**	**14**	**16**	**2**	**0**	**0**	**1**	**0**	**2**	**1388**
1315	1	214	50	1	14	3	0	3	5	1	0	0	0	0	0	292
1330	1	236	68	0	10	1	0	2	4	2	0	0	0	0	0	324
1345	2	232	83	0	17	1	2	4	2	2	0	0	0	0	2	347
1400	2	247	53	0	15	1	0	2	3	1	0	0	0	0	1	325
Hourly Total	**6**	**929**	**254**	**1**	**56**	**6**	**2**	**11**	**14**	**6**	**0**	**0**	**0**	**0**	**3**	**1288**
1415	1	215	54	2	11	0	2	1	4	0	0	0	0	0	0	290
1430	5	236	64	2	7	2	1	7	7	1	0	0	0	0	2	334
1445	7	220	62	2	12	2	1	4	6	1	0	0	0	0	1	318
1500	0	258	49	0	17	0	1	1	1	1	0	0	0	0	2	330
Hourly Total	**13**	**929**	**229**	**6**	**47**	**4**	**5**	**13**	**18**	**3**	**0**	**0**	**0**	**0**	**5**	**1272**
1515	3	219	61	0	11	1	2	3	4	0	0	0	0	0	0	304
1530	2	273	79	0	12	2	0	6	2	1	0	0	0	0	1	378
1545	2	266	91	2	10	4	1	3	0	0	0	0	0	0	1	380

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

Volume Count Report

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

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	1	3	8	11	38	88	121	134	142	150
30	10	2	5	5	4	16	39	102	142	137	152	143
45	4	2	4	3	10	20	63	85	131	116	126	186
00	6	10	4	2	9	22	43	135	133	149	143	178
Hr Total	**33**	**18**	**14**	**13**	**31**	**69**	**183**	**410**	**527**	**536**	**563**	**657**
								PHF	0.92782			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	174	176	199	255	265	198	95	84	90	60	35
30	162	180	175	227	244	253	163	109	85	76	61	22
45	156	179	207	259	238	210	129	85	84	54	65	20
00	168	178	219	175	239	204	106	113	61	63	31	9
Hr Total	**663**	**711**	**777**	**860**	**976**	**932**	**596**	**402**	**314**	**283**	**217**	**86**
					PHF	0.87925						

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

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	3	7	1	27	87	179	235	166	155	155
30	8	7	0	4	7	24	141	210	175	169	197	168
45	10	5	4	1	18	27	184	180	203	184	151	170
00	9	6	2	9	19	56	188	239	180	177	153	170
Hr Total	**38**	**21**	**9**	**21**	**45**	**134**	**600**	**808**	**793**	**696**	**656**	**663**
								PHF	0.84362			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	133	138	154	128	157	114	64	53	30	34	21
30	168	163	138	135	122	114	90	57	53	40	17	10
45	168	164	173	154	118	100	86	59	40	37	15	12
00	156	161	136	147	127	124	80	71	33	38	19	10
Hr Total	**655**	**621**	**585**	**590**	**495**	**495**	**370**	**251**	**179**	**145**	**85**	**53**
					PHF	0.78822						

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

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	7	4	10	9	38	125	267	356	300	297	305
30	18	9	5	9	11	40	180	312	317	306	349	311
45	14	7	8	4	28	47	247	265	334	300	277	356
00	15	16	6	11	28	78	231	374	313	326	296	348
Hr Total	**71**	**39**	**23**	**34**	**76**	**203**	**783**	**1,218**	**1,320**	**1,232**	**1,219**	**1,320**
								PHF	0.92697			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	340	307	314	353	383	422	312	159	137	120	94	56
30	330	343	313	362	366	367	253	166	138	116	78	32
45	324	343	380	413	356	310	215	144	124	91	80	32
00	324	339	355	322	366	328	186	184	94	101	50	19
Hr Total	**1,318**	**1,332**	**1,362**	**1,450**	**1,471**	**1,427**	**966**	**653**	**493**	**428**	**302**	**139**
				PHF	0.96018							

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

Volume Count Report

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

Northbound Volume

Wednesday, April 17, 2019

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

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

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

Southbound Volume

Wednesday, April 17, 2019

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

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

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

Total Volume for All Lanes

Wednesday, April 17, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Thursday, April 18, 2019

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

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

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

Southbound Volume

Thursday, April 18, 2019

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

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

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

Total Volume for All Lanes

Thursday, April 18, 2019

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

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

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

Volume Count Report
3-Day Average

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

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	4	3	7	14	35	83	115	129	148	145
30	15	5	4	4	8	15	39	99	128	140	138	158
45	8	5	5	3	8	21	52	97	135	150	126	177
00	6	8	5	4	12	21	50	120	133	145	146	173
Hr Total	**42**	**23**	**18**	**13**	**35**	**72**	**176**	**399**	**511**	**563**	**559**	**654**
								PHF	0.9463			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	175	181	209	274	282	199	111	93	87	61	37
30	176	175	185	216	239	247	163	110	98	79	59	28
45	161	187	184	261	249	211	126	99	88	65	51	26
00	172	180	203	194	225	200	112	114	78	58	33	16
Hr Total	**695**	**717**	**753**	**880**	**987**	**940**	**599**	**434**	**358**	**289**	**205**	**107**
					PHF	0.83235						

24 Hour Total:	10,028					
AM Peak Hour begins:	11:30	AM Peak Volume:	713	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,004	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	14	6	5	3	2	23	78	168	231	195	160	157
30	6	5	3	5	7	24	147	195	180	177	189	161
45	9	4	7	1	15	38	167	195	205	182	160	162
00	6	7	2	7	15	59	188	236	194	171	159	169
Hr Total	**34**	**21**	**17**	**15**	**39**	**144**	**580**	**793**	**811**	**724**	**668**	**649**
								PHF	0.87734			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	141	148	143	135	145	118	71	58	36	31	20
30	154	169	138	147	125	123	101	65	54	34	21	11
45	166	156	168	157	130	107	96	64	45	35	21	15
00	168	172	150	149	123	118	86	62	43	38	22	13
Hr Total	**653**	**638**	**604**	**596**	**513**	**494**	**400**	**262**	**200**	**143**	**94**	**59**
					PHF	0.85172						

24 Hour Total:	9,153					
AM Peak Hour begins:	7:15	AM Peak Volume:	857	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	12:00	PM Peak Volume:	653	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	27	11	9	6	9	38	113	251	346	323	309	302
30	21	10	7	9	14	39	185	294	309	317	326	319
45	17	9	12	4	24	59	219	291	340	332	287	339
00	12	15	7	10	27	80	239	356	327	315	305	343
Hr Total	**76**	**44**	**35**	**29**	**74**	**216**	**756**	**1,193**	**1,322**	**1,287**	**1,227**	**1,303**
								PHF	0.95496			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	353	316	329	352	409	427	317	182	151	123	92	57
30	329	343	323	363	364	371	263	175	152	112	80	39
45	327	343	353	418	379	318	221	163	133	100	72	41
00	340	353	352	343	348	318	197	176	121	96	55	29
Hr Total	**1,349**	**1,355**	**1,357**	**1,476**	**1,500**	**1,434**	**999**	**696**	**558**	**431**	**299**	**166**
					PHF	0.83892						

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	15
30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
100	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	31	13	0	1	0	0	0	0	0	1	0	0	0	0	47
115	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	25
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
245	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	14	3	0	2	0	0	0	1	0	0	0	0	0	0	19
315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
415	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
430	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
445	0	3	3	0	2	0	0	1	1	0	0	0	0	0	0	9
500	1	7	4	0	1	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	1	20	9	0	3	0	0	3	1	0	0	0	0	0	0	36
515	0	7	3	1	1	0	0	0	0	0	0	0	0	0	0	12
530	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	11	6	0	1	1	0	0	1	0	0	0	0	0	0	20
600	0	12	3	0	2	0	0	0	1	0	0	0	0	0	0	19
Hourly Total	0	36	16	1	5	1	0	1	3	0	0	0	0	0	0	62
615	0	20	10	1	2	0	0	1	1	0	0	0	0	0	0	34
630	0	23	13	2	2	1	0	0	2	0	0	0	0	0	0	42
645	1	32	15	2	5	2	0	1	1	0	0	0	0	0	1	59
700	0	26	17	0	4	1	0	2	1	0	0	0	0	0	0	52
Hourly Total	1	100	55	5	13	4	0	3	5	0	0	0	0	0	1	187
715	1	31	31	0	9	2	0	2	2	0	0	0	0	0	1	80
730	0	49	37	0	7	3	0	4	1	0	0	0	0	0	2	104
745	0	50	38	0	6	1	0	2	1	0	0	0	0	0	2	101
800	0	60	40	1	9	2	0	2	2	0	0	0	0	0	3	119
Hourly Total	2	190	146	2	31	8	0	10	7	0	0	0	0	0	8	404
815	1	63	48	0	10	1	0	1	0	0	0	0	0	0	0	126
830	2	70	55	0	16	2	0	1	1	0	0	0	0	0	1	148
845	1	74	44	2	10	1	0	2	2	0	0	0	0	0	1	135
900	1	77	44	0	13	2	0	1	2	0	0	0	0	0	0	141
Hourly Total	5	284	191	2	50	6	0	5	6	0	0	0	0	0	2	551
915	1	69	42	1	8	1	0	1	1	0	0	0	0	0	0	125
930	0	74	50	0	5	1	0	1	3	0	0	0	0	0	1	134
945	1	72	44	0	6	2	0	1	2	0	0	0	0	0	1	130
1000	1	76	49	0	11	3	1	0	2	0	0	0	0	0	1	145
Hourly Total	3	292	185	2	30	8	1	4	8	0	0	0	0	0	3	535
1015	1	78	42	0	7	2	0	1	3	0	0	0	0	0	0	135
1030	1	83	46	0	7	1	0	1	1	0	0	0	0	0	0	142
1045	1	80	45	1	7	1	0	1	3	0	0	0	0	0	1	139
1100	1	88	51	1	11	3	0	2	1	0	0	0	0	0	3	162
Hourly Total	5	329	184	2	32	7	0	5	9	0	0	0	1	0	4	577
1115	1	91	45	1	7	2	0	3	1	0	0	0	0	0	3	156
1130	1	88	43	1	8	3	0	2	2	0	0	0	0	0	1	149
1145	2	99	55	1	8	3	0	1	0	0	0	0	0	0	0	169
1200	0	103	61	0	8	3	0	3	3	0	0	0	0	0	1	183
Hourly Total	5	380	204	2	32	11	0	8	7	0	0	0	1	0	5	657
1215	0	115	59	0	10	2	0	3	3	0	0	0	0	0	0	193
1230	1	106	54	1	10	2	0	2	2	0	0	0	0	0	0	180
1245	1	96	42	1	7	2	0	1	3	0	0	0	0	0	1	154
1300	0	104	46	1	9	2	0	1	3	0	0	0	0	0	1	166
Hourly Total	3	421	201	3	37	8	0	7	11	0	0	0	1	0	2	693
1315	1	92	46	1	6	3	0	3	5	0	0	0	0	0	1	157
1330	1	99	48	1	7	2	0	2	4	0	0	0	0	0	0	165
1345	1	104	45	0	7	0	0	1	5	0	0	0	0	0	0	163
1400	2	104	43	0	5	3	0	3	5	0	0	0	0	0	1	166
Hourly Total	5	398	182	2	25	8	0	9	19	0	0	0	0	0	2	651
1415	1	95	59	1	10	2	0	2	3	0	0	0	0	0	2	175
1430	0	113	44	1	5	3	0	3	3	0	0	0	0	0	0	172
1445	0	112	49	2	9	1	0	4	5	0	0	0	0	0	0	181
1500	0	128	55	1	9	2	0	2	3	0	0	0	0	0	0	202
Hourly Total	2	447	207	5	33	8	0	11	14	0	0	0	0	0	2	730
1515	4	136	59	0	11	1	0	3	3	0	0	0	0	0	1	219
1530	1	139	65	3	7	2	0	2	3	0	0	0	0	0	4	228
1545	5	118	63	3	17	5	0	2	2	0	0	0	0	0	27	243
1600	2	106	68	2	10	3	0	3	2	0	0	0	1	0	15	213
Hourly Total	12	499	255	8	46	12	1	10	10	1	0	0	1	0	48	903

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	22	4	0	1	0	0	0	0	0	0	0	0	0	0	27
115	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	24
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	10	6	0	0	0	0	0	1	0	1	0	0	0	0	17
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	7
445	0	7	5	0	0	0	0	0	1	0	0	0	0	0	0	13
500	0	11	8	0	0	0	0	0	1	0	0	0	0	0	0	20
Hourly Total	0	23	15	0	0	1	0	0	3	0	0	0	0	0	0	43
515	0	14	7	0	0	0	1	0	0	0	0	0	0	0	0	24
530	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	23
545	1	26	11	0	0	0	0	0	0	0	0	0	0	0	0	38
600	0	40	11	0	2	0	0	0	0	1	0	0	0	0	0	55
Hourly Total	1	94	37	0	3	0	1	1	1	1	0	0	0	0	0	140
615	0	48	28	0	3	0	0	1	2	0	0	0	0	0	0	82
630	1	95	54	1	6	1	0	1	3	0	0	0	0	0	2	165
645	0	111	79	1	8	1	0	1	1	0	0	0	0	0	1	203
700	1	106	85	2	13	2	1	3	1	0	0	0	0	0	1	214
Hourly Total	2	360	246	3	30	5	1	6	6	0	0	0	0	0	4	664
715	1	114	64	2	15	1	0	3	2	0	0	0	0	0	3	204
730	1	114	56	1	18	1	0	5	0	0	0	0	0	0	2	198
745	0	127	59	0	12	1	0	5	1	0	0	0	0	0	1	207
800	0	153	70	1	16	0	1	5	1	0	0	0	0	0	1	248
Hourly Total	3	508	248	3	60	3	1	18	4	1	0	0	0	0	7	857
815	0	145	67	1	13	0	1	5	3	0	0	0	0	0	0	236
830	1	117	62	2	11	2	0	4	2	0	0	0	0	0	0	201
845	0	124	55	1	12	1	0	3	2	0	0	0	0	0	2	199
900	0	127	63	1	7	1	0	3	3	0	0	0	0	0	1	206
Hourly Total	2	512	247	4	43	4	1	14	10	0	0	0	1	0	3	841
915	1	119	52	1	8	1	0	2	1	0	0	0	0	0	1	186
930	1	103	42	1	13	2	1	4	3	0	0	0	0	0	2	171
945	1	106	49	0	13	0	1	4	2	1	0	0	0	0	1	178
1000	0	115	44	0	7	0	0	3	4	0	0	0	0	0	0	174
Hourly Total	3	442	187	3	41	3	2	13	10	1	0	0	0	0	4	709
1015	0	93	39	0	4	1	0	1	1	1	0	0	0	0	0	141
1030	0	68	29	1	5	2	0	2	1	0	0	0	0	0	0	107
1045	1	56	30	1	7	2	0	2	1	0	0	0	0	0	0	100
1100	0	72	27	0	6	1	0	2	3	0	0	0	0	0	1	112
Hourly Total	2	289	125	2	21	5	1	7	5	1	0	0	0	0	1	461
1115	1	87	40	1	7	2	1	4	1	0	0	0	0	0	2	146
1130	0	91	44	0	8	2	0	3	3	0	0	0	0	0	1	153
1145	1	96	45	0	6	2	1	2	3	0	0	0	0	0	0	156
1200	1	96	47	1	10	1	1	3	2	1	0	0	0	0	1	164
Hourly Total	3	369	175	2	31	8	3	12	9	2	0	0	0	0	4	619
1215	1	110	39	0	5	2	0	1	2	1	0	0	0	0	0	160
1230	1	103	46	2	4	1	1	1	1	0	0	0	0	0	1	163
1245	2	96	40	1	8	1	0	3	3	0	0	0	0	0	0	154
1300	2	93	42	0	8	2	1	2	4	1	0	0	0	0	3	157
Hourly Total	5	402	167	3	25	6	2	6	10	2	0	0	0	0	4	633
1315	1	84	44	1	9	2	0	3	2	1	0	0	0	0	1	148
1330	1	100	43	0	7	2	0	0	3	1	0	0	0	0	2	159
1345	1	88	38	0	7	2	1	3	2	1	0	0	0	0	1	144
1400	2	89	45	1	7	2	1	3	3	1	0	0	0	0	0	154
Hourly Total	4	361	171	2	30	7	3	9	10	4	0	0	0	0	4	605
1415	0	87	38	0	7	1	0	1	6	1	0	0	0	0	0	142
1430	0	95	35	0	9	0	1	3	3	1	0	0	0	0	0	148
1445	0	96	43	1	5	0	1	3	3	0	0	0	0	0	0	154
1500	1	104	35	0	8	1	1	4	3	0	0	0	0	0	0	158
Hourly Total	2	382	151	2	30	2	3	11	15	2	0	0	0	0	1	602
1515	1	90	37	0	5	2	1	2	2	0	0	0	0	0	0	141
1530	0	90	39	1	6	2	0	2	1	1	0	0	0	0	0	143
1545	1	89	33	1	5	3	1	2	2	0	0	0	0	0	0	139
1600	1	92	42	0	10	1	0	3	2	0	0	0	0	0	0	151
Hourly Total	4	362	152	2	26	8	2	9	6	2	0	0	0	0	1	573

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	17	7	0	1	0	0	0	0	0	0	0	0	0	0	26
30	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
45	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
100	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	53	17	0	2	0	0	0	1	0	1	0	0	0	0	74
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
145	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
200	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	37	11	0	1	0	0	0	0	0	0	0	0	0	0	49
215	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	4	2	0	1	0	0	0	1	0	0	0	0	0	0	7
245	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	12
300	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	24	8	0	2	0	0	0	1	0	1	0	0	0	0	36
315	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	33
415	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	8
430	0	11	2	0	0	0	0	1	1	0	0	0	0	0	0	15
445	0	10	8	0	2	0	0	1	2	0	0	0	0	0	0	22
500	1	17	12	0	1	0	0	1	1	0	0	0	0	0	0	33
Hourly Total	1	43	24	0	3	1	0	3	4	0	0	0	0	0	0	78
515	0	21	10	1	1	0	1	0	1	0	0	0	0	0	0	36
530	0	20	11	0	1	0	0	0	2	0	0	0	0	0	0	34
545	1	37	17	0	2	1	0	0	1	0	0	0	0	0	0	58
600	0	52	15	0	4	0	0	1	1	1	0	0	0	0	0	74
Hourly Total	1	130	53	1	8	1	1	1	4	1	0	0	0	0	0	202
615	0	68	38	1	5	0	0	1	3	0	0	0	0	0	0	116
630	1	118	67	3	8	2	0	1	5	0	0	0	0	0	2	207
645	1	143	93	3	13	3	0	2	2	0	0	0	0	0	1	262
700	2	131	102	2	17	3	1	5	2	0	0	0	0	0	1	266
Hourly Total	4	460	301	8	43	9	1	9	11	1	0	0	0	0	4	851
715	2	145	95	2	23	3	0	5	4	0	0	0	0	0	4	284
730	1	163	93	1	25	4	0	9	1	0	0	0	0	0	4	302
745	1	177	97	1	18	2	1	7	3	0	0	0	0	0	3	308
800	0	213	110	2	25	2	1	7	3	0	0	0	0	0	4	367
Hourly Total	5	698	395	5	91	11	2	29	11	1	0	0	0	0	15	1261
815	2	208	116	1	24	1	1	6	4	0	0	0	0	0	0	362
830	3	187	117	2	27	3	0	5	3	0	0	0	0	0	1	349
845	1	197	98	3	22	1	0	5	4	0	0	0	0	0	2	334
900	2	204	107	1	20	4	0	4	5	0	0	0	0	0	1	347
Hourly Total	7	796	438	7	93	10	1	20	16	0	0	0	1	0	4	1392
915	2	188	94	2	16	2	0	4	2	0	0	0	0	0	1	311
930	1	177	92	1	18	3	1	5	5	0	0	0	0	0	3	306
945	1	178	94	1	19	2	1	5	5	1	0	0	0	0	2	309
1000	2	191	92	1	18	3	1	3	6	0	0	0	0	0	1	319
Hourly Total	6	734	371	5	71	11	3	17	18	1	0	0	0	0	7	1244
1015	2	171	81	0	11	3	0	2	5	1	0	0	0	0	0	276
1030	2	151	75	1	12	3	0	3	2	0	0	0	0	0	0	249
1045	1	136	76	1	13	3	0	3	4	0	0	0	0	0	1	239
1100	2	160	78	2	17	4	0	4	4	1	0	0	0	0	3	274
Hourly Total	6	618	310	4	53	12	1	12	14	2	0	0	1	0	5	1038
1115	2	178	85	2	14	5	1	6	2	1	0	0	0	0	5	301
1130	1	178	88	1	16	5	0	5	4	0	0	0	1	0	2	302
1145	3	194	99	1	14	5	1	3	4	0	0	0	0	0	0	325
1200	2	198	108	1	19	4	1	6	5	1	0	0	0	0	2	347
Hourly Total	8	749	380	5	64	19	3	20	16	2	0	0	1	0	10	1276
1215	1	225	97	0	15	3	0	4	6	1	0	0	0	0	0	353
1230	2	210	100	3	15	4	1	3	3	0	0	0	0	0	2	343
1245	3	191	82	2	16	3	0	4	6	0	0	0	0	0	1	308
1300	2	197	88	1	17	4	1	2	7	1	0	0	1	0	4	323
Hourly Total	8	823	368	6	62	14	2	13	21	2	0	0	1	0	6	1327
1315	2	175	89	2	15	4	0	6	7	1	0	0	0	0	2	305
1330	2	198	92	1	14	5	0	2	6	1	0	0	0	0	2	324
1345	2	192	83	0	14	2	1	4	7	1	0	0	0	0	1	307
1400	4	193	89	1	13	4	1	6	8	1	0	0	0	0	1	320
Hourly Total	9	759	353	5	56	15	3	18	29	4	0	0	0	0	6	1256
1415	2	182	97	1	18	3	0	3	9	1	0	0	0	0	2	317
1430	1	208	79	1	14	3	1	6	6	1	0	0	0	0	1	320
1445	1	207	92	3	14	1	1	6	8	0	0	0	0	0	0	335
1500	1	232	90	2	17	3	1	6	6	0	0	0	0	0	1	360
Hourly Total	4	829	358	7	63	10	3	22	29	2	0	0	0	0	4	1332
1515	5	226	96	1	16	3	1	5	5	0	0	0	0	0	2	360
1530	1	229	105	3	13	4	1	4	4	1	0	0	0	0	5	370
1545	6	207	97	4	22	8	1	4	4	1	0	0	1	0	28	382

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

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	7	8	0	0	0	0	0	1	0	1	0	0	0	0	17
30	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9
45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**32**	**13**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**48**
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
200	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**25**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
245	0	2	2	0	1	0	0	0	1	0	0	0	0	0	0	6
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**12**	**3**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
415	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
430	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
445	1	0	2	0	3	0	0	1	0	0	0	0	0	0	0	7
500	0	6	5	0	1	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	**1**	**17**	**8**	**0**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
515	0	9	1	2	0	0	0	0	1	0	0	0	0	0	0	13
530	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
545	0	10	8	0	1	2	0	0	0	0	0	0	0	0	0	21
600	0	14	1	0	1	0	0	1	1	0	0	0	0	0	0	18
Hourly Total	**0**	**38**	**12**	**2**	**3**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
615	0	19	8	1	2	0	0	0	1	0	0	0	0	0	0	31
630	0	20	16	2	0	1	0	0	2	0	0	0	0	0	0	41
645	0	31	15	1	2	0	0	0	1	0	0	0	0	0	1	51
700	1	27	20	0	5	2	0	2	2	0	0	0	0	0	0	59
Hourly Total	**1**	**97**	**59**	**4**	**9**	**3**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**182**
715	1	26	28	0	6	0	0	0	0	0	0	0	0	0	0	61
730	0	45	38	0	5	4	0	6	2	0	0	0	0	0	2	102
745	0	46	44	0	10	1	0	4	3	0	0	0	0	0	2	110
800	0	64	47	1	10	0	0	2	2	0	0	0	0	0	0	126
Hourly Total	**1**	**181**	**157**	**1**	**31**	**5**	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**399**
815	3	59	34	0	11	2	0	2	0	0	0	0	0	0	0	111
830	0	76	47	0	19	0	0	1	2	0	0	0	0	0	1	146
845	0	73	48	2	12	0	0	2	1	0	0	0	0	0	0	138
900	1	77	49	0	18	3	0	0	2	0	0	0	0	0	0	150
Hourly Total	**4**	**285**	**178**	**2**	**60**	**5**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**545**
915	1	63	35	0	12	1	0	1	1	0	0	0	0	0	0	114
930	0	70	53	0	4	3	0	0	4	0	0	0	0	0	2	136
945	0	76	38	1	3	2	0	1	2	0	0	0	0	0	1	124
1000	1	68	47	0	10	3	1	1	1	0	0	0	0	0	1	133
Hourly Total	**2**	**277**	**173**	**1**	**29**	**9**	**1**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**507**
1015	2	72	35	0	7	1	0	1	3	0	0	0	0	0	0	121
1030	3	78	51	0	9	1	0	2	2	0	0	0	0	0	1	147
1045	2	80	63	2	6	1	0	1	3	0	0	0	0	0	0	158
1100	2	71	52	3	16	2	0	3	1	1	0	0	0	0	7	158
Hourly Total	**9**	**301**	**201**	**5**	**38**	**5**	**0**	**7**	**9**	**1**	**0**	**0**	**0**	**0**	**8**	**584**
1115	4	91	47	2	8	3	0	6	1	1	0	0	1	0	5	169
1130	1	89	41	1	12	3	0	1	3	0	0	0	1	0	3	155
1145	2	89	47	0	10	2	0	2	1	0	0	0	0	0	0	153
1200	1	109	54	0	10	1	0	3	5	0	0	0	0	0	3	186
Hourly Total	**8**	**378**	**189**	**3**	**40**	**9**	**0**	**12**	**10**	**1**	**0**	**0**	**2**	**0**	**11**	**663**
1215	0	99	60	0	11	0	0	1	2	0	0	0	0	0	1	174
1230	0	109	41	0	10	1	0	2	3	0	0	0	0	0	1	167
1245	2	86	44	1	8	3	0	0	4	0	0	0	0	0	1	149
1300	0	97	46	2	8	2	0	2	3	0	0	0	0	0	3	163
Hourly Total	**2**	**391**	**191**	**3**	**37**	**6**	**0**	**5**	**12**	**0**	**0**	**0**	**0**	**0**	**6**	**653**
1315	1	90	47	0	4	3	0	4	2	0	0	0	0	0	0	151
1330	2	105	46	4	8	3	0	2	4	0	0	0	0	0	0	174
1345	2	93	47	1	5	0	0	2	5	0	0	0	0	0	0	155
1400	0	97	38	0	3	2	0	3	6	0	0	0	0	0	0	149
Hourly Total	**5**	**385**	**178**	**5**	**20**	**8**	**0**	**11**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**629**
1415	0	102	56	1	10	1	0	1	3	0	0	0	0	0	4	178
1430	0	102	41	0	7	2	0	1	2	0	0	0	0	0	1	156
1445	0	102	49	3	14	1	0	2	2	0	0	0	0	0	0	173
1500	0	123	57	1	7	4	0	2	2	0	0	0	0	0	0	196
Hourly Total	**0**	**429**	**203**	**5**	**38**	**8**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**703**
1515	2	153	62	0	14	1	0	3	1	0	0	0	0	0	1	237
1530	1	136	73	7	11	2	1	3	2	0	0	0	0	0	11	247
1545	8	116	58	4	18	9	0	0	3	0	0	0	0	0	41	257

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
115	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
145	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
215	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
230	0	3	2	0	0	0	0	0	0	0	1	0	0	0	0	6
245	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**25**
315	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
445	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
500	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**24**	**14**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
515	0	9	8	0	0	1	2	0	0	0	0	0	0	0	0	20
530	0	13	7	0	1	0	0	0	1	0	0	0	0	0	0	22
545	1	26	7	0	1	0	0	0	0	0	0	0	0	0	0	35
600	0	41	12	0	1	0	0	0	0	1	0	0	1	0	0	56
Hourly Total	**1**	**89**	**34**	**0**	**3**	**1**	**2**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**133**
615	0	47	25	0	1	0	0	2	3	0	0	0	0	0	0	78
630	0	88	51	0	4	0	1	2	4	0	0	0	0	0	0	150
645	0	110	75	2	11	0	0	0	0	0	0	0	0	0	0	198
700	0	108	88	4	12	2	1	3	0	1	0	0	0	0	1	220
Hourly Total	**0**	**353**	**239**	**6**	**28**	**2**	**2**	**7**	**7**	**1**	**0**	**0**	**0**	**0**	**1**	**646**
715	1	116	68	4	13	0	0	3	2	0	0	0	0	0	3	210
730	1	104	43	1	14	2	1	3	0	1	0	0	0	0	2	172
745	1	124	56	0	11	1	0	7	1	0	0	0	0	0	2	203
800	0	144	72	0	9	0	0	7	1	1	0	0	0	0	1	235
Hourly Total	**3**	**488**	**239**	**5**	**47**	**3**	**1**	**20**	**4**	**2**	**0**	**0**	**0**	**0**	**8**	**820**
815	1	131	68	1	17	0	0	5	2	0	0	0	0	0	0	225
830	2	120	53	1	12	2	1	6	3	0	0	0	0	0	0	200
845	0	119	56	0	5	0	0	4	1	0	0	0	0	0	0	185
900	1	132	60	0	7	1	0	1	3	0	0	0	0	0	0	205
Hourly Total	**4**	**502**	**237**	**2**	**41**	**3**	**1**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**815**
915	1	119	52	0	10	1	1	5	0	0	0	0	0	0	0	189
930	2	98	48	0	15	1	0	6	5	0	0	0	0	0	2	177
945	1	107	47	1	14	0	0	3	2	1	0	0	0	0	4	180
1000	1	123	44	0	8	0	0	2	7	0	0	0	0	0	0	185
Hourly Total	**5**	**447**	**191**	**1**	**47**	**2**	**1**	**16**	**14**	**1**	**0**	**0**	**0**	**0**	**6**	**731**
1015	1	109	39	0	5	2	0	3	2	2	0	0	0	0	0	163
1030	1	83	49	2	9	0	0	3	1	0	0	0	0	0	0	148
1045	2	95	48	1	9	2	1	5	2	1	0	0	0	0	0	166
1100	0	114	40	1	10	2	1	3	5	0	0	0	0	0	0	176
Hourly Total	**4**	**401**	**176**	**4**	**33**	**6**	**2**	**14**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**653**
1115	0	108	40	0	8	3	0	5	1	0	0	0	0	0	2	167
1130	0	94	42	1	9	3	0	3	3	0	0	0	1	0	0	156
1145	3	94	41	0	5	2	0	3	5	0	0	0	0	0	0	153
1200	1	104	40	2	13	2	0	2	2	0	0	0	0	0	2	168
Hourly Total	**4**	**400**	**163**	**3**	**35**	**10**	**0**	**13**	**11**	**0**	**0**	**0**	**1**	**0**	**4**	**644**
1215	0	118	36	0	4	1	0	1	2	0	0	0	0	0	0	162
1230	0	114	46	1	3	2	2	0	1	1	0	0	0	0	0	170
1245	3	99	42	0	4	2	0	3	2	0	0	0	0	0	0	155
1300	2	101	54	0	6	1	0	3	1	0	0	0	0	0	1	169
Hourly Total	**5**	**432**	**178**	**1**	**17**	**6**	**2**	**7**	**6**	**1**	**0**	**0**	**0**	**0**	**1**	**656**
1315	1	79	41	3	10	2	0	2	2	2	0	0	0	0	3	145
1330	0	96	42	0	8	0	0	1	1	0	0	0	0	0	5	153
1345	1	95	37	0	8	1	0	5	2	0	0	0	0	0	2	151
1400	1	93	47	0	6	2	1	2	3	0	0	0	0	0	0	155
Hourly Total	**3**	**363**	**167**	**3**	**32**	**5**	**1**	**10**	**8**	**2**	**0**	**0**	**0**	**0**	**10**	**604**
1415	0	81	41	1	4	0	0	2	4	3	0	0	0	0	1	137
1430	0	106	34	1	10	1	0	0	1	1	0	0	0	0	0	154
1445	1	98	33	2	2	0	2	3	4	0	0	0	0	0	1	146
1500	1	119	38	1	7	0	0	7	3	0	0	0	0	0	1	177
Hourly Total	**2**	**404**	**146**	**5**	**23**	**1**	**2**	**12**	**12**	**4**	**0**	**0**	**0**	**0**	**3**	**614**
1515	1	91	36	0	5	3	0	0	2	0	0	0	0	0	0	138
1530	1	87	35	0	5	1	0	2	1	2	0	0	0	0	1	135
1545	3	84	30	1	6	3	2	2	1	1	0	0	1	0	1	135

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	9	0	0	0	0	0	1	0	1	0	0	0	0	29
30	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
100	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**53**	**17**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**73**
115	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
145	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
200	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**46**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
215	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
230	0	4	2	0	1	0	0	0	0	0	1	0	0	0	0	8
245	0	8	5	0	1	0	0	0	1	0	0	0	0	0	0	15
300	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**26**	**12**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**43**
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**27**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
415	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
430	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	15
445	1	6	6	0	3	0	0	1	1	0	0	0	0	0	0	18
500	0	15	14	0	1	0	0	1	0	0	0	0	0	0	0	31
Hourly Total	**1**	**41**	**22**	**0**	**5**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
515	0	18	9	2	0	1	2	0	1	0	0	0	0	0	0	33
530	0	18	9	0	2	0	0	0	1	0	0	0	0	0	0	30
545	1	36	15	0	2	2	0	0	0	0	0	0	0	0	0	56
600	0	55	13	0	2	0	0	1	1	1	0	0	1	0	0	74
Hourly Total	**1**	**127**	**46**	**2**	**6**	**3**	**2**	**1**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**193**
615	0	66	33	1	3	0	0	2	4	0	0	0	0	0	0	109
630	0	108	67	2	4	1	1	2	6	0	0	0	0	0	0	191
645	0	141	90	3	13	0	0	0	1	0	0	0	0	0	1	249
700	1	135	108	4	17	4	1	5	2	1	0	0	0	0	1	279
Hourly Total	**1**	**450**	**298**	**10**	**37**	**5**	**2**	**9**	**13**	**1**	**0**	**0**	**0**	**0**	**2**	**828**
715	2	142	96	4	19	0	0	3	2	0	0	0	0	0	3	271
730	1	149	81	1	19	6	1	9	2	1	0	0	0	0	4	274
745	1	170	100	0	21	2	0	11	4	0	0	0	0	0	4	313
800	0	208	119	1	19	0	0	9	3	1	0	0	0	0	1	361
Hourly Total	**4**	**669**	**396**	**6**	**78**	**8**	**1**	**32**	**11**	**2**	**0**	**0**	**0**	**0**	**12**	**1219**
815	4	190	102	1	28	2	0	7	2	0	0	0	0	0	0	336
830	2	196	100	1	31	2	1	7	5	0	0	0	0	0	1	346
845	0	192	104	2	17	0	0	6	2	0	0	0	0	0	0	323
900	2	209	109	0	25	4	0	1	5	0	0	0	0	0	0	355
Hourly Total	**8**	**787**	**415**	**4**	**101**	**8**	**1**	**21**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**1360**
915	2	182	87	0	22	2	1	6	1	0	0	0	0	0	0	303
930	2	168	101	0	19	4	0	6	9	0	0	0	0	0	4	313
945	1	183	85	2	17	2	0	4	4	1	0	0	0	0	5	304
1000	2	191	91	0	18	3	1	3	8	0	0	0	0	0	1	318
Hourly Total	**7**	**724**	**364**	**2**	**76**	**11**	**2**	**19**	**22**	**1**	**0**	**0**	**0**	**0**	**10**	**1238**
1015	3	181	74	0	12	3	0	4	5	2	0	0	0	0	0	284
1030	4	161	100	2	18	1	0	5	3	0	0	0	0	0	1	295
1045	4	175	111	3	15	3	1	6	5	1	0	0	0	0	0	324
1100	2	185	92	4	26	4	1	6	6	1	0	0	0	0	7	334
Hourly Total	**13**	**702**	**377**	**9**	**71**	**11**	**2**	**21**	**19**	**4**	**0**	**0**	**0**	**0**	**8**	**1237**
1115	4	199	87	2	16	6	0	11	2	1	0	0	1	0	7	336
1130	1	183	83	2	21	6	0	4	6	0	0	0	2	0	3	311
1145	5	183	88	0	15	4	0	5	6	0	0	0	0	0	0	306
1200	2	213	94	2	23	3	0	5	7	0	0	0	0	0	5	354
Hourly Total	**12**	**778**	**352**	**6**	**75**	**19**	**0**	**25**	**21**	**1**	**0**	**0**	**3**	**0**	**15**	**1307**
1215	0	217	96	0	15	1	0	2	4	0	0	0	0	0	1	336
1230	0	223	87	1	13	3	2	2	4	1	0	0	0	0	1	337
1245	5	185	86	1	12	5	0	3	6	0	0	0	0	0	1	304
1300	2	198	100	2	14	3	0	5	4	0	0	0	0	0	4	332
Hourly Total	**7**	**823**	**369**	**4**	**54**	**12**	**2**	**12**	**18**	**1**	**0**	**0**	**0**	**0**	**7**	**1309**
1315	2	169	88	3	14	5	0	6	4	2	0	0	0	0	3	296
1330	2	201	88	4	16	3	0	3	5	0	0	0	0	0	5	327
1345	3	188	84	1	13	1	0	7	7	0	0	0	0	0	2	306
1400	1	190	85	0	9	4	1	5	9	0	0	0	0	0	0	304
Hourly Total	**8**	**748**	**345**	**8**	**52**	**13**	**1**	**21**	**25**	**2**	**0**	**0**	**0**	**0**	**10**	**1233**
1415	0	183	97	2	14	1	0	3	7	3	0	0	0	0	5	315
1430	0	208	75	1	17	3	0	1	3	1	0	0	0	0	1	310
1445	1	200	82	5	16	1	2	5	6	0	0	0	0	0	1	319
1500	1	242	95	2	14	4	0	9	5	0	0	0	0	0	1	373
Hourly Total	**2**	**833**	**349**	**10**	**61**	**9**	**2**	**18**	**21**	**4**	**0**	**0**	**0**	**0**	**8**	**1317**
1515	3	244	98	0	19	4	0	3	3	0	0	0	0	0	1	375
1530	2	223	108	7	16	3	1	5	3	2	0	0	0	0	12	382
1545	11	200	88	5	24	12	2	2	4	1	0	0	1	0	42	392

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	7	0	1	1	0	0	0	0	1	0	0	0	0	25
30	0	5	7	0	0	0	0	0	2	0	0	0	0	0	0	14
45	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**1**	**31**	**17**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**54**
115	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	1	4	1	0	0	0	0	0	0	0	0	0	0	0	1	7
200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**19**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26**
215	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
230	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	6	0	0	2	0	0	0	1	0	0	0	0	0	0	9
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**17**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
400	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**11**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
415	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
430	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
445	1	7	4	0	1	0	0	2	0	0	0	0	0	0	0	15
500	0	8	6	1	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**1**	**26**	**11**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
515	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
530	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
545	0	13	9	0	1	0	0	0	1	0	0	0	0	0	0	24
600	0	11	6	0	4	1	0	1	0	0	0	0	0	0	0	23
Hourly Total	**0**	**40**	**21**	**1**	**5**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**71**
615	0	13	7	1	1	0	0	1	2	0	0	0	0	0	0	25
630	0	26	10	1	1	0	0	0	1	0	0	0	0	0	0	39
645	2	26	8	2	0	2	0	0	2	0	0	0	0	0	0	42
700	0	33	16	0	7	6	0	3	3	0	0	0	0	0	0	68
Hourly Total	**2**	**98**	**41**	**4**	**9**	**8**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**174**
715	2	30	22	0	7	1	0	3	0	0	0	0	0	0	1	66
730	1	49	32	0	8	5	0	2	0	0	0	0	0	0	1	98
745	0	55	44	0	8	1	0	7	2	0	0	0	0	0	0	117
800	0	58	36	1	6	2	0	2	0	0	0	0	0	0	1	106
Hourly Total	**3**	**192**	**134**	**1**	**29**	**9**	**0**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**387**
815	0	57	56	0	10	0	0	2	0	0	0	0	0	0	2	127
830	1	55	43	1	19	4	0	2	2	0	0	0	0	0	0	127
845	0	82	39	3	11	3	0	0	0	0	0	0	0	0	2	140
900	2	81	50	0	8	1	0	2	3	0	0	0	0	0	1	148
Hourly Total	**3**	**275**	**188**	**4**	**48**	**8**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**542**
915	5	83	55	3	5	4	0	0	4	0	0	0	0	0	0	159
930	2	76	31	1	9	4	0	2	3	0	0	0	0	0	2	130
945	1	77	48	0	9	2	0	2	3	0	0	0	0	0	0	142
1000	0	69	41	0	9	2	1	2	0	0	0	0	0	0	1	125
Hourly Total	**8**	**305**	**175**	**4**	**32**	**12**	**1**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**3**	**556**
1015	2	84	40	0	9	6	0	2	2	0	0	0	0	0	0	145
1030	0	78	46	2	7	4	0	2	2	1	0	0	0	0	2	144
1045	0	92	49	0	5	3	0	3	3	0	0	0	0	0	2	157
1100	1	85	33	1	9	2	0	0	2	0	0	0	0	0	1	134
Hourly Total	**3**	**339**	**168**	**3**	**30**	**15**	**0**	**7**	**9**	**1**	**0**	**0**	**0**	**0**	**5**	**580**
1115	1	106	41	1	6	3	0	1	3	0	0	0	0	0	1	163
1130	2	104	43	0	14	3	0	3	1	0	0	0	0	0	0	170
1145	2	117	52	2	8	4	0	2	1	0	0	0	0	0	0	188
1200	0	96	59	0	6	1	0	3	3	0	0	0	0	0	2	170
Hourly Total	**5**	**423**	**195**	**3**	**34**	**11**	**0**	**9**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**691**
1215	2	116	74	1	8	2	0	0	6	0	0	0	0	0	1	210
1230	1	94	42	0	2	3	0	3	3	0	0	0	0	0	2	150
1245	0	90	53	2	12	1	0	2	3	0	0	0	0	0	1	164
1300	1	124	62	0	4	1	0	2	6	0	0	0	0	0	0	200
Hourly Total	**4**	**424**	**231**	**3**	**26**	**7**	**0**	**7**	**18**	**0**	**0**	**0**	**0**	**0**	**4**	**724**
1315	0	124	59	0	6	1	0	1	2	0	0	0	0	0	1	194
1330	1	91	55	1	9	3	0	1	1	0	0	0	0	0	0	162
1345	1	101	50	1	10	2	0	2	3	0	0	0	0	0	0	170
1400	0	105	41	2	10	1	0	2	1	0	0	0	0	0	0	162
Hourly Total	**2**	**421**	**205**	**4**	**35**	**7**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**688**
1415	0	105	64	2	5	0	0	4	5	0	0	0	0	0	0	185
1430	1	108	45	1	8	2	0	2	2	0	0	0	0	0	2	171
1445	0	115	61	1	12	2	0	0	2	0	0	0	0	0	0	193
1500	2	116	65	1	6	2	0	8	5	0	0	0	0	0	2	207
Hourly Total	**3**	**444**	**235**	**5**	**31**	**6**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**4**	**756**

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	4	0	0	0	0	0	1	0	0	0	0	0	0	20
30	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8
45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**33**	**9**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
115	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
200	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**20**	**5**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**
215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
230	0	2	2	0	1	0	0	0	0	0	1	0	0	0	0	6
245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**6**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**
315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**4**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
415	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
445	0	8	5	0	0	0	0	0	1	0	0	0	0	0	0	14
500	1	17	7	0	0	1	0	0	0	0	0	0	0	0	0	26
Hourly Total	**1**	**28**	**16**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
515	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
530	0	19	8	0	0	0	0	0	1	0	0	0	0	0	0	28
545	1	21	10	0	1	1	0	0	1	1	0	0	0	0	0	36
600	0	37	20	0	0	0	0	1	1	0	0	0	0	0	0	59
Hourly Total	**1**	**86**	**43**	**0**	**1**	**1**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**138**
615	0	60	34	0	1	0	0	1	3	0	0	0	0	0	0	99
630	0	84	56	0	8	2	1	1	0	1	0	0	0	0	0	153
645	1	93	59	1	6	3	0	1	1	0	0	0	0	0	5	170
700	0	119	79	0	17	1	0	2	0	0	0	0	0	0	0	218
Hourly Total	**1**	**356**	**228**	**1**	**32**	**6**	**1**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**5**	**640**
715	3	112	59	2	13	3	0	1	2	0	0	0	0	0	5	200
730	0	107	56	0	11	2	0	2	0	1	0	0	0	0	8	187
745	1	134	72	1	12	3	1	5	1	1	0	0	0	0	1	232
800	0	129	66	0	12	1	1	0	2	0	0	0	0	0	7	218
Hourly Total	**4**	**482**	**253**	**3**	**48**	**9**	**2**	**8**	**5**	**2**	**0**	**0**	**0**	**0**	**21**	**837**
815	1	150	64	0	12	1	0	7	0	0	0	0	0	0	3	238
830	0	125	60	0	10	1	0	2	1	0	0	0	0	0	2	201
845	0	123	53	2	17	1	0	3	1	1	0	0	0	0	2	203
900	0	148	56	0	10	0	0	2	0	0	0	0	0	0	1	217
Hourly Total	**1**	**546**	**233**	**2**	**49**	**3**	**0**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**8**	**859**
915	0	103	38	0	7	1	2	1	1	1	0	0	0	0	0	154
930	1	115	49	0	16	3	0	1	1	0	0	0	0	0	0	186
945	0	109	34	0	7	3	0	2	0	0	0	0	0	0	1	156
1000	1	87	34	0	9	3	1	3	1	1	0	0	0	0	2	142
Hourly Total	**2**	**414**	**155**	**0**	**39**	**10**	**3**	**7**	**3**	**2**	**0**	**0**	**0**	**0**	**3**	**638**
1015	1	89	46	0	8	1	1	2	0	1	0	0	0	0	0	149
1030	0	111	38	0	6	4	2	5	2	1	0	0	0	0	0	169
1045	0	115	33	0	6	2	0	2	0	0	0	0	0	0	1	159
1100	0	108	39	0	6	4	0	3	2	1	0	0	0	0	2	165
Hourly Total	**1**	**423**	**156**	**0**	**26**	**11**	**3**	**12**	**4**	**3**	**0**	**0**	**0**	**0**	**3**	**642**
1115	1	104	23	0	7	0	0	4	3	0	0	0	0	0	0	142
1130	0	96	37	0	7	2	1	5	1	0	0	0	0	0	0	149
1145	0	105	34	1	11	1	3	1	2	2	0	0	0	0	0	160
1200	6	107	45	0	12	1	0	1	5	0	0	0	0	0	0	177
Hourly Total	**7**	**412**	**139**	**1**	**37**	**4**	**4**	**11**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**628**
1215	2	89	35	1	5	0	0	4	2	0	0	0	0	0	0	138
1230	1	109	40	0	4	1	0	2	2	3	0	0	0	0	2	164
1245	1	100	52	1	8	1	0	2	2	0	0	0	0	0	0	167
1300	1	101	39	0	6	1	1	2	2	0	0	0	0	0	1	154
Hourly Total	**5**	**399**	**166**	**2**	**23**	**3**	**1**	**10**	**8**	**3**	**0**	**0**	**0**	**0**	**3**	**623**
1315	1	84	57	2	6	0	1	3	1	2	0	0	1	0	0	158
1330	0	84	35	0	3	0	1	4	1	0	0	0	0	0	0	128
1345	0	99	43	1	11	1	0	1	2	1	0	0	0	0	0	159
1400	0	79	35	1	1	0	0	1	2	0	0	0	0	0	0	119
Hourly Total	**1**	**346**	**170**	**4**	**21**	**1**	**2**	**9**	**6**	**3**	**0**	**0**	**1**	**0**	**0**	**564**
1415	2	79	46	0	9	3	1	2	3	0	0	0	0	0	0	145
1430	0	89	37	1	7	2	2	3	1	1	0	0	0	0	0	143
1445	0	73	43	2	4	3	0	1	4	0	0	0	0	0	0	130
1500	1	104	39	1	3	4	0	1	0	0	0	0	0	0	4	157
Hourly Total	**3**	**345**	**165**	**4**	**23**	**12**	**3**	**7**	**8**	**1**	**0**	**0**	**0**	**0**	**4**	**575**
1515	0	104	43	0	4	0	0	0	3	0	0	0	0	0	0	154
1530	1	87	37	0	5	1	0	2	2	0	0	0	0	0	0	135
1545	1	97	37	3	11	3	0	3	0	0	0	0	0	0	1	156

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	30	11	0	1	1	0	0	1	0	1	0	0	0	0	45
30	0	10	9	1	0	0	0	0	2	0	0	0	0	0	0	22
45	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	13
100	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**1**	**64**	**26**	**1**	**1**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**98**
115	0	11	3	0	1	0	0	1	0	0	0	0	0	0	0	16
130	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
145	1	8	3	0	0	0	0	0	1	0	0	0	0	0	1	14
200	0	11	1	0	2	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**39**	**9**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**55**
215	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	7	2	0	1	0	0	0	1	0	1	0	0	0	0	12
245	0	7	1	0	2	0	0	0	1	0	0	0	0	0	0	11
300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**23**	**9**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**38**
315	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
400	0	6	3	0	0	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	**0**	**15**	**5**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
415	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
430	0	6	3	0	0	0	0	1	1	0	0	0	0	0	0	11
445	1	15	9	0	1	0	0	2	1	0	0	0	0	0	0	29
500	1	25	13	1	0	1	0	0	0	0	0	0	0	0	0	41
Hourly Total	**2**	**54**	**27**	**2**	**1**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
515	0	17	7	1	0	0	0	0	1	0	0	0	0	0	0	26
530	0	27	12	0	0	0	0	0	2	0	0	0	0	0	0	41
545	1	34	19	0	2	1	0	0	2	1	0	0	0	0	0	60
600	0	48	26	0	4	1	0	2	1	0	0	0	0	0	0	82
Hourly Total	**1**	**126**	**64**	**1**	**6**	**2**	**0**	**2**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**209**
615	0	73	41	1	2	0	0	2	5	0	0	0	0	0	0	124
630	0	110	66	1	9	2	1	1	1	1	0	0	0	0	0	192
645	3	119	67	3	6	5	0	1	3	0	0	0	0	0	5	212
700	0	152	95	0	24	7	0	5	3	0	0	0	0	0	0	286
Hourly Total	**3**	**454**	**269**	**5**	**41**	**14**	**1**	**9**	**12**	**1**	**0**	**0**	**0**	**0**	**5**	**814**
715	5	142	81	2	20	4	0	4	2	0	0	0	0	0	6	266
730	1	156	88	0	19	7	0	4	0	1	0	0	0	0	9	285
745	1	189	116	1	20	4	1	12	3	1	0	0	0	0	1	349
800	0	187	102	1	18	3	1	2	2	0	0	0	0	0	8	324
Hourly Total	**7**	**674**	**387**	**4**	**77**	**18**	**2**	**22**	**7**	**2**	**0**	**0**	**0**	**0**	**24**	**1224**
815	1	207	120	0	22	1	0	9	0	0	0	0	0	0	5	365
830	1	180	103	1	29	5	0	4	3	0	0	0	0	0	2	328
845	0	205	92	5	28	4	0	3	1	1	0	0	0	0	4	343
900	2	229	106	0	18	1	0	4	3	0	0	0	0	0	2	365
Hourly Total	**4**	**821**	**421**	**6**	**97**	**11**	**0**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**13**	**1401**
915	5	186	93	3	12	5	2	1	5	1	0	0	0	0	0	313
930	3	191	80	1	25	7	0	3	4	0	0	0	0	0	2	316
945	1	186	82	0	16	5	0	4	3	0	0	0	0	0	1	298
1000	1	156	75	0	18	5	2	5	1	1	0	0	0	0	3	267
Hourly Total	**10**	**719**	**330**	**4**	**71**	**22**	**4**	**13**	**13**	**2**	**0**	**0**	**0**	**0**	**6**	**1194**
1015	3	173	86	0	17	7	1	4	2	1	0	0	0	0	0	294
1030	0	189	84	2	13	8	2	7	4	2	0	0	0	0	2	313
1045	0	207	82	0	11	5	0	5	3	0	0	0	0	0	3	316
1100	1	193	72	1	15	6	0	3	4	1	0	0	0	0	3	299
Hourly Total	**4**	**762**	**324**	**3**	**56**	**26**	**3**	**19**	**13**	**4**	**0**	**0**	**0**	**0**	**8**	**1222**
1115	2	210	64	1	13	3	0	5	6	0	0	0	0	0	1	305
1130	2	200	80	0	21	5	1	8	2	0	0	0	0	0	0	319
1145	2	222	86	3	19	5	3	3	3	2	0	0	0	0	0	348
1200	6	203	104	0	18	2	0	4	8	0	0	0	0	0	2	347
Hourly Total	**12**	**835**	**334**	**4**	**71**	**15**	**4**	**20**	**19**	**2**	**0**	**0**	**0**	**0**	**3**	**1319**
1215	4	205	109	2	13	2	0	4	8	0	0	0	0	0	1	348
1230	2	203	82	0	6	4	0	5	5	3	0	0	0	0	4	314
1245	1	190	105	3	20	2	0	4	5	0	0	0	0	0	1	331
1300	2	225	101	0	10	2	1	4	8	0	0	0	0	0	1	354
Hourly Total	**9**	**823**	**397**	**5**	**49**	**10**	**1**	**17**	**26**	**3**	**0**	**0**	**0**	**0**	**7**	**1347**
1315	1	208	116	2	12	1	1	4	3	2	0	0	1	0	1	352
1330	1	175	90	1	12	3	1	5	2	0	0	0	0	0	0	290
1345	1	200	93	2	21	3	0	3	5	1	0	0	0	0	0	329
1400	0	184	76	3	11	1	0	3	3	0	0	0	0	0	0	281
Hourly Total	**3**	**767**	**375**	**8**	**56**	**8**	**2**	**15**	**13**	**3**	**0**	**0**	**1**	**0**	**1**	**1252**
1415	2	184	110	2	14	3	1	6	8	0	0	0	0	0	0	330
1430	1	197	82	2	15	4	2	5	3	1	0	0	0	0	2	314
1445	0	188	104	3	16	5	0	1	6	0	0	0	0	0	0	323
1500	3	220	104	2	9	6	0	9	5	0	0	0	0	0	6	364
Hourly Total	**6**	**789**	**400**	**9**	**54**	**18**	**3**	**21**	**22**	**1**	**0**	**0**	**0**	**0**	**8**	**1331**

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/13/2019
Start Time: 00:00
Stop Date: 4/13/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	24	2	0	2	0	0	0	0	0	0	0	0	0	0	28
30	1	19	3	0	0	0	0	1	0	0	0	0	0	0	0	24
45	0	13	7	0	1	0	0	0	0	0	0	0	1	0	1	23
100	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**67**	**12**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**86**
115	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
130	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**29**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
215	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
230	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
245	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
300	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**25**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
415	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
430	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	6
445	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
500	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
Hourly Total	**1**	**13**	**5**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
515	0	4	3	0	1	0	0	1	0	0	0	0	0	0	0	9
530	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
545	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
600	0	14	2	0	0	0	0	0	0	0	0	0	0	0	1	17
Hourly Total	**0**	**34**	**10**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**47**
615	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
630	1	12	2	0	1	0	0	0	0	0	0	0	0	0	0	16
645	2	14	6	1	1	0	0	0	0	0	0	0	0	0	0	24
700	0	25	16	0	0	1	0	0	0	0	0	0	0	0	0	42
Hourly Total	**3**	**63**	**31**	**1**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
715	0	27	11	1	4	1	0	1	0	0	0	0	0	0	0	45
730	1	30	16	1	3	0	0	0	0	0	0	0	0	0	0	51
745	0	33	19	0	3	1	0	0	0	0	0	0	0	0	1	57
800	0	36	20	0	5	0	0	0	0	0	0	0	0	0	0	61
Hourly Total	**1**	**126**	**66**	**2**	**15**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**214**
815	0	46	23	0	3	0	0	1	0	0	0	0	0	0	0	73
830	1	46	17	0	4	2	0	0	1	0	0	0	0	0	0	71
845	1	53	29	0	4	1	0	1	0	0	0	0	0	0	0	89
900	0	67	38	2	3	0	0	1	1	0	0	0	0	0	0	112
Hourly Total	**2**	**212**	**107**	**2**	**14**	**3**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**345**
915	4	51	33	0	3	1	0	0	1	0	0	0	0	0	0	93
930	0	76	30	0	7	0	0	1	2	0	0	0	0	0	0	116
945	0	60	25	1	5	1	0	0	0	0	0	0	0	0	0	92
1000	1	79	28	1	1	0	0	2	2	0	0	0	0	0	0	114
Hourly Total	**5**	**266**	**116**	**2**	**16**	**2**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**415**
1015	1	72	26	0	4	0	0	1	0	0	0	0	0	0	0	104
1030	0	76	32	0	1	0	0	2	0	0	0	0	0	0	2	113
1045	0	80	28	0	7	0	0	1	1	0	0	0	0	0	1	118
1100	0	83	24	1	5	1	0	0	0	0	0	0	0	0	1	115
Hourly Total	**1**	**311**	**110**	**1**	**17**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**450**
1115	1	90	35	0	2	0	0	1	0	0	0	0	0	0	0	129
1130	0	96	35	0	5	0	0	1	0	0	0	0	0	0	0	137
1145	0	92	41	0	7	1	0	0	0	0	0	0	0	0	0	141
1200	3	88	36	0	3	0	0	4	1	0	0	0	0	0	1	136
Hourly Total	**4**	**366**	**147**	**0**	**17**	**1**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**543**
1215	0	92	39	0	7	0	0	0	0	0	0	0	0	0	0	138
1230	0	109	35	0	4	0	0	3	0	0	0	0	0	0	1	152
1245	0	78	36	0	5	0	0	2	1	0	0	0	0	0	1	123
1300	0	94	32	0	3	0	0	0	1	0	0	0	0	0	0	130
Hourly Total	**0**	**373**	**142**	**0**	**19**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**543**
1315	0	93	31	0	1	0	0	1	1	0	0	0	0	0	0	127
1330	2	98	41	1	5	0	0	0	0	0	0	0	0	0	0	147
1345	1	94	32	1	4	0	0	1	1	0	0	0	0	0	1	135
1400	0	76	27	0	1	0	0	0	1	0	0	0	0	0	2	107
Hourly Total	**3**	**361**	**131**	**2**	**11**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**516**
1415	0	103	22	0	3	0	0	2	1	0	0	0	0	0	0	131
1430	0	74	49	1	4	0	0	0	0	0	0	0	0	0	0	128
1445	0	90	19	0	3	0	0	3	1	0	0	0	0	0	0	116
1500	0	96	21	0	1	1	0	3	0	0	0	0	0	0	0	122
Hourly Total	**0**	**363**	**111**	**1**	**11**	**1**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**497**
1515	0	79	29	0	4	0	1	2	1	0	0	0	0	0	0	116
1530	3	84	25	0	2	1	0	1	2	0	0	0	0	0	0	118
1545	1	100	25	0	2	1	0	1	1	0	0	0	0	0	0	131

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	8	2	0	1	0	0	0	0	0	0	0	0	0	1	12
100	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**45**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**56**
115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**16**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**
215	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**13**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
415	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
445	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
500	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
515	1	5	6	0	0	0	0	1	0	0	0	0	0	0	0	13
530	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
545	0	12	5	0	1	0	0	0	0	0	0	0	0	0	0	18
600	1	17	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**2**	**39**	**20**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
615	0	18	12	0	1	0	0	0	0	0	0	0	0	0	0	31
630	0	30	7	0	0	0	0	2	1	0	0	0	0	0	0	40
645	1	35	17	0	4	0	0	0	0	0	0	0	0	0	1	58
700	0	49	29	0	3	0	0	1	0	0	0	0	0	0	0	82
Hourly Total	**1**	**132**	**65**	**0**	**8**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**211**
715	0	35	18	0	7	0	0	2	1	0	0	0	0	0	0	63
730	0	38	18	0	13	0	0	1	0	0	0	0	0	0	0	70
745	1	55	31	1	3	0	1	3	0	0	0	0	0	0	0	95
800	1	77	25	0	4	2	0	4	0	0	0	0	0	0	0	113
Hourly Total	**2**	**205**	**92**	**1**	**27**	**2**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**341**
815	0	45	24	0	5	1	0	2	0	0	0	0	0	0	1	78
830	1	63	26	0	4	0	0	0	0	0	0	0	0	0	1	95
845	1	71	21	0	2	0	0	1	1	0	0	0	0	0	0	97
900	0	82	27	0	2	0	0	1	0	0	0	0	0	0	2	114
Hourly Total	**2**	**261**	**98**	**0**	**13**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**384**
915	1	61	24	0	3	0	0	1	0	0	0	0	0	0	0	90
930	0	85	29	1	4	1	0	0	0	0	0	0	0	0	0	120
945	0	89	25	0	4	0	0	2	1	0	0	0	0	0	0	121
1000	0	90	28	0	4	0	0	2	0	0	0	0	0	0	0	124
Hourly Total	**1**	**325**	**106**	**1**	**15**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**455**
1015	0	78	20	0	2	0	0	1	0	0	0	0	0	0	0	101
1030	0	79	27	0	2	0	0	1	0	0	0	0	0	0	0	109
1045	1	94	19	0	5	0	0	0	1	0	0	0	0	0	0	120
1100	1	99	27	0	3	0	0	0	0	0	0	0	0	0	0	130
Hourly Total	**2**	**350**	**93**	**0**	**12**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**460**
1115	1	87	35	0	7	0	0	0	0	0	0	0	0	0	0	130
1130	2	95	29	0	2	0	0	2	0	0	0	0	0	0	0	130
1145	0	94	34	0	4	0	0	1	1	0	0	0	0	0	1	135
1200	0	89	31	0	3	0	0	2	0	0	0	0	0	0	0	125
Hourly Total	**3**	**365**	**129**	**0**	**16**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**520**
1215	0	96	32	0	4	0	0	0	0	0	0	0	0	0	0	132
1230	0	95	34	0	6	0	0	1	1	0	0	0	0	0	0	137
1245	0	95	33	0	1	2	0	1	0	0	0	0	0	0	0	132
1300	0	85	28	0	2	0	0	2	1	0	0	0	0	0	0	118
Hourly Total	**0**	**371**	**127**	**0**	**13**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**519**
1315	1	78	25	0	0	0	0	1	0	0	0	0	0	0	0	105
1330	2	84	24	0	4	1	0	0	2	0	0	0	0	0	0	117
1345	1	95	21	0	3	0	0	0	1	0	0	0	0	0	0	121
1400	0	85	34	1	4	1	0	1	1	0	0	0	0	0	0	127
Hourly Total	**4**	**342**	**104**	**1**	**11**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**470**
1415	0	74	22	0	2	0	0	1	1	0	0	0	0	0	0	100
1430	1	101	25	1	2	2	0	0	0	0	0	0	1	0	0	133
1445	0	87	23	0	2	0	0	3	0	0	0	0	0	0	0	115
1500	2	79	23	0	1	1	0	0	0	0	0	0	0	0	0	106
Hourly Total	**3**	**341**	**93**	**1**	**7**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**454**

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	36	6	0	3	0	0	0	0	0	0	0	0	0	0	45
30	1	32	5	0	0	0	0	1	0	0	0	0	0	0	0	39
45	0	21	9	0	2	0	0	0	0	0	0	0	1	0	2	35
100	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**1**	**112**	**20**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**142**
115	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
130	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
145	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
200	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**45**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
215	0	7	3	0	1	0	0	0	1	0	0	0	0	0	0	12
230	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
245	0	9	1	0	2	0	0	0	0	0	0	0	0	0	0	12
300	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**38**	**7**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
315	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
415	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
430	1	2	4	0	1	0	0	0	1	0	0	0	0	0	0	9
445	0	5	5	0	0	0	0	1	0	0	0	0	0	0	0	11
500	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
Hourly Total	**1**	**25**	**12**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
515	1	9	9	0	1	0	0	2	0	0	0	0	0	0	0	22
530	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
545	0	21	9	0	1	0	0	0	0	0	0	0	0	0	0	31
600	1	31	11	0	1	0	0	0	0	0	0	0	0	0	1	45
Hourly Total	**2**	**73**	**30**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**112**
615	0	30	19	0	1	0	0	1	0	0	0	0	0	0	0	51
630	1	42	9	0	1	0	0	2	1	0	0	0	0	0	0	56
645	3	49	23	1	5	0	0	0	0	0	0	0	0	0	1	82
700	0	74	45	0	3	1	0	1	0	0	0	0	0	0	0	124
Hourly Total	**4**	**195**	**96**	**1**	**10**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**313**
715	0	62	29	1	11	1	0	3	1	0	0	0	0	0	0	108
730	1	68	34	1	16	0	0	1	0	0	0	0	0	0	0	121
745	1	88	50	1	6	1	1	3	0	0	0	0	0	0	1	152
800	1	113	45	0	9	2	0	4	0	0	0	0	0	0	0	174
Hourly Total	**3**	**331**	**158**	**3**	**42**	**4**	**1**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**555**
815	0	91	47	0	8	1	0	3	0	0	0	0	0	0	1	151
830	2	109	43	0	8	2	0	0	1	0	0	0	0	0	1	166
845	2	124	50	0	6	1	0	2	1	0	0	0	0	0	0	186
900	0	149	65	2	5	0	0	2	1	0	0	0	0	0	2	226
Hourly Total	**4**	**473**	**205**	**2**	**27**	**4**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**729**
915	5	112	57	0	6	1	0	1	1	0	0	0	0	0	0	183
930	0	161	59	1	11	1	0	1	2	0	0	0	0	0	0	236
945	0	149	50	1	9	1	0	2	1	0	0	0	0	0	0	213
1000	1	169	56	1	5	0	0	4	2	0	0	0	0	0	0	238
Hourly Total	**6**	**591**	**222**	**3**	**31**	**3**	**0**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**870**
1015	1	150	46	0	6	0	0	2	0	0	0	0	0	0	0	205
1030	0	155	59	0	3	0	0	3	0	0	0	0	0	0	2	222
1045	1	174	47	0	12	0	0	1	2	0	0	0	0	0	1	238
1100	1	182	51	1	8	1	0	0	0	0	0	0	0	0	1	245
Hourly Total	**3**	**661**	**203**	**1**	**29**	**1**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**910**
1115	2	177	70	0	9	0	0	1	0	0	0	0	0	0	0	259
1130	2	191	64	0	7	0	0	3	0	0	0	0	0	0	0	267
1145	0	186	75	0	11	1	0	1	1	0	0	0	0	0	1	276
1200	3	177	67	0	6	0	0	6	1	0	0	0	0	0	1	261
Hourly Total	**7**	**731**	**276**	**0**	**33**	**1**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1063**
1215	0	188	71	0	11	0	0	0	0	0	0	0	0	0	0	270
1230	0	204	69	0	10	0	0	4	1	0	0	0	0	0	1	289
1245	0	173	69	0	6	2	0	3	1	0	0	0	0	0	1	255
1300	0	179	60	0	5	0	0	2	2	0	0	0	0	0	0	248
Hourly Total	**0**	**744**	**269**	**0**	**32**	**2**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**1062**
1315	1	171	56	0	1	0	0	2	1	0	0	0	0	0	0	232
1330	4	182	65	1	9	1	0	0	2	0	0	0	0	0	0	264
1345	2	189	53	1	7	0	0	1	2	0	0	0	0	0	1	256
1400	0	161	61	1	5	1	0	1	2	0	0	0	0	0	2	234
Hourly Total	**7**	**703**	**235**	**3**	**22**	**2**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**986**
1415	0	177	44	0	5	0	0	3	2	0	0	0	0	0	0	231
1430	1	175	74	2	6	2	0	0	0	0	0	0	1	0	0	261
1445	0	177	42	0	5	0	0	6	1	0	0	0	0	0	0	231
1500	2	175	44	0	2	2	0	3	0	0	0	0	0	0	0	228
Hourly Total	**3**	**704**	**204**	**2**	**18**	**4**	**0**	**12**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**951**

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	35	5	0	2	0	0	0	0	0	0	0	0	0	0	43
30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
100	1	10	1	0	4	0	0	1	0	0	0	0	0	0	1	18
Hourly Total	**2**	**74**	**8**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**92**
115	0	19	0	2	4	0	0	0	0	0	0	0	0	0	1	26
130	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	14
145	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
200	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**42**	**5**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**58**
215	0	11	7	0	1	0	0	0	0	0	0	0	0	0	0	19
230	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
245	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**35**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
315	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
430	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
445	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
500	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
515	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
530	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
545	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
600	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**22**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
615	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
630	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
645	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
700	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**38**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
715	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
730	0	21	3	0	1	0	0	1	0	0	0	0	0	0	0	26
745	0	23	6	0	2	0	0	0	0	0	0	0	0	0	0	31
800	0	25	9	0	1	0	0	0	1	0	0	0	0	0	0	36
Hourly Total	**0**	**87**	**23**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**116**
815	1	28	11	0	0	0	0	0	0	0	0	0	0	0	0	40
830	0	34	17	0	2	0	0	0	0	0	0	0	0	0	0	53
845	0	52	13	0	1	0	0	0	0	0	0	0	0	0	1	67
900	1	61	12	0	6	0	0	1	0	0	0	0	0	0	0	81
Hourly Total	**2**	**175**	**53**	**0**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**241**
915	1	47	19	0	1	0	0	0	0	0	0	0	0	0	0	68
930	1	66	16	0	3	0	0	0	1	0	0	0	0	0	0	87
945	0	65	20	0	2	0	0	0	0	0	0	0	0	0	0	87
1000	0	60	19	0	2	0	0	1	1	0	0	0	0	0	0	83
Hourly Total	**2**	**238**	**74**	**0**	**8**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**325**
1015	0	52	24	0	1	0	0	0	1	0	0	0	0	0	0	78
1030	0	47	16	0	3	0	0	0	0	0	0	0	0	0	0	66
1045	0	70	21	0	4	0	0	2	0	0	0	0	0	0	0	97
1100	0	57	19	0	0	0	0	1	0	0	0	0	0	0	2	79
Hourly Total	**0**	**226**	**80**	**0**	**8**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**320**
1115	1	56	22	0	3	0	0	0	0	0	0	0	0	0	0	82
1130	1	66	29	0	1	0	0	0	0	0	0	0	0	0	0	97
1145	0	53	16	0	1	0	0	0	0	0	0	0	0	0	0	70
1200	0	76	15	0	1	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	**2**	**251**	**82**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**341**
1215	1	59	18	0	3	0	0	0	0	0	0	0	0	0	0	81
1230	1	72	23	0	3	0	0	0	0	0	0	0	0	0	0	99
1245	0	86	19	0	2	0	0	1	0	0	0	0	0	0	0	108
1300	0	71	27	0	3	0	0	1	0	0	0	0	0	0	0	102
Hourly Total	**2**	**288**	**87**	**0**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**390**
1315	1	72	15	0	0	1	0	0	0	0	0	0	0	0	0	89
1330	0	83	29	0	2	0	0	0	0	0	0	0	0	0	0	114
1345	0	72	30	0	2	0	0	0	0	0	0	0	0	0	0	104
1400	1	69	9	0	2	0	0	0	1	0	0	0	0	0	0	82
Hourly Total	**2**	**296**	**83**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**389**
1415	0	63	24	0	2	0	0	0	0	0	0	0	0	0	0	89
1430	1	57	14	0	2	0	0	1	0	0	0	0	0	0	0	75
1445	1	83	20	0	1	0	0	0	0	0	0	0	0	0	0	105
1500	2	82	22	0	2	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	**4**	**285**	**80**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**377**
1515	0	80	29	0	3	0	0	0	0	0	0	0	0	0	0	112
1530	1	66	25	0	0	0	0	0	0	0	0	0	0	0	0	92
1545	3	73	27	0	3	0	0	0	0	0	0	0	0	0	0	106

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
Direction: Southbound
Start Date: 4/14/2019
Stop Date: 4/14/2019
City/County: Bonita Springs/Lee
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**42**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
115	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	5
130	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**18**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**
215	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
245	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
300	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
500	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
515	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
530	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
545	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
600	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**37**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
615	0	7	2	0	2	0	0	0	0	0	0	0	0	0	0	11
630	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
645	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
700	0	21	6	0	0	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	**0**	**73**	**19**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95**
715	0	15	5	0	1	0	0	0	0	0	0	0	0	0	0	21
730	0	16	5	0	1	0	0	0	0	0	0	0	0	0	0	22
745	0	32	8	0	1	0	0	1	0	0	0	0	0	0	0	42
800	0	33	7	0	4	0	0	0	0	0	0	0	0	0	1	45
Hourly Total	**0**	**96**	**25**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**130**
815	0	21	10	0	1	0	0	2	0	0	0	0	0	0	0	34
830	0	48	12	0	1	0	0	1	0	0	0	0	0	0	0	62
845	2	50	15	0	1	0	0	0	1	0	0	0	0	0	0	69
900	0	47	13	0	0	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	**2**	**166**	**50**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**225**
915	0	48	18	0	2	0	0	0	0	0	0	0	0	0	0	68
930	2	48	23	0	1	0	0	0	0	0	0	0	0	0	0	74
945	1	43	21	0	1	0	0	0	0	0	0	0	0	0	0	66
1000	0	69	19	0	1	0	0	0	0	0	0	0	0	0	0	89
Hourly Total	**3**	**208**	**81**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**297**
1015	1	81	22	0	0	0	0	0	0	0	0	0	0	0	0	104
1030	0	68	14	0	1	0	0	1	0	0	0	0	0	0	0	84
1045	0	80	19	0	1	0	0	0	0	0	0	0	0	0	2	102
1100	0	86	18	0	1	0	0	1	0	0	0	0	0	0	0	106
Hourly Total	**1**	**315**	**73**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**396**
1115	0	84	13	0	1	0	0	3	0	0	0	0	0	0	0	101
1130	0	64	14	0	1	0	0	0	0	0	0	0	0	0	0	79
1145	0	58	19	0	1	0	0	0	0	0	0	0	0	0	0	78
1200	0	58	18	0	1	0	0	1	1	0	0	0	0	0	0	79
Hourly Total	**0**	**264**	**64**	**0**	**4**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**337**
1215	0	74	18	0	2	0	0	0	0	0	0	0	0	0	0	94
1230	0	83	27	0	1	0	0	1	0	0	0	0	0	0	0	112
1245	1	78	30	0	1	0	0	0	0	0	0	0	0	0	0	110
1300	0	50	22	0	3	0	0	1	1	0	0	0	0	0	0	77
Hourly Total	**1**	**285**	**97**	**0**	**7**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**393**
1315	1	59	15	0	0	0	0	0	0	0	0	0	0	0	0	75
1330	1	68	10	0	0	0	0	0	0	0	0	0	0	0	0	79
1345	0	66	19	0	1	0	0	2	0	0	0	0	0	0	0	88
1400	1	52	21	0	0	0	0	0	1	0	0	0	0	0	0	75
Hourly Total	**3**	**245**	**65**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**317**
1415	0	53	22	0	1	0	0	0	0	0	0	0	0	0	0	76
1430	2	53	16	0	3	0	0	2	0	0	0	0	0	0	0	76
1445	0	80	16	0	0	0	0	0	0	0	0	0	0	0	0	96
1500	0	70	21	0	3	0	0	0	0	0	0	0	0	0	0	94
Hourly Total	**2**	**256**	**75**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**342**
1515	1	66	24	0	2	0	0	1	0	0	0	0	0	0	0	94
1530	1	69	18	0	1	0	0	0	0	0	0	0	0	0	0	89
1545	0	64	17	0	1	0	0	0	0	0	0	0	0	0	0	82

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	53	6	0	2	0	0	0	0	0	0	0	0	0	0	62
30	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
45	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
100	1	14	2	0	4	0	0	1	0	0	0	0	0	0	1	23
Hourly Total	**2**	**116**	**17**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**143**
115	0	22	0	2	4	1	0	0	0	0	0	0	0	0	2	31
130	1	16	5	1	0	0	0	0	0	0	0	0	0	0	0	23
145	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
200	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**60**	**10**	**3**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**83**
215	0	18	10	0	1	0	0	0	0	0	0	0	0	0	0	29
230	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
245	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
300	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**61**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**29**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
415	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	8	2	0	0	0	0	1	0	0	0	0	0	0	0	11
500	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**30**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
515	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
530	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
545	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
600	0	22	8	0	1	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	**0**	**59**	**19**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
615	0	18	6	0	3	0	0	0	0	0	0	0	0	0	0	27
630	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
645	0	27	10	0	0	0	0	0	0	0	0	0	0	0	0	37
700	0	34	12	0	0	0	0	1	0	0	0	0	0	0	0	47
Hourly Total	**0**	**111**	**35**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**150**
715	0	33	10	0	1	0	0	0	0	0	0	0	0	0	0	44
730	0	37	8	0	2	0	0	1	0	0	0	0	0	0	0	48
745	0	55	14	0	3	0	0	1	0	0	0	0	0	0	0	73
800	0	58	16	0	5	0	0	0	1	0	0	0	0	0	1	81
Hourly Total	**0**	**183**	**48**	**0**	**11**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**246**
815	1	49	21	0	1	0	0	2	0	0	0	0	0	0	0	74
830	0	82	29	0	3	0	0	1	0	0	0	0	0	0	0	115
845	2	102	28	0	2	0	0	0	1	0	0	0	0	0	1	136
900	1	108	25	0	6	0	0	1	0	0	0	0	0	0	0	141
Hourly Total	**4**	**341**	**103**	**0**	**12**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**466**
915	1	95	37	0	3	0	0	0	0	0	0	0	0	0	0	136
930	3	114	39	0	4	0	0	0	1	0	0	0	0	0	0	161
945	1	108	41	0	3	0	0	0	0	0	0	0	0	0	0	153
1000	0	129	38	0	3	0	0	1	1	0	0	0	0	0	0	172
Hourly Total	**5**	**446**	**155**	**0**	**13**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**622**
1015	1	133	46	0	1	0	0	0	1	0	0	0	0	0	0	182
1030	0	115	30	0	4	0	0	1	0	0	0	0	0	0	0	150
1045	0	150	40	0	5	0	0	2	0	0	0	0	0	0	2	199
1100	0	143	37	0	1	0	0	2	0	0	0	0	0	0	2	185
Hourly Total	**1**	**541**	**153**	**0**	**11**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**716**
1115	1	140	35	0	4	0	0	3	0	0	0	0	0	0	0	183
1130	1	130	43	0	2	0	0	0	0	0	0	0	0	0	0	176
1145	0	111	35	0	2	0	0	0	0	0	0	0	0	0	0	148
1200	0	134	33	0	2	0	0	1	1	0	0	0	0	0	0	171
Hourly Total	**2**	**515**	**146**	**0**	**10**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**678**
1215	1	133	36	0	5	0	0	0	0	0	0	0	0	0	0	175
1230	1	155	50	0	4	0	0	1	0	0	0	0	0	0	0	211
1245	1	164	49	0	3	0	0	1	0	0	0	0	0	0	0	218
1300	0	121	49	0	6	0	0	2	1	0	0	0	0	0	0	179
Hourly Total	**3**	**573**	**184**	**0**	**18**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**783**
1315	2	131	30	0	0	1	0	0	0	0	0	0	0	0	0	164
1330	1	151	39	0	2	0	0	0	0	0	0	0	0	0	0	193
1345	0	138	49	0	3	0	0	2	0	0	0	0	0	0	0	192
1400	2	121	30	0	2	0	0	0	2	0	0	0	0	0	0	157
Hourly Total	**5**	**541**	**148**	**0**	**7**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**706**
1415	0	116	46	0	3	0	0	0	0	0	0	0	0	0	0	165
1430	3	110	30	0	5	0	0	3	0	0	0	0	0	0	0	151
1445	1	163	36	0	1	0	0	0	0	0	0	0	0	0	0	201
1500	2	152	43	0	5	0	0	0	0	0	0	0	0	0	0	202
Hourly Total	**6**	**541**	**155**	**0**	**14**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**719**
1515	1	146	53	0	5	0	0	1	0	0	0	0	0	0	0	206
1530	2	135	43	0	1	0	0	0	0	0	0	0	0	0	0	181
1545	3	137	44	0	4	0	0	0	0	0	0	0	0	0	0	188

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
100	0	5	1	0	0	0	0	0	0	0	1	0	0	0	0	7
Hourly Total	**0**	**26**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**37**
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**20**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
415	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
430	0	6	2	0	0	1	0	0	0	0	0	0	0	0	0	9
445	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
500	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**27**	**8**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
515	0	10	2	0	1	0	0	1	1	0	0	0	0	0	0	15
530	0	3	2	0	0	0	0	1	0	0	0	0	0	0	1	7
545	0	10	11	0	1	0	0	0	0	0	0	0	0	0	0	22
600	0	18	7	0	2	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	**0**	**41**	**22**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**72**
615	0	20	3	2	1	0	0	0	1	0	0	0	0	0	0	27
630	0	16	13	1	1	0	0	1	1	0	0	0	0	0	0	33
645	0	20	12	2	5	2	0	1	1	0	0	0	0	0	1	44
700	0	35	16	0	3	2	0	2	4	0	0	0	0	0	0	62
Hourly Total	**0**	**91**	**44**	**5**	**10**	**4**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**166**
715	1	33	21	0	5	1	0	1	2	0	0	0	0	0	0	64
730	0	46	34	0	9	2	0	1	2	0	0	0	0	0	2	96
745	0	59	29	0	10	1	0	1	3	0	0	0	0	0	0	103
800	0	63	56	0	10	1	1	2	4	0	0	0	0	0	1	138
Hourly Total	**1**	**201**	**140**	**0**	**34**	**5**	**1**	**5**	**11**	**0**	**0**	**0**	**0**	**0**	**3**	**401**
815	1	54	46	1	13	5	0	2	1	0	0	0	0	0	1	124
830	0	68	54	0	13	3	0	0	0	0	0	0	0	0	2	140
845	0	85	49	3	11	1	0	4	2	0	0	0	0	0	0	155
900	0	69	54	1	4	3	0	1	3	0	0	0	0	0	1	136
Hourly Total	**1**	**276**	**203**	**5**	**41**	**12**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**555**
915	0	59	46	1	5	2	0	1	3	0	0	0	0	0	1	118
930	1	76	39	0	9	6	0	3	2	0	0	0	0	0	1	137
945	0	64	48	0	10	0	0	3	3	0	0	0	0	0	1	129
1000	0	69	44	1	10	2	0	1	1	0	0	0	0	0	1	129
Hourly Total	**1**	**268**	**177**	**2**	**34**	**10**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**4**	**513**
1015	1	73	53	1	11	1	0	2	2	0	0	0	0	0	0	144
1030	0	81	53	0	8	1	0	1	1	0	0	0	0	0	1	146
1045	1	83	45	2	7	1	0	1	3	0	0	0	0	0	3	146
1100	0	78	46	0	6	0	0	3	2	0	0	0	0	0	2	137
Hourly Total	**2**	**315**	**197**	**3**	**32**	**3**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**6**	**573**
1115	0	95	44	0	8	2	0	0	0	0	0	0	0	0	0	149
1130	0	101	46	0	7	3	0	3	1	0	0	0	0	0	1	162
1145	0	81	56	3	7	1	0	3	2	0	0	0	0	0	0	153
1200	1	111	53	1	9	1	0	0	5	0	0	0	0	0	2	183
Hourly Total	**1**	**388**	**199**	**4**	**31**	**7**	**0**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**647**
1215	0	110	47	1	7	1	0	3	4	0	0	0	0	0	0	173
1230	0	115	50	0	6	1	0	3	0	0	0	0	0	0	1	176
1245	0	95	37	1	5	2	0	1	5	0	0	0	0	0	2	148
1300	0	101	60	0	10	0	0	1	4	0	0	0	0	0	1	177
Hourly Total	**0**	**421**	**194**	**2**	**28**	**4**	**0**	**8**	**13**	**0**	**0**	**0**	**0**	**0**	**4**	**674**
1315	2	104	62	0	6	2	0	1	6	0	0	0	0	0	1	184
1330	5	97	40	0	7	3	1	2	4	0	0	0	0	0	0	159
1345	0	95	43	0	8	3	1	0	4	0	0	0	0	0	0	154
1400	0	99	45	2	3	0	0	4	1	0	0	0	0	0	1	155
Hourly Total	**7**	**395**	**190**	**2**	**24**	**8**	**2**	**7**	**15**	**0**	**0**	**0**	**0**	**0**	**2**	**652**
1415	1	106	39	1	5	2	0	3	1	0	0	0	0	0	1	159
1430	2	106	59	0	10	2	0	2	2	0	0	0	0	0	0	183
1445	1	103	47	1	7	1	0	1	0	0	0	0	0	0	1	162
1500	4	117	70	1	15	4	0	3	0	0	0	0	0	0	1	215
Hourly Total	**8**	**432**	**215**	**3**	**37**	**9**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**719**
1515	1	143	59	0	11	1	0	6	1	0	0	0	0	0	0	222
1530	2	131	59	0	7	1	0	3	3	0	0	0	0	0	1	207
1545	3	145	62	7	8	2	0	2	1	0	0	0	0	0	21	251

1600	0	118	71	3	7	2	0	5	1	0	0	0	0	0	4	211
Hourly Total	**6**	**537**	**251**	**10**	**33**	**6**	**0**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**26**	**891**
1615	1	170	84	0	8	1	0	2	1	0	0	0	0	0	0	267
1630	2	155	65	2	7	0	0	7	0	0	0	0	0	0	0	238
1645	0	158	69	0	5	1	0	4	2	0	0	0	0	0	0	239
1700	2	146	67	0	13	2	0	3	2	0	0	0	0	0	0	235
Hourly Total	**5**	**629**	**285**	**2**	**33**	**4**	**0**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**979**
1715	2	136	64	2	10	2	0	2	1	1	0	0	2	0	42	264
1730	3	153	56	1	14	1	0	2	2	0	0	0	0	0	20	252
1745	1	164	49	1	9	0	0	0	1	0	0	0	0	0	4	229
1800	0	147	53	0	8	0	0	1	0	0	0	0	0	0	1	210
Hourly Total	**6**	**600**	**222**	**4**	**41**	**3**	**0**	**5**	**4**	**1**	**0**	**0**	**2**	**0**	**67**	**955**
1815	2	114	47	0	3	0	0	0	1	0	0	0	0	0	0	167
1830	0	103	34	0	6	0	0	0	2	0	0	0	0	0	0	145
1845	0	83	32	0	3	0	0	1	1	0	0	0	0	0	1	121
1900	3	92	28	0	3	1	0	0	2	0	0	0	0	0	0	129
Hourly Total	**5**	**392**	**141**	**0**	**15**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**562**
1915	0	72	27	0	2	0	0	0	1	0	0	0	0	0	2	104
1930	0	82	24	0	2	0	0	0	0	0	0	0	0	0	0	108
1945	1	53	14	0	5	0	0	0	1	0	0	0	0	0	0	74
2000	1	64	15	0	2	1	0	1	1	0	0	0	0	0	1	86
Hourly Total	**2**	**271**	**80**	**0**	**11**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**372**
2015	1	59	13	0	3	1	0	0	1	0	0	0	0	0	0	78
2030	0	54	16	0	1	0	0	0	0	0	0	0	0	0	0	71
2045	0	66	14	0	0	0	0	0	1	0	0	0	0	0	0	81
2100	0	48	13	0	2	1	0	0	0	0	0	0	0	0	0	64
Hourly Total	**1**	**227**	**56**	**0**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**294**
2115	0	60	8	0	0	0	0	0	1	0	1	0	0	0	0	70
2130	0	48	12	0	1	0	0	0	0	0	0	0	0	0	0	61
2145	0	51	16	0	1	1	0	0	0	0	0	0	0	0	0	69
2200	1	36	7	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	**1**	**195**	**43**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**244**
2215	0	37	16	0	2	1	0	1	1	0	0	0	0	0	0	58
2230	0	29	9	0	2	0	0	0	1	0	0	0	0	0	0	41
2245	0	22	6	0	0	0	0	0	1	0	0	0	0	0	0	29
2300	0	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**0**	**115**	**40**	**0**	**4**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**164**
2315	0	22	7	0	1	0	0	0	0	0	0	0	0	0	0	30
2330	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
2345	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
2400	0	18	5	0	1	0	0	1	1	0	0	0	0	0	0	26
Hourly Total	**0**	**73**	**18**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**96**
DAILY TOTAL	**47**	**5960**	**2746**	**42**	**426**	**82**	**3**	**106**	**113**	**1**	**2**	**0**	**2**	**0**	**128**	**9658**
Percentages	**0.5%**	**61.7%**	**28.4%**	**0.4%**	**4.4%**	**0.8%**	**0.0%**	**1.1%**	**1.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.3%**	**100.0%**

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	2	0	0	0	0	0	0	0	1	0	0	0	0	9
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
100	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**24**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**
115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	3	2	0	0	0	0	0	0	0	1	0	0	0	0	6
345	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20**
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	6	6	0	0	1	0	0	0	0	0	0	0	0	0	13
500	0	8	6	0	1	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**17**	**12**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
515	1	10	2	0	0	0	0	0	0	1	0	0	0	0	0	14
530	0	15	7	0	1	0	0	0	0	0	0	0	0	0	0	23
545	1	29	7	0	1	0	0	0	0	0	0	0	0	0	0	38
600	0	33	16	0	1	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**2**	**87**	**32**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**125**
615	0	50	32	0	6	0	0	0	0	0	0	0	0	0	0	88
630	0	96	53	0	5	0	0	3	4	0	0	0	0	0	0	161
645	1	114	68	0	3	1	0	2	4	1	0	0	0	0	0	194
700	0	129	93	0	10	0	0	7	1	0	0	0	0	0	2	242
Hourly Total	**1**	**389**	**246**	**0**	**24**	**1**	**0**	**12**	**9**	**1**	**0**	**0**	**0**	**0**	**2**	**685**
715	1	82	74	1	12	1	0	1	3	1	0	0	0	0	2	178
730	1	116	65	1	15	1	1	3	1	0	0	0	0	0	3	207
745	1	128	55	1	9	0	2	4	1	0	0	0	0	0	0	201
800	0	148	77	1	14	0	0	3	3	0	0	0	1	0	1	248
Hourly Total	**3**	**474**	**271**	**4**	**50**	**2**	**3**	**11**	**8**	**1**	**0**	**0**	**1**	**0**	**6**	**834**
815	1	151	81	0	10	4	1	2	3	0	0	0	0	0	1	254
830	1	131	62	2	15	2	1	3	1	0	0	0	0	0	0	218
845	1	123	54	0	14	2	1	4	0	0	0	0	0	0	1	200
900	0	118	60	0	15	3	1	0	1	0	0	0	0	0	0	198
Hourly Total	**3**	**523**	**257**	**2**	**54**	**11**	**4**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**870**
915	0	117	44	0	4	1	0	2	5	0	0	0	0	0	0	173
930	1	97	53	0	9	2	2	2	2	0	0	0	0	0	1	169
945	0	96	63	3	7	3	0	3	1	0	0	0	1	0	4	181
1000	2	110	49	0	14	1	1	3	2	0	0	0	0	0	0	182
Hourly Total	**3**	**420**	**209**	**3**	**34**	**7**	**3**	**10**	**10**	**0**	**0**	**0**	**1**	**0**	**5**	**705**
1015	0	64	47	3	6	3	0	4	3	0	0	0	0	0	0	130
1030	1	78	45	0	5	4	1	1	0	0	0	0	0	0	5	140
1045	0	84	37	0	7	1	0	0	1	0	0	0	0	0	0	130
1100	2	76	37	1	10	2	1	2	2	0	0	0	0	0	1	134
Hourly Total	**3**	**302**	**166**	**4**	**28**	**10**	**2**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**534**
1115	1	90	36	0	9	0	0	1	2	1	0	0	0	0	0	140
1130	2	93	36	1	8	1	0	1	4	0	0	0	0	0	0	146
1145	0	103	36	0	7	0	1	2	1	0	0	0	0	0	2	152
1200	1	103	52	1	10	3	1	3	4	0	0	0	0	0	2	180
Hourly Total	**4**	**389**	**160**	**2**	**34**	**4**	**2**	**7**	**11**	**1**	**0**	**0**	**0**	**0**	**4**	**618**
1215	1	101	43	0	7	2	1	2	7	0	0	0	0	0	1	165
1230	1	106	33	0	7	4	0	3	1	2	0	0	0	0	4	161
1245	1	120	45	0	11	2	0	0	2	0	0	0	0	0	1	182
1300	0	109	46	1	3	2	0	3	3	1	0	0	0	0	0	168
Hourly Total	**3**	**436**	**167**	**1**	**28**	**10**	**1**	**8**	**13**	**3**	**0**	**0**	**0**	**0**	**6**	**676**
1315	0	83	44	0	1	1	0	3	0	0	0	0	0	0	0	132
1330	0	82	32	1	1	1	0	4	0	1	0	0	0	0	1	123
1345	1	98	40	1	7	1	1	2	3	0	0	0	0	0	1	155
1400	1	92	40	0	9	0	0	2	1	1	0	0	0	0	0	146
Hourly Total	**2**	**355**	**156**	**2**	**18**	**3**	**1**	**11**	**4**	**2**	**0**	**0**	**0**	**0**	**2**	**556**
1415	2	74	44	0	8	2	0	2	0	0	0	0	0	0	0	132
1430	0	87	24	0	11	0	1	2	3	0	0	0	0	0	0	128
1445	0	102	34	3	7	0	1	1	0	0	0	0	0	0	0	148
1500	0	114	37	0	5	1	0	1	2	2	0	0	0	0	1	163
Hourly Total	**2**	**377**	**139**	**3**	**31**	**3**	**2**	**6**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**571**
1515	0	69	37	0	3	0	0	4	2	1	0	0	0	0	0	116
1530	0	94	39	0	4	0	0	2	2	0	0	0	0	0	3	144
1545	1	83	45	0	5	1	0	1	1	0	0	0	0	0	0	137

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	5	0	0	0	0	0	0	0	1	0	0	0	0	17
30	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
45	0	12	1	0	1	0	0	0	1	0	0	0	0	0	0	15
100	0	13	2	0	1	0	0	0	0	0	1	0	0	0	0	17
Hourly Total	**0**	**50**	**13**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**68**
115	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
130	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
145	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
200	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
Hourly Total	**0**	**28**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
300	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**26**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	6	2	0	0	0	0	0	0	0	1	0	0	0	0	9
345	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**22**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**
415	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
430	0	8	2	0	0	1	0	0	0	0	0	0	0	0	0	11
445	0	12	8	0	2	1	0	0	0	0	0	0	0	0	0	23
500	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**44**	**20**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
515	1	20	4	0	1	0	0	1	1	1	0	0	0	0	0	29
530	0	18	9	0	1	0	0	1	0	0	0	0	0	0	1	30
545	1	39	18	0	2	0	0	0	0	0	0	0	0	0	0	60
600	0	51	23	0	3	0	0	1	0	0	0	0	0	0	0	78
Hourly Total	**2**	**128**	**54**	**0**	**7**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**197**
615	0	70	35	2	7	0	0	0	1	0	0	0	0	0	0	115
630	0	112	66	1	6	0	0	4	5	0	0	0	0	0	0	194
645	1	134	80	2	8	3	0	3	5	1	0	0	0	0	1	238
700	0	164	109	0	13	2	0	9	5	0	0	0	0	0	2	304
Hourly Total	**1**	**480**	**290**	**5**	**34**	**5**	**0**	**16**	**16**	**1**	**0**	**0**	**0**	**0**	**3**	**851**
715	2	115	95	1	17	2	0	2	5	1	0	0	0	0	2	242
730	1	162	99	1	24	3	1	4	3	0	0	0	0	0	5	303
745	1	187	84	1	19	1	2	5	4	0	0	0	0	0	0	304
800	0	211	133	1	24	1	1	5	7	0	0	0	1	0	2	386
Hourly Total	**4**	**675**	**411**	**4**	**84**	**7**	**4**	**16**	**19**	**1**	**0**	**0**	**1**	**0**	**9**	**1235**
815	2	205	127	1	23	9	1	4	4	0	0	0	0	0	2	378
830	1	199	116	2	28	5	1	3	1	0	0	0	0	0	2	358
845	1	208	103	3	25	3	1	8	2	0	0	0	0	0	1	355
900	0	187	114	1	19	6	1	1	4	0	0	0	0	0	1	334
Hourly Total	**4**	**799**	**460**	**7**	**95**	**23**	**4**	**16**	**11**	**0**	**0**	**0**	**0**	**0**	**6**	**1425**
915	0	176	90	1	9	3	0	3	8	0	0	0	0	0	1	291
930	2	173	92	0	18	8	2	5	4	0	0	0	0	0	2	306
945	0	160	111	3	17	3	0	6	4	0	0	0	1	0	5	310
1000	2	179	93	1	24	3	1	4	3	0	0	0	0	0	1	311
Hourly Total	**4**	**688**	**386**	**5**	**68**	**17**	**3**	**18**	**19**	**0**	**0**	**0**	**1**	**0**	**9**	**1218**
1015	1	137	100	4	17	4	0	6	5	0	0	0	0	0	0	274
1030	1	159	98	0	13	5	1	2	1	0	0	0	0	0	6	286
1045	1	167	82	2	14	2	0	1	4	0	0	0	0	0	3	276
1100	2	154	83	1	16	2	1	5	4	0	0	0	0	0	3	271
Hourly Total	**5**	**617**	**363**	**7**	**60**	**13**	**2**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**12**	**1107**
1115	1	185	80	0	17	2	0	1	2	1	0	0	0	0	0	289
1130	2	194	82	1	15	4	0	4	5	0	0	0	0	0	1	308
1145	0	184	92	3	14	1	1	5	3	0	0	0	0	0	2	305
1200	2	214	105	2	19	4	1	3	9	0	0	0	0	0	4	363
Hourly Total	**5**	**777**	**359**	**6**	**65**	**11**	**2**	**13**	**19**	**1**	**0**	**0**	**0**	**0**	**7**	**1265**
1215	1	211	90	1	14	3	1	5	11	0	0	0	0	0	1	338
1230	1	221	83	0	13	5	0	6	1	2	0	0	0	0	5	337
1245	1	215	82	1	16	4	0	1	7	0	0	0	0	0	3	330
1300	0	210	106	1	13	2	0	4	7	1	0	0	0	0	1	345
Hourly Total	**3**	**857**	**361**	**3**	**56**	**14**	**1**	**16**	**26**	**3**	**0**	**0**	**0**	**0**	**10**	**1350**
1315	2	187	106	0	7	3	0	4	6	0	0	0	0	0	1	316
1330	5	179	72	1	8	4	1	6	4	1	0	0	0	0	1	282
1345	1	193	83	1	15	4	2	2	7	0	0	0	0	0	1	309
1400	1	191	85	2	12	0	0	6	2	1	0	0	0	0	1	301
Hourly Total	**9**	**750**	**346**	**4**	**42**	**11**	**3**	**18**	**19**	**2**	**0**	**0**	**0**	**0**	**4**	**1208**
1415	3	180	83	1	13	4	0	5	1	0	0	0	0	0	1	291
1430	2	193	83	0	21	2	1	4	5	0	0	0	0	0	0	311
1445	1	205	81	4	14	1	1	2	0	0	0	0	0	0	1	310
1500	4	231	107	1	20	5	0	4	2	2	0	0	0	0	2	378
Hourly Total	**10**	**809**	**354**	**6**	**68**	**12**	**2**	**15**	**8**	**2**	**0**	**0**	**0**	**0**	**4**	**1290**
1515	1	212	96	0	14	1	0	10	3	1	0	0	0	0	0	338
1530	2	225	98	0	11	1	0	5	5	0	0	0	0	0	4	351
1545	4	228	107	7	13	3	0	3	2	0	0	0	0	0	21	388

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
30	0	6	1	0	0	0	0	0	0	0	1	0	0	0	0	8
45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
100	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**22**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**33**
115	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
130	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
200	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Total	**0**	**8**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
345	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
415	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
430	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
445	0	3	3	0	1	0	0	1	1	0	0	0	0	0	0	9
500	1	4	4	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**1**	**14**	**10**	**0**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
515	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
530	0	8	3	0	0	0	0	0	2	0	0	0	0	0	0	13
545	0	13	5	0	1	0	0	0	1	0	0	0	0	0	0	20
600	0	10	4	0	3	0	0	0	1	0	0	0	0	0	0	18
Hourly Total	**0**	**37**	**14**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
615	0	17	14	2	2	0	0	1	1	0	0	0	0	0	0	37
630	1	24	15	2	3	0	0	0	1	0	0	0	0	0	0	46
645	1	28	17	2	5	4	0	2	2	1	0	0	0	0	0	62
700	0	28	14	0	4	0	0	2	2	0	0	0	0	0	0	50
Hourly Total	**2**	**97**	**60**	**6**	**14**	**4**	**0**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**195**
715	2	32	37	1	13	3	0	3	3	0	0	0	0	0	1	95
730	0	52	37	0	7	4	0	2	0	0	0	0	0	0	2	104
745	1	48	40	1	7	2	0	2	1	0	0	0	0	0	1	103
800	1	49	41	2	12	6	0	2	1	0	0	0	0	0	8	122
Hourly Total	**4**	**181**	**155**	**4**	**39**	**15**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**12**	**424**
815	0	65	51	0	13	1	0	0	1	0	0	0	0	0	0	131
830	1	75	60	0	15	4	0	2	0	0	0	0	0	0	1	158
845	1	73	47	2	5	1	0	1	3	0	0	0	0	0	1	134
900	2	81	37	0	13	1	0	2	1	0	0	0	0	0	1	138
Hourly Total	**4**	**294**	**195**	**2**	**46**	**7**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**561**
915	0	68	55	3	5	1	0	2	2	0	0	0	0	0	0	136
930	1	76	44	0	6	1	0	3	1	0	0	0	0	0	0	132
945	0	64	43	0	8	1	0	0	0	0	0	0	0	0	2	118
1000	1	92	51	1	13	4	0	0	3	0	0	0	0	0	2	167
Hourly Total	**2**	**300**	**193**	**4**	**32**	**7**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**553**
1015	0	81	47	0	7	3	0	0	4	0	0	0	1	0	0	143
1030	1	95	45	0	8	2	0	2	1	0	0	0	0	0	0	154
1045	0	82	36	0	6	0	0	1	3	0	0	0	0	0	0	128
1100	2	94	47	0	7	4	0	3	1	0	0	0	1	0	1	160
Hourly Total	**3**	**352**	**175**	**0**	**28**	**9**	**0**	**6**	**9**	**0**	**0**	**0**	**2**	**0**	**1**	**585**
1115	0	90	52	0	4	2	0	2	2	0	0	0	0	0	2	154
1130	1	85	45	1	4	1	0	2	0	0	0	0	0	0	0	139
1145	3	113	65	1	12	5	0	0	0	0	0	0	0	0	0	199
1200	0	96	65	0	4	3	1	2	2	0	0	0	0	0	1	174
Hourly Total	**4**	**384**	**227**	**2**	**24**	**11**	**1**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**666**
1215	0	121	55	0	8	5	0	1	5	0	0	0	0	0	0	195
1230	2	102	55	1	9	3	0	1	1	0	0	0	0	0	0	174
1245	0	102	41	1	5	2	0	1	4	0	0	0	0	0	1	157
1300	1	100	45	0	13	2	0	0	1	0	0	0	0	0	0	162
Hourly Total	**3**	**425**	**196**	**2**	**35**	**12**	**0**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**688**
1315	1	91	49	1	11	4	0	1	7	0	0	0	0	0	1	166
1330	1	95	51	0	9	3	0	2	2	0	0	0	0	0	1	164
1345	0	115	39	0	4	0	0	2	3	0	0	0	0	0	0	163
1400	3	105	46	0	6	3	0	3	4	0	0	0	0	0	2	172
Hourly Total	**5**	**406**	**185**	**1**	**30**	**10**	**0**	**8**	**16**	**0**	**0**	**0**	**0**	**0**	**4**	**665**
1415	1	97	75	0	6	4	0	1	2	0	0	0	0	0	0	186
1430	1	118	37	1	4	4	0	5	3	0	0	0	0	0	0	173
1445	1	114	52	2	3	2	0	5	8	0	0	0	0	0	0	187
1500	0	130	48	1	10	0	1	1	8	0	0	0	0	0	0	199
Hourly Total	**3**	**459**	**212**	**4**	**23**	**10**	**1**	**12**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**745**
1515	4	128	62	0	9	2	0	4	3	0	0	0	0	0	0	212
1530	1	147	68	1	4	3	0	1	4	0	0	0	0	0	1	230
1545	2	157	72	2	14	4	0	1	3	0	0	0	1	0	3	259

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**26**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
115	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
130	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**14**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
315	0	2	3	0	0	0	0	1	0	0	0	0	0	0	0	6
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	9
445	0	5	5	0	0	1	0	0	2	0	0	0	0	0	0	13
500	0	15	10	0	0	0	0	0	1	0	0	0	0	0	0	26
Hourly Total	**0**	**25**	**19**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
515	0	16	6	0	1	0	0	1	1	0	0	0	0	0	0	25
530	0	17	6	0	0	0	0	0	0	1	0	0	0	0	0	24
545	1	22	10	0	0	0	0	0	0	0	0	0	0	0	0	33
600	0	41	8	0	3	0	0	1	0	1	0	0	0	0	0	54
Hourly Total	**1**	**96**	**30**	**0**	**4**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**136**
615	0	54	33	0	7	0	0	0	1	0	0	0	0	0	0	95
630	1	90	47	2	8	3	0	1	1	0	0	0	0	0	7	160
645	0	120	84	0	8	4	0	2	1	0	0	0	0	0	2	221
700	2	109	84	1	15	3	2	5	1	0	0	0	0	0	1	223
Hourly Total	**3**	**373**	**248**	**3**	**38**	**10**	**2**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**699**
715	1	118	58	1	16	3	0	2	2	0	0	0	1	0	4	206
730	2	127	62	1	19	0	0	8	0	0	0	0	0	0	1	220
745	0	120	57	0	12	1	1	4	1	0	0	0	0	0	1	197
800	0	167	69	2	20	1	0	5	0	0	0	0	0	0	3	267
Hourly Total	**3**	**532**	**246**	**4**	**67**	**5**	**1**	**19**	**3**	**0**	**0**	**0**	**1**	**0**	**9**	**890**
815	0	149	72	0	10	0	2	4	3	0	0	0	0	0	0	240
830	1	113	63	3	10	1	0	2	1	0	0	0	1	0	1	196
845	0	125	59	2	15	2	0	1	3	0	0	0	1	0	5	213
900	0	120	74	1	9	0	1	6	0	0	0	0	0	0	1	212
Hourly Total	**1**	**507**	**268**	**6**	**44**	**3**	**3**	**13**	**7**	**0**	**0**	**0**	**2**	**0**	**7**	**861**
915	1	103	45	1	5	2	0	1	1	1	0	0	0	0	2	162
930	0	112	32	1	12	3	1	4	2	0	0	0	0	0	2	169
945	0	105	57	0	9	0	2	5	3	0	0	0	0	0	0	181
1000	0	120	43	1	9	0	0	5	2	0	0	0	0	0	0	180
Hourly Total	**1**	**440**	**177**	**3**	**35**	**5**	**3**	**15**	**8**	**1**	**0**	**0**	**0**	**0**	**4**	**692**
1015	0	80	46	0	5	0	0	1	2	0	0	0	0	0	1	135
1030	0	120	38	0	6	6	1	2	1	0	0	0	0	0	0	174
1045	0	74	43	1	11	3	0	2	0	0	0	0	0	0	1	135
1100	1	102	41	0	7	1	0	2	3	1	0	0	0	0	1	159
Hourly Total	**1**	**376**	**168**	**1**	**29**	**10**	**1**	**7**	**6**	**1**	**0**	**0**	**0**	**0**	**3**	**603**
1115	2	102	43	2	8	2	3	3	1	0	0	0	0	0	4	170
1130	0	95	39	0	8	2	1	5	1	1	0	0	0	0	3	155
1145	0	115	52	0	6	4	2	1	1	1	0	0	0	0	1	183
1200	0	89	51	1	4	1	2	6	0	1	0	0	0	0	0	155
Hourly Total	**2**	**401**	**185**	**3**	**26**	**9**	**8**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**8**	**663**
1215	2	102	40	0	5	2	0	1	3	2	0	0	0	0	0	157
1230	1	106	48	0	6	1	0	0	1	0	0	0	0	0	1	164
1245	1	93	42	1	8	0	1	0	3	0	0	0	0	0	0	149
1300	2	100	29	0	8	3	2	2	6	2	0	0	0	0	4	158
Hourly Total	**6**	**401**	**159**	**1**	**27**	**6**	**3**	**3**	**13**	**4**	**0**	**0**	**0**	**0**	**5**	**628**
1315	2	86	44	0	6	2	1	1	1	0	0	0	0	0	0	143
1330	1	99	47	0	6	4	0	0	3	1	0	0	0	0	0	161
1345	2	90	35	0	6	2	3	1	5	2	0	0	0	0	1	147
1400	2	84	49	1	9	2	1	3	3	1	0	0	0	0	0	155
Hourly Total	**7**	**359**	**175**	**1**	**27**	**10**	**5**	**5**	**12**	**4**	**0**	**0**	**0**	**0**	**1**	**606**
1415	1	91	31	0	10	2	0	2	8	0	0	0	0	0	0	145
1430	0	87	32	0	8	0	1	5	4	0	0	0	0	0	0	137
1445	0	99	58	1	4	0	0	2	2	0	0	0	0	0	0	166
1500	0	88	40	0	8	1	1	3	4	0	0	0	0	0	0	145
Hourly Total	**1**	**365**	**161**	**1**	**30**	**3**	**2**	**12**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**593**
1515	1	94	33	1	4	1	1	2	3	1	0	0	0	0	0	141
1530	0	82	36	1	7	4	0	1	1	0	0	0	0	0	0	132
1545	0	95	36	0	3	3	0	2	2	0	0	0	0	0	0	141

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound F
Direction: Combined
Start Date: 4/16/2019
Stop Date: 4/16/2019
City/County: Bonita Springs/Lee
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	5	0	1	0	0	0	0	0	0	0	0	0	0	24
30	0	13	2	0	0	0	0	0	0	0	1	0	0	0	0	16
45	0	8	3	0	1	0	0	0	1	0	0	0	0	0	0	13
100	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**48**	**14**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**66**
115	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
130	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	13
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	**0**	**22**	**12**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
215	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**17**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
315	0	4	4	0	0	0	0	1	0	0	0	0	0	0	0	9
330	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**22**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
415	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
430	0	7	5	0	0	0	0	1	1	0	0	0	0	0	0	14
445	0	8	8	0	1	1	0	1	3	0	0	0	0	0	0	22
500	1	19	14	0	1	0	0	0	1	0	0	0	0	0	0	36
Hourly Total	**1**	**39**	**29**	**0**	**2**	**1**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
515	0	22	8	0	2	0	0	1	1	0	0	0	0	0	0	34
530	0	25	9	0	0	0	0	0	2	1	0	0	0	0	0	37
545	1	35	15	0	1	0	0	0	1	0	0	0	0	0	0	53
600	0	51	12	0	6	0	0	1	1	1	0	0	0	0	0	72
Hourly Total	**1**	**133**	**44**	**0**	**9**	**0**	**0**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**196**
615	0	71	47	2	9	0	0	1	2	0	0	0	0	0	0	132
630	2	114	62	4	11	3	0	1	2	0	0	0	0	0	7	206
645	1	148	101	2	13	8	0	4	3	1	0	0	0	0	2	283
700	2	137	98	1	19	3	2	7	3	0	0	0	0	0	1	273
Hourly Total	**5**	**470**	**308**	**9**	**52**	**14**	**2**	**13**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**894**
715	3	150	95	2	29	6	0	5	5	0	0	0	1	0	5	301
730	2	179	99	1	26	4	0	10	0	0	0	0	0	0	3	324
745	1	168	97	1	19	3	1	6	2	0	0	0	0	0	2	300
800	1	216	110	4	32	7	0	7	1	0	0	0	0	0	11	389
Hourly Total	**7**	**713**	**401**	**8**	**106**	**20**	**1**	**28**	**8**	**0**	**0**	**0**	**1**	**0**	**21**	**1314**
815	0	214	123	0	23	1	2	4	4	0	0	0	0	0	0	371
830	2	188	123	3	25	5	0	4	1	0	0	0	1	0	2	354
845	1	198	106	4	20	3	0	2	6	0	0	0	1	0	6	347
900	2	201	111	1	22	1	1	8	1	0	0	0	0	0	2	350
Hourly Total	**5**	**801**	**463**	**8**	**90**	**10**	**3**	**18**	**12**	**0**	**0**	**0**	**2**	**0**	**10**	**1422**
915	1	171	100	4	10	3	0	3	3	1	0	0	0	0	2	298
930	1	188	76	1	18	4	1	7	3	0	0	0	0	0	2	301
945	0	169	100	0	17	1	2	5	3	0	0	0	0	0	2	299
1000	1	212	94	2	22	4	0	5	5	0	0	0	0	0	2	347
Hourly Total	**3**	**740**	**370**	**7**	**67**	**12**	**3**	**20**	**14**	**1**	**0**	**0**	**0**	**0**	**8**	**1245**
1015	0	161	93	0	12	3	0	1	6	0	0	0	1	0	1	278
1030	1	215	83	0	14	8	1	4	2	0	0	0	0	0	0	328
1045	0	156	79	1	17	3	0	3	3	0	0	0	0	0	1	263
1100	3	196	88	0	14	5	0	5	4	1	0	0	1	0	2	319
Hourly Total	**4**	**728**	**343**	**1**	**57**	**19**	**1**	**13**	**15**	**1**	**0**	**0**	**2**	**0**	**4**	**1188**
1115	2	192	95	2	12	4	3	5	3	0	0	0	0	0	6	324
1130	1	180	84	1	12	3	1	7	1	1	0	0	0	0	3	294
1145	3	228	117	1	18	9	2	1	1	1	0	0	0	0	1	382
1200	0	185	116	1	8	4	3	8	2	1	0	0	0	0	1	329
Hourly Total	**6**	**785**	**412**	**5**	**50**	**20**	**9**	**21**	**7**	**3**	**0**	**0**	**0**	**0**	**11**	**1329**
1215	2	223	95	0	13	7	0	2	8	2	0	0	0	0	0	352
1230	3	208	103	1	15	4	0	1	2	0	0	0	0	0	1	338
1245	1	195	83	2	13	2	1	1	7	0	0	0	0	0	1	306
1300	3	200	74	0	21	5	2	2	7	2	0	0	0	0	4	320
Hourly Total	**9**	**826**	**355**	**3**	**62**	**18**	**3**	**6**	**24**	**4**	**0**	**0**	**0**	**0**	**6**	**1316**
1315	3	177	93	1	17	6	1	2	8	0	0	0	0	0	1	309
1330	2	194	98	0	15	7	0	2	5	1	0	0	0	0	1	325
1345	2	205	74	0	10	2	3	3	8	2	0	0	0	0	1	310
1400	5	189	95	1	15	5	1	6	7	1	0	0	0	0	2	327
Hourly Total	**12**	**765**	**360**	**2**	**57**	**20**	**5**	**13**	**28**	**4**	**0**	**0**	**0**	**0**	**5**	**1271**
1415	2	188	106	0	16	6	0	3	10	0	0	0	0	0	0	331
1430	1	205	69	1	12	4	1	10	7	0	0	0	0	0	0	310
1445	1	213	110	3	7	2	0	7	10	0	0	0	0	0	0	353
1500	0	218	88	1	18	1	2	4	12	0	0	0	0	0	0	344
Hourly Total	**4**	**824**	**373**	**5**	**53**	**13**	**3**	**24**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**1338**
1515	5	222	95	1	13	3	1	6	6	1	0	0	0	0	0	353
1530	1	229	104	2	11	7	0	2	5	0	0	0	0	0	1	362
1545	2	252	108	2	17	7	0	3	5	0	0	0	1	0	3	400

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	8	5	0	0	1	0	0	0	0	0	0	0	0	0	14
30	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
45	0	9	1	0	1	0	0	0	0	0	1	0	0	0	0	12
100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**39**	**16**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**59**
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**21**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
215	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	7
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**17**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
315	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
445	0	5	4	0	1	0	0	0	1	0	0	0	0	0	0	11
500	1	10	2	0	1	0	0	1	0	0	0	0	0	0	0	15
Hourly Total	**1**	**29**	**8**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
515	0	6	6	0	2	0	0	0	0	0	0	0	0	0	0	14
530	0	5	5	0	0	0	0	0	2	0	0	0	0	0	0	12
545	0	10	5	0	2	0	0	1	2	0	0	0	0	0	0	20
600	0	12	5	0	3	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**33**	**21**	**0**	**7**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
615	0	23	7	0	2	0	0	1	1	0	0	0	0	0	0	34
630	0	24	9	2	2	1	0	0	2	0	0	0	0	0	0	40
645	1	37	12	3	7	2	0	0	0	0	0	0	0	0	1	63
700	0	22	17	0	4	2	0	2	0	0	0	0	0	0	0	47
Hourly Total	**1**	**106**	**45**	**5**	**15**	**5**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**184**
715	1	35	28	0	7	3	0	4	3	0	0	0	0	0	3	84
730	0	50	37	0	9	2	0	4	2	0	0	0	0	0	2	106
745	0	55	29	0	2	0	1	1	0	0	0	0	0	0	2	90
800	0	68	33	0	4	0	0	1	3	0	0	0	0	0	0	109
Hourly Total	**1**	**208**	**127**	**0**	**22**	**5**	**1**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**389**
815	1	66	60	1	7	0	0	2	0	0	0	0	0	0	0	137
830	4	60	58	0	15	1	0	1	1	0	0	0	0	0	0	140
845	1	75	36	2	13	1	0	2	2	0	0	0	0	0	1	133
900	1	73	46	0	8	3	0	1	4	0	0	0	0	0	0	136
Hourly Total	**7**	**274**	**200**	**3**	**43**	**5**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**546**
915	2	77	36	1	7	2	0	1	0	0	0	0	0	0	0	126
930	0	75	52	0	4	0	0	1	3	0	0	0	0	0	0	135
945	2	77	52	0	8	4	0	1	5	0	0	0	0	0	0	149
1000	2	69	48	0	10	2	1	0	2	0	0	0	0	0	1	135
Hourly Total	**6**	**298**	**188**	**1**	**29**	**8**	**1**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**545**
1015	2	81	43	0	8	3	0	2	3	0	0	0	0	0	0	142
1030	0	77	43	0	3	0	0	0	1	0	0	0	0	0	0	124
1045	0	78	37	0	8	2	0	0	3	0	0	0	0	0	2	130
1100	0	99	54	1	10	2	0	0	1	0	0	0	0	0	0	167
Hourly Total	**2**	**335**	**177**	**1**	**29**	**7**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**2**	**563**
1115	0	93	37	0	10	2	0	0	1	0	0	0	0	0	1	144
1130	0	89	44	0	9	5	0	3	2	0	0	0	0	0	1	153
1145	2	94	52	1	3	2	0	1	0	0	0	0	0	0	0	155
1200	0	103	64	1	11	5	0	3	3	0	0	0	0	0	0	190
Hourly Total	**2**	**379**	**197**	**2**	**33**	**14**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**642**
1215	0	126	61	1	12	0	0	6	3	0	0	0	1	0	0	210
1230	2	108	66	3	12	3	1	3	1	0	0	0	0	0	0	199
1245	1	99	42	1	9	0	0	3	1	0	0	0	0	0	0	156
1300	0	114	47	0	6	2	0	0	4	0	0	0	1	0	0	174
Hourly Total	**3**	**447**	**216**	**5**	**39**	**5**	**1**	**12**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**739**
1315	1	94	41	1	3	1	0	4	7	0	0	0	0	0	3	155
1330	0	96	48	0	5	1	0	2	5	0	0	0	0	0	0	157
1345	1	105	48	0	11	0	0	0	6	0	0	0	0	0	0	171
1400	3	109	46	0	7	3	0	3	6	0	0	0	0	0	0	177
Hourly Total	**5**	**404**	**183**	**1**	**26**	**5**	**0**	**9**	**24**	**0**	**0**	**0**	**0**	**0**	**3**	**660**
1415	3	85	46	2	15	2	0	3	5	0	0	0	0	0	1	162
1430	0	119	53	1	4	2	0	4	3	0	0	0	0	0	0	186
1445	0	119	46	1	9	1	0	4	4	0	0	0	0	0	0	184
1500	1	131	60	2	10	2	0	4	0	0	0	0	0	0	1	211
Hourly Total	**4**	**454**	**205**	**6**	**38**	**7**	**0**	**15**	**12**	**0**	**0**	**0**	**0**	**0**	**2**	**743**
1515	5	127	53	1	10	1	1	2	5	0	0	0	0	0	3	208
1530	1	134	55	0	7	2	0	3	3	0	0	0	0	0	1	206
1545	5	81	60	3	20	2	0	4	0	1	0	0	0	0	38	214

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/17/2019
Start Time: 00:00
Stop Date: 4/17/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**20**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
115	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**1**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
215	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
230	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
245	0	4	2	0	0	0	0	0	0	0	1	0	0	0	0	7
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**11**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**18**
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
415	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
445	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0	16
500	0	8	6	0	0	1	0	0	1	1	0	0	0	0	0	17
Hourly Total	**0**	**21**	**12**	**0**	**0**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**39**
515	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	26
530	0	12	11	1	0	0	0	0	0	0	0	0	0	0	0	24
545	0	30	15	0	0	0	0	0	0	0	0	0	0	0	0	45
600	1	37	14	0	2	0	0	0	0	1	0	0	0	0	0	55
Hourly Total	**1**	**97**	**48**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**150**
615	0	44	27	0	1	0	0	0	1	0	0	0	0	0	0	73
630	1	107	64	0	7	1	0	0	4	0	0	0	0	0	0	184
645	1	104	77	0	5	0	0	1	2	0	0	0	0	0	0	190
700	2	100	83	0	11	1	0	1	1	0	0	0	0	0	0	199
Hourly Total	**4**	**355**	**251**	**0**	**24**	**2**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**646**
715	1	109	65	0	15	0	0	3	1	0	0	0	0	0	1	195
730	1	110	63	0	20	0	0	5	0	0	0	0	0	0	3	202
745	0	137	64	1	13	0	0	4	2	0	0	0	0	0	1	222
800	0	147	68	0	19	0	2	4	3	0	0	0	0	0	0	243
Hourly Total	**2**	**503**	**260**	**1**	**67**	**0**	**2**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**862**
815	0	154	62	2	13	1	0	5	5	0	0	0	0	0	0	242
830	1	117	70	1	10	2	0	4	3	0	0	0	0	0	0	208
845	0	127	49	1	16	0	0	4	1	0	0	0	0	0	0	198
900	0	128	55	1	6	3	0	1	5	0	0	0	0	0	1	200
Hourly Total	**1**	**526**	**236**	**5**	**45**	**6**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**848**
915	2	135	58	1	8	0	0	1	1	0	0	0	0	0	0	206
930	0	99	46	3	13	1	2	1	1	0	0	0	0	0	2	168
945	1	105	44	0	15	0	1	5	2	1	0	0	0	0	0	174
1000	0	101	44	0	5	1	0	2	3	0	0	0	0	0	0	156
Hourly Total	**3**	**440**	**192**	**4**	**41**	**2**	**3**	**9**	**7**	**1**	**0**	**0**	**0**	**0**	**2**	**704**
1015	0	90	32	0	2	0	0	0	0	0	0	0	0	0	0	124
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
Hourly Total	**0**	**90**	**32**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**126**
1115	0	50	36	1	5	2	0	3	1	1	0	0	0	0	1	100
1130	0	83	52	0	7	0	0	1	4	0	0	0	0	0	0	147
1145	0	78	41	0	7	1	0	2	4	0	0	0	0	0	0	133
1200	3	94	49	0	14	1	1	2	4	1	0	0	0	0	0	169
Hourly Total	**3**	**305**	**178**	**1**	**33**	**4**	**1**	**8**	**13**	**2**	**0**	**0**	**0**	**0**	**1**	**549**
1215	0	109	40	0	5	2	0	2	2	0	0	0	0	0	0	160
1230	2	90	45	5	4	1	1	2	2	0	0	0	0	0	3	155
1245	2	95	36	1	13	1	0	5	3	1	0	0	0	0	0	157
1300	1	79	43	1	9	2	0	0	5	0	0	0	1	0	3	144
Hourly Total	**5**	**373**	**164**	**7**	**31**	**6**	**1**	**9**	**12**	**1**	**0**	**0**	**1**	**0**	**6**	**616**
1315	0	86	46	1	12	1	0	6	3	1	0	0	0	0	0	156
1330	1	104	41	0	6	3	1	0	4	2	0	0	0	0	1	163
1345	0	79	43	0	7	2	1	2	0	1	0	0	0	0	0	135
1400	2	91	40	2	7	1	1	3	3	1	0	0	0	0	0	151
Hourly Total	**3**	**360**	**170**	**3**	**32**	**7**	**3**	**11**	**10**	**5**	**0**	**0**	**0**	**0**	**1**	**605**
1415	0	89	41	0	8	0	1	0	5	0	0	0	0	0	0	144
1430	1	92	40	0	10	0	1	3	5	1	0	0	0	0	1	154
1445	0	90	39	1	10	0	1	3	4	1	0	0	0	0	0	149
1500	2	105	27	0	9	2	1	2	2	1	0	0	0	0	0	151
Hourly Total	**3**	**376**	**147**	**1**	**37**	**2**	**4**	**8**	**16**	**3**	**0**	**0**	**0**	**0**	**1**	**598**
1515	2	86	43	0	7	2	1	3	0	0	0	0	0	0	1	145
1530	0	102	47	1	5	0	1	2	2	1	0	0	0	0	0	161
1545	1	89	34	1	6	3	1	3	2	0	0	0	0	0	0	140

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

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	14	8	0	1	1	0	0	0	0	0	0	0	0	0	24
30	0	24	9	0	1	0	0	0	0	0	0	0	0	0	0	34
45	0	14	1	0	1	0	0	0	0	0	1	0	0	0	0	17
100	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**59**	**19**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**83**
115	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**1**	**42**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
215	1	12	1	0	1	0	0	0	0	0	0	0	0	0	0	15
230	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
245	0	7	4	0	2	0	0	0	0	0	1	0	0	0	0	14
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**28**	**8**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**42**
315	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
330	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
415	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	11	1	0	0	0	0	1	2	0	0	0	0	0	0	15
445	0	15	9	0	1	0	0	0	2	0	0	0	0	0	0	27
500	1	18	8	0	1	1	0	1	1	1	0	0	0	0	0	32
Hourly Total	**1**	**50**	**20**	**0**	**2**	**1**	**0**	**2**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**82**
515	0	24	14	0	2	0	0	0	0	0	0	0	0	0	0	40
530	0	17	16	1	0	0	0	0	2	0	0	0	0	0	0	36
545	0	40	20	0	2	0	0	1	2	0	0	0	0	0	0	65
600	1	49	19	0	5	0	0	0	0	1	0	0	0	0	0	75
Hourly Total	**1**	**130**	**69**	**1**	**9**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**216**
615	0	67	34	0	3	0	0	1	2	0	0	0	0	0	0	107
630	1	131	73	2	9	2	0	0	6	0	0	0	0	0	0	224
645	2	141	89	3	12	2	0	1	2	0	0	0	0	0	1	253
700	2	122	100	0	15	3	0	3	1	0	0	0	0	0	0	246
Hourly Total	**5**	**461**	**296**	**5**	**39**	**7**	**0**	**5**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**830**
715	2	144	93	0	22	3	0	7	4	0	0	0	0	0	4	279
730	1	160	100	0	29	2	0	9	2	0	0	0	0	0	5	308
745	0	192	93	1	15	0	1	5	2	0	0	0	0	0	3	312
800	0	215	101	0	23	0	2	5	6	0	0	0	0	0	0	352
Hourly Total	**3**	**711**	**387**	**1**	**89**	**5**	**3**	**26**	**14**	**0**	**0**	**0**	**0**	**0**	**12**	**1251**
815	1	220	122	3	20	1	0	7	5	0	0	0	0	0	0	379
830	5	177	128	1	25	3	0	5	4	0	0	0	0	0	0	348
845	1	202	85	3	29	1	0	6	3	0	0	0	0	0	1	331
900	1	201	101	1	14	6	0	2	9	0	0	0	0	0	1	336
Hourly Total	**8**	**800**	**436**	**8**	**88**	**11**	**0**	**20**	**21**	**0**	**0**	**0**	**0**	**0**	**2**	**1394**
915	4	212	94	2	15	2	0	2	1	0	0	0	0	0	0	332
930	0	174	98	3	17	1	2	2	4	0	0	0	0	0	2	303
945	3	182	96	0	23	4	1	6	7	1	0	0	0	0	0	323
1000	2	170	92	0	15	3	1	2	5	0	0	0	0	0	1	291
Hourly Total	**9**	**738**	**380**	**5**	**70**	**10**	**4**	**12**	**17**	**1**	**0**	**0**	**0**	**0**	**3**	**1249**
1015	2	171	75	0	10	3	0	2	3	0	0	0	0	0	0	266
1030	0	77	43	0	3	0	0	0	1	0	0	0	0	0	0	124
1045	0	78	37	0	8	2	0	0	3	0	0	0	0	0	2	130
1100	0	99	54	1	10	2	0	1	1	0	0	0	0	0	1	169
Hourly Total	**2**	**425**	**209**	**1**	**31**	**7**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**689**
1115	0	143	73	1	15	4	0	3	2	1	0	0	0	0	2	244
1130	0	172	96	0	16	5	0	4	6	0	0	0	0	0	1	300
1145	2	172	93	1	10	3	0	3	4	0	0	0	0	0	0	288
1200	3	197	113	1	25	6	1	5	7	1	0	0	0	0	0	359
Hourly Total	**5**	**684**	**375**	**3**	**66**	**18**	**1**	**15**	**19**	**2**	**0**	**0**	**0**	**0**	**3**	**1191**
1215	0	235	101	1	17	2	0	8	5	0	0	0	1	0	0	370
1230	4	198	111	8	16	4	2	5	3	0	0	0	0	0	3	354
1245	3	194	78	2	22	1	0	8	4	1	0	0	0	0	0	313
1300	1	193	90	1	15	4	0	0	9	0	0	0	2	0	3	318
Hourly Total	**8**	**820**	**380**	**12**	**70**	**11**	**2**	**21**	**21**	**1**	**0**	**0**	**3**	**0**	**6**	**1355**
1315	1	180	87	2	15	2	0	10	10	1	0	0	0	0	3	311
1330	1	200	89	0	11	4	1	2	9	2	0	0	0	0	1	320
1345	1	184	91	0	18	2	1	2	6	1	0	0	0	0	0	306
1400	5	200	86	2	14	4	1	6	9	1	0	0	0	0	0	328
Hourly Total	**8**	**764**	**353**	**4**	**58**	**12**	**3**	**20**	**34**	**5**	**0**	**0**	**0**	**0**	**4**	**1265**
1415	3	174	87	2	23	2	1	3	10	0	0	0	0	0	1	306
1430	1	211	93	1	14	2	1	7	8	1	0	0	0	0	1	340
1445	0	209	85	2	19	1	1	7	8	1	0	0	0	0	0	333
1500	3	236	87	2	19	4	1	6	2	1	0	0	0	0	1	362
Hourly Total	**7**	**830**	**352**	**7**	**75**	**9**	**4**	**23**	**28**	**3**	**0**	**0**	**0**	**0**	**3**	**1341**
1515	7	213	96	1	17	3	2	5	5	0	0	0	0	0	4	353
1530	1	236	102	1	12	2	1	5	5	1	0	0	0	0	1	367
1545	6	170	94	4	26	5	1	7	2	1	0	0	0	0	38	354

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

Volume Count Report

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

Northbound Volume

Tuesday, April 16, 2019

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

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

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

Southbound Volume

Tuesday, April 16, 2019

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

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

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

Total Volume for All Lanes

Tuesday, April 16, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Wednesday, April 17, 2019

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

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

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

Southbound Volume

Wednesday, April 17, 2019

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

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

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

Total Volume for All Lanes

Wednesday, April 17, 2019

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

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

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

Volume Count Report

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

Northbound Volume

Thursday, April 18, 2019

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

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

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

Southbound Volume

Thursday, April 18, 2019

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

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

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

Total Volume for All Lanes

Thursday, April 18, 2019

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

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

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

Volume Count Report
3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Bonita Springs	County:	Lee
Location	Old US 41 north of Bonita Beach Rd		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	5	2	0	7	22	51	82	79	89	101
30	9	3	2	2	1	5	27	54	82	86	88	98
45	6	3	4	1	3	11	31	68	86	93	87	110
00	4	3	2	1	4	15	41	79	83	90	96	115
Hr Total	**32**	**13**	**13**	**7**	**8**	**39**	**121**	**252**	**332**	**349**	**360**	**424**
								PHF	0.9679			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	99	113	137	131	154	115	77	74	65	45	22
30	121	105	124	150	140	137	114	74	75	49	37	21
45	111	100	122	132	134	162	105	76	75	50	33	16
00	115	111	133	134	132	127	80	76	62	43	24	13
Hr Total	**474**	**414**	**491**	**552**	**537**	**580**	**415**	**303**	**286**	**207**	**140**	**73**
					PHF	0.89639						

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

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	2	2	19	58	120	172	105	126	110
30	7	2	2	3	5	22	95	152	132	118	115	111
45	2	1	2	3	5	35	114	178	140	118	115	110
00	4	1	2	2	14	54	141	209	144	107	114	121
Hr Total	**18**	**8**	**8**	**10**	**26**	**130**	**407**	**659**	**589**	**448**	**470**	**452**
								PHF	0.8561			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	121	113	102	94	103	88	72	66	43	24	9
30	126	112	106	130	104	103	77	69	49	29	15	13
45	114	99	114	125	109	84	69	58	47	30	19	10
00	117	125	117	105	101	89	75	66	43	34	14	7
Hr Total	**486**	**457**	**450**	**462**	**408**	**379**	**309**	**265**	**205**	**137**	**71**	**39**
					PHF	0.91613						

24 Hour Total:	6,893				
AM Peak Hour begins:	7:15	AM Peak Volume:	711	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:00	PM Peak Volume:	486	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	6	6	4	2	26	80	171	254	184	215	212
30	16	6	4	5	6	28	122	206	214	204	203	208
45	7	5	6	4	8	47	144	246	226	211	203	220
00	8	4	4	4	18	69	182	288	227	197	210	236
Hr Total	**50**	**20**	**20**	**17**	**34**	**169**	**528**	**911**	**921**	**797**	**830**	**876**
								PHF	0.90736			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	220	226	239	225	256	203	149	141	108	69	31
30	247	217	230	280	245	240	191	143	124	78	52	34
45	225	199	236	257	243	246	175	134	122	81	52	26
00	232	236	250	238	233	216	155	143	104	77	38	20
Hr Total	**959**	**872**	**941**	**1,014**	**946**	**958**	**724**	**569**	**491**	**344**	**211**	**112**
			PHF	0.90536								

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

CLASS COUNT REPORT

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

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

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

CLASS COUNT REPORT

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

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

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

CLASS COUNT REPORT

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

	1.00	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
END TIME	**VEHICLE CLASS**															
	Cyle	**Car**	**2A-4T**	**Buses**	**2A-SU**	**3A-SU**	**4A-SU**	**4A-ST**	**5A-ST**	**6A-ST**	**5A-MT**	**6A-MT**	**7A-MT**	**None**	**Unclass**	**Total**
15	1	39	15	0	1	0	0	0	1	0	0	0	0	0	0	58
30	0	36	7	0	1	0	0	1	0	0	0	0	0	0	1	45
45	0	27	8	0	0	0	0	0	0	0	1	0	0	0	0	37
100	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	129	35	0	4	1	0	1	1	0	1	0	0	0	1	174
115	1	21	6	0	1	0	0	0	0	0	0	0	0	0	0	29
130	0	25	7	0	1	0	0	0	1	0	0	0	0	0	0	34
145	0	18	6	0	0	0	0	0	1	0	0	0	0	0	0	25
200	0	29	5	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	93	23	0	3	0	0	0	2	0	0	0	0	0	0	122
215	0	19	4	0	1	0	0	0	1	0	0	0	0	0	1	25
230	0	18	3	0	1	0	0	0	1	0	0	0	0	0	0	24
245	0	12	4	0	1	0	0	0	1	0	0	0	0	0	0	18
300	0	10	5	0	0	0	0	1	0	0	0	0	0	0	0	17
Hourly Total	0	60	16	0	2	0	0	1	3	0	1	0	0	0	1	83
315	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
330	0	15	3	0	0	0	0	0	1	0	0	0	0	0	0	19
345	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
400	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	55	12	0	1	0	0	1	2	0	0	0	0	0	0	70
415	0	20	3	0	1	0	0	1	1	0	0	0	0	0	0	26
430	0	28	5	0	0	0	0	1	2	0	0	0	0	0	1	38
445	0	27	17	0	1	2	0	2	2	0	0	0	0	0	0	51
500	1	40	20	0	2	1	0	3	2	0	0	0	0	0	2	71
Hourly Total	1	115	45	0	3	3	0	7	7	0	0	0	0	0	3	186
515	1	54	19	0	2	2	1	0	1	0	0	0	0	0	0	80
530	0	57	23	0	1	0	0	1	2	0	0	0	0	0	1	85
545	2	98	39	0	3	1	0	1	1	0	0	0	0	0	3	148
600	0	108	46	0	6	1	1	3	2	2	0	0	0	0	5	173
Hourly Total	3	317	128	0	12	4	2	6	6	2	0	0	0	0	9	487
615	0	145	79	1	11	0	1	4	2	0	0	0	0	0	6	249
630	2	209	116	3	14	7	0	5	4	0	0	0	0	0	13	375
645	2	290	134	1	25	4	0	7	4	0	0	0	0	0	25	493
700	4	315	180	0	29	7	3	7	4	0	0	0	0	0	35	584
Hourly Total	9	959	508	6	79	18	4	23	14	1	0	0	0	0	80	1701
715	2	312	183	0	31	11	1	15	5	0	0	0	0	0	34	593
730	3	392	196	3	31	10	1	18	2	1	0	0	0	0	36	693
745	2	459	208	0	22	7	1	12	5	0	0	0	0	0	38	755
800	3	508	198	1	27	8	3	13	6	0	0	0	0	0	49	817
Hourly Total	10	1672	786	4	111	35	6	58	17	1	0	0	0	0	156	2857
815	3	488	204	4	27	8	3	14	2	0	0	0	0	0	42	797
830	4	468	211	2	27	7	1	12	7	0	0	0	0	0	49	789
845	1	470	198	2	28	5	1	12	7	0	0	0	0	0	46	769
900	4	503	201	2	27	8	1	11	7	0	0	0	0	0	52	815
Hourly Total	12	1929	814	10	109	28	6	50	23	0	0	0	0	0	188	3170
915	4	457	175	1	32	7	2	9	6	0	0	0	0	0	44	737
930	4	493	170	2	26	8	1	13	6	0	0	0	0	0	41	765
945	4	493	182	0	23	6	1	9	6	0	0	0	0	0	53	779
1000	5	494	191	1	24	5	1	6	6	0	0	0	0	0	45	777
Hourly Total	17	1937	718	5	105	27	5	37	23	1	0	0	0	0	183	3058
1015	3	480	173	1	23	7	0	5	7	1	0	0	0	0	35	736
1030	5	492	192	0	26	8	3	8	4	0	0	0	0	0	45	783
1045	5	480	176	2	27	7	2	10	5	0	0	0	0	0	46	761
1100	5	509	169	1	25	8	1	7	5	0	0	0	1	0	52	784
Hourly Total	18	1961	710	5	102	31	6	30	21	2	0	0	1	0	178	3064
1115	4	516	197	0	25	12	1	14	5	1	0	0	0	0	34	808
1130	3	501	172	0	22	7	2	9	5	0	0	0	0	0	45	766
1145	10	544	187	1	22	10	2	6	3	1	0	0	0	0	44	828
1200	4	541	188	1	23	9	3	10	6	1	0	0	1	0	47	834
Hourly Total	21	2102	743	2	91	38	7	39	20	2	0	0	1	0	169	3237
1215	3	541	188	1	22	9	2	10	5	1	0	0	0	0	47	829
1230	2	533	171	1	26	12	2	9	7	1	0	0	0	0	49	812
1245	8	507	187	1	25	8	2	9	8	1	0	0	0	0	49	803
1300	4	491	178	0	29	11	3	7	6	1	0	0	0	0	41	770
Hourly Total	18	2071	724	2	101	40	8	34	26	3	0	0	1	0	185	3214
1315	4	525	178	0	24	11	1	10	9	1	0	0	0	0	47	812
1330	5	538	162	1	22	10	2	7	8	2	0	0	0	0	37	793
1345	4	544	162	1	19	6	1	6	8	1	0	0	0	0	42	794
1400	8	555	160	1	26	9	2	10	10	2	0	0	0	0	46	828
Hourly Total	21	2161	663	3	90	36	7	33	35	6	0	0	0	0	172	3226
1415	5	505	172	2	22	7	1	4	9	1	0	0	0	0	33	761
1430	7	529	169	1	25	8	2	10	5	1	0	0	0	0	42	799
1445	4	566	177	2	21	7	1	9	9	1	0	0	0	0	52	849
1500	2	569	181	0	23	6	1	9	8	0	0	0	0	0	38	838
Hourly Total	18	2169	699	6	91	27	5	32	31	2	0	0	1	0	165	3246
1515	4	547	174	0	19	7	3	10	5	0	0	0	0	0	53	822
1530	6	597	189	2	26	6	4	9	6	1	0	0	0	0	60	906
1545	10	595	198	2	28	12	3	13	5	0	0	0	1	0	66	932

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

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

CLASS COUNT REPORT

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

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

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	14	8	0	0	0	0	0	0	0	0	0	0	0	0	23
30	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
45	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
100	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**1**	**54**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
115	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
130	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
145	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**47**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
215	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
230	0	7	3	0	0	1	0	0	0	0	1	0	0	0	0	12
245	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**31**	**12**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**46**
315	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
345	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**20**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
430	0	11	1	0	0	0	0	0	2	0	0	0	0	0	0	14
445	0	11	12	0	0	0	0	1	1	0	0	0	0	0	0	25
500	1	10	15	0	2	0	0	2	0	0	0	0	0	0	1	31
Hourly Total	**1**	**36**	**28**	**0**	**3**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**76**
515	0	18	13	0	1	0	2	0	1	0	0	0	0	0	0	35
530	0	24	12	0	1	0	0	0	1	0	0	0	0	0	0	38
545	0	52	17	0	5	0	0	0	1	0	0	0	0	0	1	76
600	0	62	35	0	3	0	2	1	1	3	0	0	0	0	5	112
Hourly Total	**0**	**156**	**77**	**0**	**10**	**0**	**4**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**6**	**261**
615	0	79	53	0	6	0	1	4	2	0	0	0	0	0	6	151
630	0	131	67	2	9	2	0	4	3	0	0	0	0	0	15	233
645	1	192	83	2	13	1	0	5	0	0	0	0	0	0	15	312
700	2	185	121	0	19	0	7	3	3	1	0	0	0	0	22	363
Hourly Total	**3**	**587**	**324**	**4**	**47**	**3**	**8**	**16**	**8**	**1**	**0**	**0**	**0**	**0**	**58**	**1059**
715	2	206	112	1	22	0	1	9	2	0	0	0	0	0	30	385
730	2	229	120	1	5	2	0	6	2	1	0	0	0	0	24	392
745	2	269	130	0	21	4	2	8	2	0	0	0	0	0	23	461
800	3	319	125	0	15	0	1	7	0	1	0	0	0	0	27	498
Hourly Total	**9**	**1023**	**487**	**2**	**63**	**6**	**4**	**30**	**6**	**2**	**0**	**0**	**0**	**0**	**104**	**1736**
815	2	264	102	2	17	7	2	10	0	0	0	0	1	0	22	429
830	1	298	108	2	13	5	1	7	2	0	0	0	0	0	37	474
845	1	277	110	2	17	2	2	7	2	0	0	0	0	0	35	455
900	1	350	109	0	11	2	2	5	1	0	0	0	0	0	45	526
Hourly Total	**5**	**1189**	**429**	**6**	**58**	**16**	**7**	**29**	**5**	**0**	**0**	**0**	**1**	**0**	**139**	**1884**
915	5	271	111	0	23	0	2	6	1	0	0	0	0	0	26	445
930	2	279	89	1	20	6	0	14	5	0	0	0	0	0	26	442
945	2	284	120	0	23	2	0	9	4	1	0	0	0	0	43	488
1000	6	303	104	1	17	3	1	6	2	0	0	0	0	0	28	471
Hourly Total	**15**	**1137**	**424**	**2**	**83**	**11**	**3**	**35**	**12**	**1**	**0**	**0**	**0**	**0**	**123**	**1846**
1015	3	269	93	1	9	6	1	5	3	2	0	0	0	0	31	423
1030	2	262	101	0	17	0	3	5	1	0	0	0	0	0	28	419
1045	4	261	98	1	16	5	4	6	2	0	0	0	1	0	27	425
1100	2	287	89	2	18	5	1	5	3	0	0	0	0	0	46	458
Hourly Total	**11**	**1079**	**381**	**4**	**60**	**16**	**9**	**21**	**9**	**2**	**0**	**0**	**1**	**0**	**132**	**1725**
1115	3	290	97	0	17	4	1	9	1	0	0	0	0	0	27	449
1130	1	268	95	0	12	7	2	3	4	0	0	0	1	0	25	418
1145	3	278	94	0	9	5	2	4	3	0	0	0	0	0	25	423
1200	1	305	95	0	10	2	2	4	4	0	0	0	1	0	25	449
Hourly Total	**8**	**1141**	**381**	**0**	**48**	**18**	**7**	**20**	**12**	**0**	**0**	**0**	**2**	**0**	**102**	**1739**
1215	2	253	90	1	9	3	5	6	2	1	0	0	0	0	19	391
1230	0	233	89	1	12	6	3	3	2	1	0	0	0	0	37	387
1245	7	256	107	0	13	4	0	4	2	0	0	0	0	0	27	420
1300	3	252	95	0	11	5	1	1	1	1	0	0	0	0	25	395
Hourly Total	**12**	**994**	**381**	**2**	**45**	**18**	**9**	**14**	**7**	**3**	**0**	**0**	**0**	**0**	**108**	**1593**
1315	2	242	96	0	19	4	2	8	3	3	0	0	0	0	23	402
1330	3	245	90	0	13	3	1	5	1	0	0	0	0	0	21	382
1345	2	253	86	0	12	0	2	4	2	0	0	0	0	0	25	386
1400	6	248	85	1	11	4	4	6	5	2	0	0	0	0	24	396
Hourly Total	**13**	**988**	**357**	**1**	**55**	**11**	**9**	**23**	**11**	**5**	**0**	**0**	**0**	**0**	**93**	**1566**
1415	2	222	80	2	11	3	0	1	3	1	0	0	0	0	17	342
1430	6	241	82	0	15	3	4	9	1	0	0	0	0	0	23	384
1445	3	269	76	1	6	4	2	10	4	0	0	0	0	0	24	399
1500	1	262	92	0	12	4	2	3	5	0	0	0	0	0	12	393
Hourly Total	**12**	**994**	**330**	**3**	**44**	**14**	**8**	**23**	**13**	**1**	**0**	**0**	**0**	**0**	**76**	**1518**
1515	1	225	73	0	12	4	1	1	2	0	0	0	0	0	18	337
1530	7	228	74	2	13	3	6	6	2	1	0	0	1	0	28	371
1545	4	233	79	0	14	6	2	6	2	1	0	0	0	0	19	366

1600	5	224	79	1	18	2	1	3	2	1	0	0	0	0	15	351
Hourly Total	**17**	**910**	**305**	**3**	**57**	**15**	**10**	**16**	**8**	**3**	**0**	**0**	**1**	**0**	**80**	**1425**
1615	2	224	76	2	21	2	1	4	0	0	0	0	0	0	16	348
1630	3	197	79	0	16	4	1	7	1	0	0	0	0	0	21	329
1645	1	215	67	1	6	2	0	3	2	0	0	0	0	0	12	309
1700	2	217	60	1	8	4	0	1	4	0	0	0	0	0	21	318
Hourly Total	**8**	**853**	**282**	**4**	**51**	**12**	**2**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**70**	**1304**
1715	2	197	67	0	5	3	0	3	2	0	0	0	0	0	13	292
1730	1	253	63	0	5	4	0	7	2	0	0	0	0	0	24	359
1745	1	211	61	0	6	1	1	4	2	0	0	0	0	0	17	304
1800	0	195	61	0	2	1	0	2	1	0	0	0	0	0	22	284
Hourly Total	**4**	**856**	**252**	**0**	**18**	**9**	**1**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**76**	**1239**
1815	0	185	57	0	6	1	0	2	0	0	0	0	0	0	13	264
1830	3	178	56	1	6	1	0	2	0	0	0	0	0	0	9	256
1845	1	187	51	0	6	1	0	1	4	0	0	0	0	0	10	261
1900	0	167	50	0	4	1	0	2	2	0	0	0	0	0	14	240
Hourly Total	**4**	**717**	**214**	**1**	**22**	**4**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**46**	**1021**
1915	3	143	30	0	1	0	0	2	1	0	0	0	0	0	10	190
1930	0	147	39	0	5	1	0	1	2	0	0	0	0	0	6	201
1945	2	134	28	0	2	1	0	0	0	0	0	0	0	0	10	177
2000	1	127	28	0	1	0	0	1	1	0	0	0	0	0	6	165
Hourly Total	**6**	**551**	**125**	**0**	**9**	**2**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**32**	**733**
2015	0	99	24	1	2	0	0	1	0	0	0	0	0	0	3	130
2030	1	89	25	0	1	0	0	1	0	0	0	0	0	0	3	120
2045	2	91	21	0	3	2	0	0	1	0	0	0	0	0	1	121
2100	1	84	29	0	0	0	0	2	2	0	0	0	0	0	3	121
Hourly Total	**4**	**363**	**99**	**1**	**6**	**2**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**492**
2115	1	83	31	0	1	1	0	1	0	0	0	0	0	0	1	119
2130	0	83	19	0	0	0	0	0	0	0	0	0	0	0	1	103
2145	0	89	20	0	1	1	0	0	1	0	0	0	0	0	4	116
2200	0	89	27	0	1	0	0	0	0	0	0	0	0	0	1	118
Hourly Total	**1**	**344**	**97**	**0**	**3**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**456**
2215	1	74	18	0	1	0	0	0	1	0	0	0	0	0	2	97
2230	2	69	17	0	1	0	0	0	0	0	0	0	0	0	0	89
2245	2	58	10	0	1	1	0	1	1	0	0	0	0	0	3	77
2300	0	47	8	0	1	0	0	0	0	0	0	0	0	0	1	57
Hourly Total	**5**	**248**	**53**	**0**	**4**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**320**
2315	1	50	7	0	0	0	0	0	0	0	0	0	0	0	0	58
2330	0	30	9	0	0	1	0	0	0	0	1	0	0	0	0	41
2345	0	15	7	0	0	0	0	0	1	0	0	0	0	0	0	23
2400	0	24	8	0	1	0	0	0	0	0	0	0	0	0	1	34
Hourly Total	**1**	**119**	**31**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**156**
DAILY TOTAL	**141**	**14437**	**5109**	**33**	**688**	**163**	**81**	**280**	**130**	**21**	**2**	**0**	**5**	**0**	**1270**	**22360**
Percentages	**0.6%**	**64.6%**	**22.8%**	**0.1%**	**3.1%**	**0.7%**	**0.4%**	**1.3%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.7%**	**100.0%**

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	43	19	0	0	0	0	0	1	0	1	0	0	0	0	65
30	0	40	12	0	0	0	0	1	0	0	0	0	0	0	0	53
45	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	50
100	0	33	6	0	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	**1**	**155**	**48**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**208**
115	1	25	6	0	1	0	0	0	0	0	0	0	0	0	0	33
130	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
145	0	33	8	0	1	0	0	0	1	0	0	0	0	0	0	43
200	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**125**	**28**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**157**
215	0	27	6	0	0	0	0	0	1	0	0	0	0	0	0	34
230	0	19	4	0	1	1	0	0	0	0	1	0	0	0	0	26
245	0	21	4	0	0	0	0	0	1	0	0	0	0	0	0	26
300	0	9	7	0	0	0	0	1	1	0	0	0	0	0	0	18
Hourly Total	**0**	**76**	**21**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**104**
315	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
330	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
345	1	16	3	0	0	1	0	0	0	0	0	0	0	0	0	21
400	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**1**	**59**	**7**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
415	0	14	1	0	2	0	0	2	0	0	0	0	0	0	0	19
430	0	31	4	0	0	0	0	0	3	0	0	0	0	0	2	40
445	0	30	18	0	0	1	0	3	1	0	0	0	0	0	0	53
500	1	33	19	0	2	1	0	3	1	0	0	0	0	0	4	64
Hourly Total	**1**	**108**	**42**	**0**	**4**	**2**	**0**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**176**
515	1	38	23	0	3	0	2	0	2	0	0	0	0	0	0	69
530	0	43	22	0	1	0	0	0	1	0	0	0	0	0	0	67
545	1	95	31	0	5	2	0	0	2	0	0	0	0	0	3	139
600	0	106	46	0	7	1	2	4	2	3	0	0	0	0	5	176
Hourly Total	**2**	**282**	**122**	**0**	**16**	**3**	**4**	**4**	**7**	**3**	**0**	**0**	**0**	**0**	**8**	**451**
615	0	138	79	1	10	0	1	4	3	0	0	0	0	0	8	244
630	1	200	104	4	17	4	0	5	5	0	0	0	0	0	15	355
645	4	308	119	3	22	2	0	9	3	0	0	0	0	0	22	492
700	4	298	181	0	26	5	7	4	3	1	0	0	0	0	31	560
Hourly Total	**9**	**944**	**483**	**8**	**75**	**11**	**8**	**22**	**14**	**1**	**0**	**0**	**0**	**0**	**76**	**1651**
715	3	316	170	1	28	8	1	13	5	0	0	0	0	0	43	588
730	4	390	182	3	18	11	1	19	3	1	0	0	0	0	29	661
745	3	436	226	0	32	10	2	11	6	0	0	0	0	0	30	756
800	4	513	206	0	26	4	1	12	3	1	0	0	0	0	46	816
Hourly Total	**14**	**1655**	**784**	**4**	**104**	**33**	**5**	**55**	**17**	**2**	**0**	**0**	**0**	**0**	**148**	**2821**
815	5	440	195	3	28	9	3	15	0	0	0	0	1	0	30	729
830	2	445	199	3	21	7	1	8	4	0	0	0	0	0	46	736
845	1	443	217	3	28	3	3	12	4	0	0	0	0	0	46	760
900	3	522	185	0	26	11	2	8	7	0	0	0	0	0	62	826
Hourly Total	**11**	**1850**	**796**	**9**	**103**	**30**	**9**	**43**	**15**	**0**	**0**	**0**	**1**	**0**	**184**	**3051**
915	6	443	177	1	33	3	2	10	3	0	0	0	0	0	34	712
930	2	496	162	1	26	14	0	15	11	0	0	0	0	0	36	763
945	2	498	188	0	28	9	1	9	8	1	0	0	0	0	55	799
1000	6	495	199	1	24	7	2	7	5	0	0	0	0	0	49	795
Hourly Total	**16**	**1932**	**726**	**3**	**111**	**33**	**5**	**41**	**27**	**1**	**0**	**0**	**0**	**0**	**174**	**3069**
1015	5	485	162	2	17	11	1	7	7	2	0	0	0	0	42	741
1030	3	479	197	1	27	5	4	8	4	0	0	0	0	0	41	769
1045	7	512	178	3	29	10	4	9	5	1	0	0	1	0	40	799
1100	3	502	169	2	31	6	1	6	3	0	0	0	0	0	58	781
Hourly Total	**18**	**1978**	**706**	**8**	**104**	**32**	**10**	**30**	**19**	**3**	**0**	**0**	**1**	**0**	**181**	**3090**
1115	9	550	188	0	26	9	1	14	5	0	0	0	0	0	44	846
1130	1	501	173	0	24	12	3	5	6	0	0	0	1	0	43	769
1145	7	523	174	0	26	8	2	4	4	0	0	0	0	0	39	787
1200	3	583	186	1	23	4	3	10	9	0	0	0	1	0	45	868
Hourly Total	**20**	**2157**	**721**	**1**	**99**	**33**	**9**	**33**	**24**	**0**	**0**	**0**	**2**	**0**	**171**	**3270**
1215	3	552	200	2	19	8	5	10	3	2	0	0	0	0	35	839
1230	2	487	158	1	25	13	3	8	8	1	0	0	0	0	54	760
1245	11	531	198	1	24	12	0	5	7	0	0	0	0	0	54	843
1300	5	497	195	0	22	14	2	3	4	1	0	0	0	0	46	789
Hourly Total	**21**	**2067**	**751**	**4**	**90**	**47**	**10**	**26**	**22**	**4**	**0**	**0**	**0**	**0**	**189**	**3231**
1315	3	498	192	0	28	13	2	13	9	3	0	0	0	0	54	815
1330	4	535	156	0	28	8	2	8	5	0	0	0	0	0	37	783
1345	7	515	162	1	18	6	2	5	5	0	0	0	0	0	50	771
1400	9	527	164	1	28	9	5	10	10	2	0	0	0	0	46	811
Hourly Total	**23**	**2075**	**674**	**2**	**102**	**36**	**11**	**36**	**29**	**5**	**0**	**0**	**0**	**0**	**187**	**3180**
1415	4	508	192	4	30	6	0	2	9	1	0	0	0	0	33	789
1430	8	553	166	0	29	7	4	12	5	0	0	0	0	0	41	825
1445	4	591	164	2	20	7	2	17	7	0	0	0	0	0	51	865
1500	1	582	184	0	27	7	2	8	7	0	0	0	0	0	25	843
Hourly Total	**17**	**2234**	**706**	**6**	**106**	**27**	**8**	**39**	**28**	**1**	**0**	**0**	**0**	**0**	**150**	**3322**
1515	3	559	167	0	19	7	2	11	3	0	0	0	0	0	41	812
1530	9	625	192	2	26	8	7	12	5	1	0	0	1	0	64	952
1545	9	586	204	2	33	12	4	8	5	1	0	0	0	0	55	919

1600	6	582	198	1	33	4	1	6	6	2	0	0	0	0	52	891
Hourly Total	**27**	**2352**	**761**	**5**	**111**	**31**	**14**	**37**	**19**	**4**	**0**	**0**	**1**	**0**	**212**	**3574**
1615	7	602	210	2	30	9	1	10	1	0	0	0	0	0	49	921
1630	4	569	192	1	32	10	2	11	4	0	0	0	0	0	59	884
1645	2	607	180	3	23	3	0	11	4	0	0	0	0	0	60	893
1700	5	580	180	1	27	9	1	3	7	0	0	0	0	0	68	881
Hourly Total	**18**	**2358**	**762**	**7**	**112**	**31**	**4**	**35**	**16**	**0**	**0**	**0**	**0**	**0**	**236**	**3579**
1715	5	608	179	1	13	7	0	8	4	0	0	0	0	0	64	889
1730	4	640	160	2	15	10	1	16	5	0	0	0	0	0	64	917
1745	4	553	175	1	16	4	1	7	3	0	0	0	0	0	48	812
1800	0	516	151	0	8	1	0	4	1	0	0	0	0	0	41	722
Hourly Total	**13**	**2317**	**665**	**4**	**52**	**22**	**2**	**35**	**13**	**0**	**0**	**0**	**0**	**0**	**217**	**3340**
1815	3	480	141	0	8	1	0	5	1	0	0	0	0	0	26	665
1830	5	440	113	1	10	3	0	6	2	0	0	0	0	0	23	603
1845	1	413	107	0	13	2	0	4	4	0	0	0	0	0	24	568
1900	0	393	107	0	9	2	0	4	4	0	0	0	0	0	20	539
Hourly Total	**9**	**1726**	**468**	**1**	**40**	**8**	**0**	**19**	**11**	**0**	**0**	**0**	**0**	**0**	**93**	**2375**
1915	4	379	66	0	6	0	1	5	2	0	0	0	0	0	13	476
1930	1	304	78	0	6	1	0	1	4	0	0	0	0	0	11	406
1945	2	316	53	0	3	1	0	1	2	0	0	0	0	0	18	396
2000	1	288	60	0	3	1	0	1	1	0	0	0	0	0	13	368
Hourly Total	**8**	**1287**	**257**	**0**	**18**	**3**	**1**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**55**	**1646**
2015	0	277	64	1	3	0	0	2	1	0	0	0	0	0	13	361
2030	2	300	57	0	3	1	0	2	1	0	0	0	0	0	15	381
2045	2	255	45	0	4	2	0	0	1	0	0	0	0	0	5	314
2100	1	234	60	0	2	0	1	2	2	0	0	0	0	0	8	310
Hourly Total	**5**	**1066**	**226**	**1**	**12**	**3**	**1**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**41**	**1366**
2115	2	250	55	0	2	1	0	1	2	0	1	0	0	0	6	320
2130	0	227	43	0	0	0	0	0	0	0	0	0	0	0	4	274
2145	0	235	42	0	4	1	0	2	1	0	0	0	0	0	10	295
2200	0	197	52	0	2	0	0	0	0	0	0	0	0	0	5	256
Hourly Total	**2**	**909**	**192**	**0**	**8**	**2**	**0**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**25**	**1145**
2215	3	171	30	0	1	0	0	0	1	0	0	0	0	0	8	214
2230	4	161	29	0	3	1	0	0	1	0	0	0	0	0	2	201
2245	3	148	25	0	1	1	0	1	1	0	0	0	0	0	3	183
2300	0	117	19	0	2	0	0	0	0	0	0	0	0	0	1	139
Hourly Total	**10**	**597**	**103**	**0**	**7**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**737**
2315	2	89	16	0	0	0	0	0	0	0	0	0	0	0	0	107
2330	1	77	21	0	0	2	0	0	0	0	1	0	0	0	1	103
2345	0	59	11	0	0	0	0	0	1	0	0	0	0	0	0	71
2400	1	59	18	0	1	0	0	0	0	0	0	0	0	0	2	81
Hourly Total	**4**	**284**	**66**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**362**
DAILY TOTAL	**251**	**30593**	**10115**	**63**	**1280**	**393**	**101**	**483**	**292**	**24**	**4**	**0**	**5**	**0**	**2370**	**45974**
Percentages	**0.5%**	**66.5%**	**22.0%**	**0.1%**	**2.8%**	**0.9%**	**0.2%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.2%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	32	8	0	0	1	0	0	0	0	1	0	0	0	0	42
30	0	28	4	0	1	0	0	0	2	0	0	0	0	0	0	35
45	0	17	5	0	1	0	0	0	1	0	0	0	0	0	0	24
100	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**0**	**98**	**20**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**125**
115	0	10	1	0	1	0	0	0	0	0	0	0	0	0	1	13
130	1	22	2	0	0	0	0	0	0	0	0	0	0	0	0	25
145	0	10	1	0	0	0	0	1	1	0	0	0	0	0	0	13
200	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	**1**	**63**	**8**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**76**
215	0	15	6	0	0	0	0	1	0	0	0	0	0	0	0	22
230	0	12	4	0	0	0	0	0	1	0	0	0	0	0	0	17
245	0	11	2	0	1	0	0	0	1	0	0	0	0	0	0	15
300	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**40**	**13**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
315	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
400	0	8	3	0	1	0	0	0	1	0	0	0	0	0	0	13
Hourly Total	**0**	**28**	**8**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
415	0	12	2	0	2	0	0	0	0	0	0	0	0	0	2	18
430	0	14	3	0	0	1	0	1	1	0	0	0	0	0	0	20
445	1	26	5	0	2	1	0	2	0	0	0	0	0	0	0	37
500	1	28	4	1	1	0	0	1	1	0	0	0	0	0	0	37
Hourly Total	**2**	**80**	**14**	**1**	**5**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**112**
515	1	20	7	0	1	0	0	0	1	0	0	0	0	0	0	30
530	1	30	18	0	0	0	0	0	1	0	0	0	0	0	0	50
545	0	46	15	0	1	0	0	1	2	0	0	0	0	0	1	66
600	0	39	9	1	3	1	0	0	1	0	0	0	0	0	0	54
Hourly Total	**2**	**135**	**49**	**1**	**5**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**200**
615	0	59	25	1	6	0	0	1	0	0	0	0	0	0	0	92
630	0	95	43	2	7	5	0	1	2	0	0	0	0	0	6	161
645	3	99	40	1	7	3	0	3	3	0	0	0	0	0	5	164
700	0	109	59	0	3	9	0	4	2	0	0	0	0	0	12	198
Hourly Total	**3**	**362**	**167**	**4**	**23**	**17**	**0**	**9**	**7**	**0**	**0**	**0**	**0**	**0**	**23**	**615**
715	1	109	84	0	10	5	0	7	1	1	0	0	0	0	2	220
730	1	160	72	1	11	9	1	8	3	0	0	0	0	0	6	272
745	2	180	72	0	12	3	1	9	3	0	0	0	0	0	10	292
800	2	182	78	2	13	2	0	5	0	0	0	0	0	0	8	292
Hourly Total	**6**	**631**	**306**	**3**	**46**	**19**	**2**	**29**	**7**	**1**	**0**	**0**	**0**	**0**	**26**	**1076**
815	0	179	105	1	6	1	1	1	0	0	0	0	0	0	15	309
830	0	168	97	1	15	4	0	5	3	0	0	0	0	0	10	303
845	0	189	84	1	15	7	0	3	0	0	0	0	0	0	22	321
900	1	155	93	1	12	5	2	6	4	0	0	0	0	0	8	287
Hourly Total	**1**	**691**	**379**	**4**	**48**	**17**	**3**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**55**	**1220**
915	5	207	90	1	5	1	0	3	4	0	0	0	0	0	19	335
930	2	183	77	0	12	9	0	4	5	0	0	0	1	0	15	308
945	1	217	101	0	12	7	1	5	5	0	0	0	0	0	17	366
1000	0	238	96	0	13	3	0	2	0	0	0	0	0	0	21	373
Hourly Total	**8**	**845**	**364**	**1**	**42**	**20**	**1**	**14**	**14**	**0**	**0**	**0**	**1**	**0**	**72**	**1382**
1015	0	232	91	0	13	7	1	6	3	0	0	0	0	0	14	367
1030	1	231	80	0	6	14	0	0	4	1	0	0	0	0	17	354
1045	2	274	86	0	6	5	0	5	4	0	0	0	0	0	18	400
1100	3	236	82	1	11	1	0	2	3	0	0	0	0	0	12	351
Hourly Total	**6**	**973**	**339**	**1**	**36**	**27**	**1**	**13**	**14**	**1**	**0**	**0**	**0**	**0**	**61**	**1472**
1115	0	256	79	0	9	11	0	4	1	0	0	0	0	0	19	379
1130	2	266	81	0	8	5	1	4	4	0	0	0	0	0	24	395
1145	0	296	98	0	13	5	1	4	3	0	0	0	1	0	27	448
1200	3	246	104	0	12	5	0	6	3	0	0	0	0	0	20	399
Hourly Total	**5**	**1064**	**362**	**0**	**42**	**26**	**2**	**18**	**11**	**0**	**0**	**0**	**1**	**0**	**90**	**1621**
1215	5	274	110	0	10	5	0	2	5	0	0	0	0	0	23	434
1230	2	282	101	0	7	7	0	1	5	0	0	0	0	0	26	431
1245	2	262	109	0	15	8	0	5	3	0	0	0	1	0	24	429
1300	4	292	79	0	9	7	0	1	8	1	0	0	0	0	22	423
Hourly Total	**13**	**1110**	**399**	**0**	**41**	**27**	**0**	**9**	**21**	**1**	**0**	**0**	**1**	**0**	**95**	**1717**
1315	1	305	109	1	10	1	0	5	2	0	0	0	1	0	35	470
1330	2	282	84	0	13	7	1	5	0	0	0	0	0	0	18	412
1345	0	295	88	1	7	4	0	0	4	0	0	0	0	0	21	420
1400	2	273	90	1	12	5	0	1	1	0	0	0	0	0	17	402
Hourly Total	**5**	**1155**	**371**	**3**	**42**	**17**	**1**	**11**	**7**	**0**	**0**	**0**	**1**	**0**	**91**	**1704**
1415	1	287	96	0	8	4	1	3	3	0	0	0	0	0	30	433
1430	0	334	97	1	16	6	0	6	3	0	0	0	0	0	13	476
1445	0	290	92	2	17	5	0	7	3	0	0	0	0	0	19	435
1500	1	317	120	0	15	4	0	8	4	1	0	0	0	0	16	486
Hourly Total	**2**	**1228**	**405**	**3**	**56**	**19**	**1**	**24**	**13**	**1**	**0**	**0**	**0**	**0**	**78**	**1830**

1515	1	309	113	1	15	3	1	4	2	0	0	0	0	0	38	487
1530	0	358	112	0	17	5	0	5	3	0	0	0	0	0	29	529
1545	4	390	104	1	8	5	0	10	0	0	0	0	0	0	36	558
1600	1	379	111	3	7	2	0	7	0	0	0	0	0	0	37	547
Hourly Total	**6**	**1436**	**440**	**5**	**47**	**15**	**1**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**140**	**2121**
1615	2	365	128	0	11	3	0	11	5	0	0	0	0	0	42	567
1630	2	248	117	4	15	1	0	0	3	0	0	0	0	0	62	452
1645	3	172	94	3	20	5	1	6	1	0	0	0	0	0	67	372
1700	1	171	131	0	24	3	0	4	1	0	0	0	0	0	67	402
Hourly Total	**8**	**956**	**470**	**7**	**70**	**12**	**1**	**21**	**10**	**0**	**0**	**0**	**0**	**0**	**238**	**1793**
1715	4	185	128	2	29	3	0	9	2	0	0	0	0	0	66	428
1730	2	196	95	0	21	0	0	9	1	0	0	0	0	0	58	382
1745	1	322	103	0	15	6	0	0	2	0	0	0	0	0	67	516
1800	2	280	75	0	10	3	1	2	3	0	0	0	0	0	9	385
Hourly Total	**9**	**983**	**401**	**2**	**75**	**12**	**1**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**200**	**1711**
1815	1	266	87	0	5	1	0	4	0	0	0	0	0	0	16	380
1830	1	238	78	0	5	1	0	1	1	0	0	0	0	0	14	339
1845	1	193	43	0	3	1	1	0	2	0	0	0	0	0	6	250
1900	0	200	52	0	3	1	1	1	1	0	0	0	0	0	10	269
Hourly Total	**3**	**897**	**260**	**0**	**16**	**4**	**2**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**46**	**1238**
1915	0	172	50	0	1	1	0	1	0	0	0	0	0	0	5	230
1930	3	174	44	0	2	0	0	2	0	0	0	0	0	0	9	234
1945	1	193	34	1	4	0	0	1	1	0	0	0	0	0	6	241
2000	0	148	27	0	2	0	0	1	2	0	0	0	0	0	7	187
Hourly Total	**4**	**687**	**155**	**1**	**9**	**1**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**27**	**892**
2015	1	186	31	1	3	2	0	0	0	0	0	0	0	0	13	237
2030	1	194	28	0	2	0	0	0	0	0	0	0	0	0	6	231
2045	1	179	26	0	2	0	0	0	2	0	0	0	0	0	7	217
2100	2	209	29	0	1	0	0	1	1	0	0	0	0	0	8	251
Hourly Total	**5**	**768**	**114**	**1**	**8**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**34**	**936**
2115	0	179	25	0	1	1	0	1	0	0	2	0	0	0	4	213
2130	1	158	36	0	1	0	0	0	0	0	0	0	0	0	12	208
2145	0	180	37	0	2	0	0	0	0	0	0	0	0	0	2	221
2200	3	138	34	0	1	0	0	1	0	0	0	0	0	0	3	180
Hourly Total	**4**	**655**	**132**	**0**	**5**	**1**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**21**	**822**
2215	0	125	17	0	0	1	0	2	0	0	0	0	0	0	4	149
2230	2	106	17	0	0	0	0	1	1	0	0	0	0	0	1	128
2245	0	91	14	0	3	0	0	0	0	0	0	0	0	0	2	110
2300	0	87	24	0	1	0	0	0	0	0	0	0	0	0	2	114
Hourly Total	**2**	**409**	**72**	**0**	**4**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**501**
2315	0	65	11	0	0	2	0	0	1	0	0	0	0	0	0	79
2330	0	81	11	0	1	0	0	0	1	0	0	0	0	0	3	97
2345	2	61	13	0	0	0	0	1	0	0	0	0	0	0	0	77
2400	0	56	7	0	1	0	0	1	0	0	0	0	0	0	6	71
Hourly Total	**2**	**263**	**42**	**0**	**2**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**324**
DAILY TOTAL	**97**	**15557**	**5290**	**37**	**628**	**243**	**16**	**235**	**152**	**4**	**3**	**0**	**4**	**0**	**1319**	**23585**
Percentages	**0.4%**	**66.0%**	**22.4%**	**0.2%**	**2.7%**	**1.0%**	**0.1%**	**1.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.6%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	24	8	1	0	0	0	0	1	0	0	0	0	0	1	35
30	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
45	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
100	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**80**	**18**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**101**
115	0	15	5	0	0	0	0	1	0	0	0	0	0	0	0	21
130	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
145	0	16	2	0	0	0	0	0	2	0	0	0	0	0	0	20
200	0	2	7	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**47**	**18**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
215	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
230	0	5	2	0	0	0	0	0	0	0	1	0	0	0	0	8
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
Hourly Total	**0**	**26**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**36**
315	0	5	1	0	1	0	0	0	2	0	0	0	0	0	0	9
330	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
400	0	4	1	0	0	0	0	2	1	0	0	0	0	0	0	8
Hourly Total	**0**	**19**	**5**	**0**	**1**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
415	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
430	0	4	2	0	0	0	0	1	1	0	0	0	0	0	0	8
445	0	6	8	0	0	0	0	0	2	0	0	0	0	0	0	16
500	1	22	12	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**34**	**22**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
515	0	25	13	0	0	0	0	0	2	0	0	0	0	0	0	40
530	0	33	12	0	2	0	0	0	0	0	0	0	0	0	3	50
545	0	35	26	0	3	1	0	1	1	1	0	0	0	0	1	69
600	0	65	49	0	2	0	2	1	2	0	0	0	0	0	5	126
Hourly Total	**0**	**158**	**100**	**0**	**7**	**1**	**2**	**2**	**5**	**1**	**0**	**0**	**0**	**0**	**9**	**285**
615	1	88	48	0	7	1	0	1	4	0	0	0	0	0	2	152
630	2	129	73	2	11	2	2	4	2	1	0	0	0	0	11	239
645	1	156	79	1	13	2	1	5	1	0	0	0	0	0	15	274
700	1	195	117	0	24	5	2	2	1	0	0	0	0	0	31	378
Hourly Total	**5**	**568**	**317**	**3**	**55**	**10**	**5**	**12**	**8**	**1**	**0**	**0**	**0**	**0**	**59**	**1043**
715	5	185	116	2	16	3	3	5	4	0	0	0	0	0	26	365
730	2	240	119	0	20	1	2	8	1	0	0	0	0	0	42	435
745	2	272	133	2	20	3	3	8	0	0	0	0	1	0	21	465
800	1	310	132	2	19	6	2	5	2	1	0	0	0	0	47	527
Hourly Total	**10**	**1007**	**500**	**6**	**75**	**13**	**10**	**26**	**7**	**1**	**0**	**0**	**1**	**0**	**136**	**1792**
815	4	293	126	6	18	1	0	11	0	0	0	0	0	0	42	501
830	1	311	122	1	15	4	3	5	2	0	0	0	0	0	45	509
845	3	313	105	0	14	2	1	10	2	1	0	0	0	0	32	483
900	1	360	120	2	20	4	4	5	0	0	0	0	0	0	48	564
Hourly Total	**9**	**1277**	**473**	**9**	**67**	**11**	**8**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**167**	**2057**
915	1	278	106	0	20	4	2	1	0	0	0	0	0	0	35	447
930	2	286	91	1	20	8	2	5	4	1	0	0	1	0	30	451
945	4	288	105	0	14	5	1	3	2	0	0	0	0	0	26	448
1000	1	303	102	0	11	4	2	6	2	2	0	0	0	0	31	464
Hourly Total	**8**	**1155**	**404**	**1**	**65**	**21**	**7**	**15**	**8**	**3**	**0**	**0**	**1**	**0**	**122**	**1810**
1015	3	250	98	0	15	4	2	6	0	0	0	0	0	0	22	400
1030	1	277	103	0	14	6	3	5	1	2	0	0	0	0	25	437
1045	2	258	90	0	12	5	2	6	1	0	0	0	1	0	30	407
1100	4	271	102	0	16	6	0	8	1	0	0	0	0	0	30	438
Hourly Total	**10**	**1056**	**393**	**0**	**57**	**21**	**7**	**25**	**3**	**2**	**0**	**0**	**1**	**0**	**107**	**1682**
1115	2	290	77	1	12	3	4	3	4	1	0	0	0	0	20	417
1130	2	259	116	0	10	3	1	4	1	0	0	0	0	0	23	419
1145	1	306	94	1	9	2	6	7	2	1	0	0	0	0	28	457
1200	1	289	122	0	9	2	0	8	1	0	0	0	0	0	37	469
Hourly Total	**6**	**1144**	**409**	**2**	**40**	**10**	**11**	**22**	**8**	**2**	**0**	**0**	**0**	**0**	**108**	**1762**
1215	2	286	102	0	11	5	3	5	3	1	0	0	0	0	30	448
1230	3	260	105	0	12	2	0	3	4	1	0	0	1	0	33	424
1245	3	271	105	0	13	0	0	5	2	1	0	0	0	0	17	417
1300	4	271	97	0	16	1	5	6	1	0	0	0	0	0	32	433
Hourly Total	**12**	**1088**	**409**	**0**	**52**	**8**	**8**	**19**	**10**	**3**	**0**	**0**	**1**	**0**	**112**	**1722**
1315	3	256	97	2	10	1	0	5	1	2	0	0	0	0	24	401
1330	3	246	65	0	13	0	3	7	2	1	0	0	0	0	24	364
1345	1	243	111	0	18	3	0	4	0	1	0	0	0	0	28	409
1400	1	290	84	3	16	2	2	6	1	1	0	0	0	0	26	432
Hourly Total	**8**	**1035**	**357**	**5**	**57**	**6**	**5**	**22**	**4**	**5**	**0**	**0**	**0**	**0**	**102**	**1606**
1415	4	234	89	1	15	7	2	5	2	0	0	0	0	0	21	380
1430	3	243	77	0	8	8	3	5	1	1	0	0	0	0	21	370
1445	2	256	94	2	13	8	2	2	5	0	0	0	0	0	24	408
1500	3	232	105	0	7	8	1	4	1	0	0	0	0	0	19	380
Hourly Total	**12**	**965**	**365**	**3**	**43**	**31**	**8**	**16**	**9**	**1**	**0**	**0**	**0**	**0**	**85**	**1538**
1515	4	239	98	0	14	5	0	5	4	0	0	0	0	0	18	387
1530	0	250	73	2	10	6	0	7	0	1	0	0	0	0	19	368
1545	4	242	93	1	11	8	0	5	1	1	0	0	0	0	20	386

1600	2	207	88	0	9	4	0	4	4	1	0	0	0	0	19	338
Hourly Total	**10**	**938**	**352**	**3**	**44**	**23**	**0**	**21**	**9**	**3**	**0**	**0**	**0**	**0**	**76**	**1479**
1615	1	249	82	0	6	0	0	4	2	0	0	0	0	0	23	367
1630	2	225	77	1	16	3	0	5	3	1	0	0	0	0	20	353
1645	1	215	70	2	13	2	0	2	2	1	0	0	0	0	22	330
1700	3	186	66	0	14	3	0	4	1	0	0	0	0	0	19	296
Hourly Total	**7**	**875**	**295**	**3**	**49**	**8**	**0**	**15**	**8**	**2**	**0**	**0**	**0**	**0**	**84**	**1346**
1715	0	190	63	0	5	0	0	3	2	0	0	0	0	0	18	281
1730	1	216	71	0	8	2	0	5	2	0	0	0	0	0	18	323
1745	0	230	85	0	7	1	0	2	0	0	0	0	0	0	19	344
1800	1	263	86	0	4	1	0	2	0	0	0	0	0	0	13	370
Hourly Total	**2**	**899**	**305**	**0**	**24**	**4**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**68**	**1318**
1815	1	236	75	0	5	1	0	6	0	0	0	0	0	0	11	335
1830	2	237	64	0	2	1	0	1	0	0	0	0	0	0	16	323
1845	2	242	67	0	3	2	0	0	2	0	0	0	0	0	25	343
1900	0	209	58	0	2	0	0	3	2	0	0	0	0	0	13	287
Hourly Total	**5**	**924**	**264**	**0**	**12**	**4**	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**65**	**1288**
1915	1	176	45	0	9	0	0	0	1	0	0	0	0	0	11	243
1930	1	212	28	1	2	1	0	3	2	0	0	0	0	0	20	270
1945	1	148	50	0	0	0	0	0	1	0	0	0	0	0	9	209
2000	3	117	35	0	1	0	0	2	1	0	0	0	0	0	8	167
Hourly Total	**6**	**653**	**158**	**1**	**12**	**1**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**48**	**889**
2015	1	111	35	1	3	0	0	2	0	0	0	0	0	0	0	153
2030	2	99	30	0	2	0	0	1	1	0	0	0	0	0	2	137
2045	0	93	22	0	2	1	0	0	0	0	0	0	0	0	3	121
2100	0	91	21	1	1	0	0	0	1	0	0	0	0	0	1	116
Hourly Total	**3**	**394**	**108**	**2**	**8**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**527**
2115	2	91	24	0	1	1	0	0	0	0	0	0	0	0	1	120
2130	1	66	21	0	1	1	0	1	0	0	0	0	0	0	3	94
2145	0	97	17	0	1	0	0	1	1	0	0	0	0	0	2	119
2200	0	79	21	0	0	0	0	0	0	0	0	0	0	0	4	104
Hourly Total	**3**	**333**	**83**	**0**	**3**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**437**
2215	0	74	22	0	2	1	0	1	1	0	0	0	0	0	3	104
2230	0	57	6	0	0	0	0	1	0	0	0	0	0	0	4	68
2245	0	60	23	2	1	0	0	0	1	0	0	0	0	0	8	95
2300	1	70	13	0	0	0	0	0	0	0	0	0	0	0	1	85
Hourly Total	**1**	**261**	**64**	**2**	**3**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**352**
2315	0	49	7	0	1	0	0	0	2	0	0	0	0	0	1	60
2330	1	46	7	0	1	0	0	0	0	0	0	0	0	0	0	55
2345	0	40	14	1	1	1	0	0	1	0	1	0	0	0	0	59
2400	0	44	8	0	0	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	**1**	**179**	**36**	**1**	**3**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**226**
DAILY TOTAL	**119**	**15115**	**5462**	**42**	**679**	**177**	**71**	**265**	**115**	**25**	**2**	**0**	**4**	**0**	**1382**	**23458**
Percentages	**0.5%**	**64.4%**	**23.3%**	**0.2%**	**2.9%**	**0.8%**	**0.3%**	**1.1%**	**0.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.9%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	56	16	1	0	1	0	0	1	0	1	0	0	0	1	77
30	0	52	6	0	1	0	0	0	2	0	0	0	0	0	0	61
45	0	34	10	0	1	0	0	0	1	0	0	0	0	0	0	46
100	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**0**	**178**	**38**	**1**	**2**	**1**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**226**
115	0	25	6	0	1	0	0	1	0	0	0	0	0	0	1	34
130	1	36	6	0	0	0	0	0	0	0	0	0	0	0	0	43
145	0	26	3	0	0	0	0	1	3	0	0	0	0	0	0	33
200	0	23	11	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**110**	**26**	**0**	**2**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**145**
215	0	22	9	0	1	0	0	1	0	0	0	0	0	0	0	33
230	0	17	6	0	0	0	0	0	1	0	1	0	0	0	0	25
245	0	16	4	0	1	0	0	0	1	0	0	0	0	0	0	22
300	0	11	1	0	1	0	0	0	1	0	0	0	0	0	0	14
Hourly Total	**0**	**66**	**20**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**94**
315	0	10	2	0	1	0	0	0	3	0	0	0	0	0	0	16
330	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
345	0	14	3	0	0	0	0	1	0	0	0	0	0	0	0	18
400	0	12	4	0	1	0	0	2	2	0	0	0	0	0	0	21
Hourly Total	**0**	**47**	**13**	**0**	**2**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
415	0	14	2	0	2	0	0	0	1	0	0	0	0	0	2	21
430	0	18	5	0	0	1	0	2	2	0	0	0	0	0	0	28
445	1	32	13	0	2	1	0	2	2	0	0	0	0	0	0	53
500	2	50	16	1	1	0	0	1	1	0	0	0	0	0	0	72
Hourly Total	**3**	**114**	**36**	**1**	**5**	**2**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**174**
515	1	45	20	0	1	0	0	0	3	0	0	0	0	0	0	70
530	1	63	30	0	2	0	0	0	1	0	0	0	0	0	3	100
545	0	81	41	0	4	1	0	2	3	1	0	0	0	0	2	135
600	0	104	58	1	5	1	2	1	3	0	0	0	0	0	5	180
Hourly Total	**2**	**293**	**149**	**1**	**12**	**2**	**2**	**3**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**485**
615	1	147	73	1	13	1	0	2	4	0	0	0	0	0	2	244
630	2	224	116	4	18	7	2	5	4	1	0	0	0	0	17	400
645	4	255	119	2	20	5	1	8	4	0	0	0	0	0	20	438
700	1	304	176	0	27	14	2	6	3	0	0	0	0	0	43	576
Hourly Total	**8**	**930**	**484**	**7**	**78**	**27**	**5**	**21**	**15**	**1**	**0**	**0**	**0**	**0**	**82**	**1658**
715	6	294	200	2	26	8	3	12	5	1	0	0	0	0	28	585
730	3	400	191	1	31	10	3	16	4	0	0	0	0	0	48	707
745	4	452	205	2	32	6	4	17	3	0	0	0	1	0	31	757
800	3	492	210	4	32	8	2	10	2	1	0	0	0	0	55	819
Hourly Total	**16**	**1638**	**806**	**9**	**121**	**32**	**12**	**55**	**14**	**2**	**0**	**0**	**1**	**0**	**162**	**2868**
815	4	472	231	7	24	2	1	12	0	0	0	0	0	0	57	810
830	1	479	219	2	30	8	3	10	5	0	0	0	0	0	55	812
845	3	502	189	1	29	9	1	13	2	1	0	0	0	0	54	804
900	2	515	213	3	32	9	6	11	4	0	0	0	0	0	56	851
Hourly Total	**10**	**1968**	**852**	**13**	**115**	**28**	**11**	**46**	**11**	**1**	**0**	**0**	**0**	**0**	**222**	**3277**
915	6	485	196	1	25	5	2	4	4	0	0	0	0	0	54	782
930	4	469	168	1	32	17	2	9	9	1	0	0	2	0	45	759
945	5	505	206	0	26	12	2	8	7	0	0	0	0	0	43	814
1000	1	541	198	0	24	7	2	8	2	2	0	0	0	0	52	837
Hourly Total	**16**	**2000**	**768**	**2**	**107**	**41**	**8**	**29**	**22**	**3**	**0**	**0**	**2**	**0**	**194**	**3192**
1015	3	482	189	0	28	11	3	12	3	0	0	0	0	0	36	767
1030	2	508	183	0	20	20	3	5	5	3	0	0	0	0	42	791
1045	4	532	176	0	18	10	2	11	5	0	0	0	1	0	48	807
1100	7	507	184	1	27	7	0	10	4	0	0	0	0	0	42	789
Hourly Total	**16**	**2029**	**732**	**1**	**93**	**48**	**8**	**38**	**17**	**3**	**0**	**0**	**1**	**0**	**168**	**3154**
1115	2	546	156	1	21	14	4	7	5	1	0	0	0	0	39	796
1130	4	525	197	0	18	8	2	8	5	0	0	0	0	0	47	814
1145	1	602	192	1	22	7	7	11	5	1	0	0	1	0	55	905
1200	4	535	226	0	21	7	0	14	4	0	0	0	0	0	57	868
Hourly Total	**11**	**2208**	**771**	**2**	**82**	**36**	**13**	**40**	**19**	**2**	**0**	**0**	**1**	**0**	**198**	**3383**
1215	7	560	212	0	21	10	3	7	8	1	0	0	0	0	53	882
1230	5	542	206	0	19	9	0	4	9	1	0	0	1	0	59	855
1245	5	533	214	0	28	8	0	10	5	1	0	0	1	0	41	846
1300	8	563	176	0	25	8	5	7	9	1	0	0	0	0	54	856
Hourly Total	**25**	**2198**	**808**	**0**	**93**	**35**	**8**	**28**	**31**	**4**	**0**	**0**	**2**	**0**	**207**	**3439**
1315	4	561	206	3	20	2	0	10	3	2	0	0	1	0	59	871
1330	5	528	149	0	26	7	4	12	2	1	0	0	0	0	42	776
1345	1	538	199	1	25	7	0	4	4	1	0	0	0	0	49	829
1400	3	563	174	4	28	7	2	7	2	1	0	0	0	0	43	834
Hourly Total	**13**	**2190**	**728**	**8**	**99**	**23**	**6**	**33**	**11**	**5**	**0**	**0**	**1**	**0**	**193**	**3310**
1415	5	521	185	1	23	11	3	8	5	0	0	0	0	0	51	813
1430	3	577	174	1	24	14	3	11	4	1	0	0	0	0	34	846
1445	2	546	186	4	30	13	2	9	8	0	0	0	0	0	43	843
1500	4	549	225	0	22	12	1	12	5	1	0	0	0	0	35	866
Hourly Total	**14**	**2193**	**770**	**6**	**99**	**50**	**9**	**40**	**22**	**2**	**0**	**0**	**0**	**0**	**163**	**3368**

1515	5	548	211	1	29	8	1	9	6	0	0	0	0	0	56	874
1530	0	608	185	2	27	11	0	12	3	1	0	0	0	0	48	897
1545	8	632	197	2	19	13	0	15	1	1	0	0	0	0	56	944
1600	3	586	199	3	16	6	0	11	4	1	0	0	0	0	56	885
Hourly Total	**16**	**2374**	**792**	**8**	**91**	**38**	**1**	**47**	**14**	**3**	**0**	**0**	**0**	**0**	**216**	**3600**
1615	3	614	210	0	17	3	0	15	7	0	0	0	0	0	65	934
1630	4	473	194	5	31	4	0	5	6	1	0	0	0	0	82	805
1645	4	387	164	5	33	7	1	8	3	1	0	0	0	0	89	702
1700	4	357	197	0	38	6	0	8	2	0	0	0	0	0	86	698
Hourly Total	**15**	**1831**	**765**	**10**	**119**	**20**	**1**	**36**	**18**	**2**	**0**	**0**	**0**	**0**	**322**	**3139**
1715	4	375	191	2	34	3	0	12	4	0	0	0	0	0	84	709
1730	3	412	166	0	29	2	0	14	3	0	0	0	0	0	76	705
1745	1	552	188	0	22	7	0	2	2	0	0	0	0	0	86	860
1800	3	543	161	0	14	4	1	4	3	0	0	0	0	0	22	755
Hourly Total	**11**	**1882**	**706**	**2**	**99**	**16**	**1**	**32**	**12**	**0**	**0**	**0**	**0**	**0**	**268**	**3029**
1815	2	502	162	0	10	2	0	10	0	0	0	0	0	0	27	715
1830	3	475	142	0	7	2	0	2	1	0	0	0	0	0	30	662
1845	3	435	110	0	6	3	1	0	4	0	0	0	0	0	31	593
1900	0	409	110	0	5	1	1	4	3	0	0	0	0	0	23	556
Hourly Total	**8**	**1821**	**524**	**0**	**28**	**8**	**2**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**111**	**2526**
1915	1	348	95	0	10	1	0	1	1	0	0	0	0	0	16	473
1930	4	386	72	1	4	1	0	5	2	0	0	0	0	0	29	504
1945	2	341	84	1	4	0	0	1	2	0	0	0	0	0	15	450
2000	3	265	62	0	3	0	0	3	3	0	0	0	0	0	15	354
Hourly Total	**10**	**1340**	**313**	**2**	**21**	**2**	**0**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**75**	**1781**
2015	2	297	66	2	6	2	0	2	0	0	0	0	0	0	13	390
2030	3	293	58	0	4	0	0	1	1	0	0	0	0	0	8	368
2045	1	272	48	0	4	1	0	0	2	0	0	0	0	0	10	338
2100	2	300	50	1	2	0	0	1	2	0	0	0	0	0	9	367
Hourly Total	**8**	**1162**	**222**	**3**	**16**	**3**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**1463**
2115	2	270	49	0	2	2	0	1	0	0	2	0	0	0	5	333
2130	2	224	57	0	2	1	0	1	0	0	0	0	0	0	15	302
2145	0	277	54	0	3	0	0	1	1	0	0	0	0	0	4	340
2200	3	217	55	0	1	0	0	1	0	0	0	0	0	0	7	284
Hourly Total	**7**	**988**	**215**	**0**	**8**	**3**	**0**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**31**	**1259**
2215	0	199	39	0	2	2	0	3	1	0	0	0	0	0	7	253
2230	2	163	23	0	0	0	0	2	1	0	0	0	0	0	5	196
2245	0	151	37	2	4	0	0	0	1	0	0	0	0	0	10	205
2300	1	157	37	0	1	0	0	0	0	0	0	0	0	0	3	199
Hourly Total	**3**	**670**	**136**	**2**	**7**	**2**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**25**	**853**
2315	0	114	18	0	1	2	0	0	3	0	0	0	0	0	1	139
2330	1	127	18	0	2	0	0	0	1	0	0	0	0	0	3	152
2345	2	101	27	1	1	1	0	1	1	0	1	0	0	0	0	136
2400	0	100	15	0	1	0	0	1	0	0	0	0	0	0	6	123
Hourly Total	**3**	**442**	**78**	**1**	**5**	**3**	**0**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**10**	**550**
DAILY TOTAL	**216**	**30672**	**10752**	**79**	**1307**	**420**	**87**	**500**	**267**	**29**	**5**	**0**	**8**	**0**	**2701**	**47043**
Percentages	**0.5%**	**65.2%**	**22.9%**	**0.2%**	**2.8%**	**0.9%**	**0.2%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.7%**	**100.0%**

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	48	11	0	0	0	0	0	0	0	0	0	0	0	0	59
30	0	31	5	0	0	0	0	1	0	0	0	0	0	0	0	37
45	0	37	9	0	1	0	0	0	0	0	0	0	0	0	0	47
100	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**136**	**28**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**166**
115	0	27	1	0	2	0	0	0	0	0	0	0	0	0	2	32
130	0	33	5	0	1	0	0	0	1	0	0	0	0	0	0	40
145	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
200	2	23	3	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**2**	**97**	**13**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**118**
215	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
230	0	27	1	0	0	0	0	1	0	0	0	0	0	0	0	29
245	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
300	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**78**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**91**
315	0	11	5	0	0	0	0	0	1	0	0	0	0	0	2	19
330	0	17	0	0	0	0	0	0	1	0	0	0	0	0	0	18
345	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
400	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
Hourly Total	**0**	**56**	**9**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**71**
415	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
430	1	14	2	0	1	0	0	0	0	0	0	0	0	0	0	18
445	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	23
500	0	20	8	0	0	0	0	2	0	0	0	0	0	0	0	30
Hourly Total	**1**	**62**	**23**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
515	1	26	8	0	2	0	0	1	0	0	0	0	0	0	0	38
530	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
545	1	32	11	0	0	0	0	2	1	0	0	0	0	0	0	47
600	0	34	10	0	1	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	**2**	**120**	**33**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**162**
615	0	40	9	0	1	0	0	2	0	0	0	0	0	0	0	52
630	1	47	27	0	4	1	0	0	0	0	0	0	0	0	2	82
645	0	64	23	0	4	1	0	2	0	0	0	0	0	0	0	94
700	3	82	25	0	4	0	0	1	0	0	0	0	0	0	0	115
Hourly Total	**4**	**233**	**84**	**0**	**13**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**343**
715	0	64	31	0	3	4	0	4	0	0	0	0	0	0	2	108
730	1	80	34	0	8	3	0	4	0	0	0	0	0	0	3	133
745	0	110	39	0	4	4	0	2	0	0	0	0	0	0	8	167
800	1	112	40	0	3	0	0	1	0	0	0	0	0	0	9	166
Hourly Total	**2**	**366**	**144**	**0**	**18**	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**574**
815	1	143	48	0	6	1	0	5	0	0	0	0	0	0	3	207
830	1	117	57	0	7	3	0	5	1	0	0	0	0	0	6	197
845	0	172	48	0	6	1	1	4	0	0	0	0	0	0	11	243
900	0	161	55	1	4	1	0	3	1	0	0	0	0	0	7	233
Hourly Total	**2**	**593**	**208**	**1**	**23**	**6**	**1**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**27**	**880**
915	1	158	47	0	7	2	0	3	2	0	0	0	0	0	8	228
930	0	180	63	0	9	0	1	0	1	0	0	0	0	0	7	261
945	2	193	63	0	7	4	0	3	2	0	0	0	0	0	5	279
1000	2	205	52	0	4	2	0	2	2	1	0	0	0	0	6	276
Hourly Total	**5**	**736**	**225**	**0**	**27**	**8**	**1**	**8**	**7**	**1**	**0**	**0**	**0**	**0**	**26**	**1044**
1015	0	222	46	0	3	2	0	1	1	0	0	0	0	0	14	289
1030	1	226	59	0	4	2	0	2	1	0	0	0	0	0	14	309
1045	3	240	69	0	2	0	1	1	1	0	0	0	0	0	9	326
1100	2	224	58	1	6	0	0	1	0	0	0	0	0	0	16	308
Hourly Total	**6**	**912**	**232**	**1**	**15**	**4**	**1**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**53**	**1232**
1115	3	242	56	0	4	0	0	2	0	0	0	0	0	0	24	331
1130	3	262	71	0	3	0	0	3	0	0	0	0	0	0	20	362
1145	1	258	51	0	2	2	0	4	0	0	0	0	0	0	10	328
1200	3	252	61	0	3	0	0	4	1	0	0	0	0	0	12	336
Hourly Total	**10**	**1014**	**239**	**0**	**12**	**2**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**1357**
1215	3	306	72	0	4	0	0	5	0	0	0	0	0	0	17	407
1230	0	291	73	0	5	5	0	2	0	0	0	0	0	0	23	399
1245	4	271	55	0	6	1	0	3	3	0	0	0	0	0	19	362
1300	1	273	64	0	8	0	0	2	1	0	0	0	0	0	14	363
Hourly Total	**8**	**1141**	**264**	**0**	**23**	**6**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**73**	**1531**
1315	3	255	63	1	4	1	0	3	1	0	0	0	0	0	13	344
1330	4	274	60	0	6	0	0	1	0	0	0	0	0	0	14	359
1345	2	305	66	0	7	1	0	2	1	0	0	0	0	0	14	398
1400	2	286	55	0	6	0	0	3	1	0	0	0	0	0	15	368
Hourly Total	**11**	**1120**	**244**	**1**	**23**	**2**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**56**	**1469**
1415	2	286	52	1	1	0	1	2	2	0	0	0	0	0	17	364
1430	3	278	62	1	4	1	0	0	0	0	0	0	0	0	16	365
1445	1	226	61	0	5	0	0	0	1	0	0	0	0	0	10	304
1500	1	293	52	0	2	0	1	1	0	0	0	0	0	0	14	364
Hourly Total	**7**	**1083**	**227**	**2**	**12**	**1**	**2**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**57**	**1397**
1515	3	292	57	0	4	2	0	3	1	0	0	0	0	0	18	380
1530	3	281	59	0	3	0	0	4	4	0	0	0	0	0	10	364
1545	9	253	48	0	2	1	0	1	2	0	0	0	0	0	16	332

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	50
30	0	31	5	0	2	0	0	0	0	0	0	0	0	0	0	38
45	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
100	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**108**	**28**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
115	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
130	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
145	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
200	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**58**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
215	1	11	2	0	0	0	0	0	1	0	0	0	0	0	0	15
230	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
245	0	14	3	0	1	0	0	0	1	0	0	0	0	0	0	19
300	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
Hourly Total	**1**	**48**	**8**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
315	0	6	5	0	0	0	0	0	1	0	0	0	0	0	0	12
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
400	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	10
Hourly Total	**0**	**25**	**9**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
415	0	3	2	0	1	0	0	0	2	0	0	0	0	0	0	8
430	0	4	5	0	2	0	0	2	0	0	0	0	0	0	0	13
445	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
500	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**24**	**15**	**0**	**4**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
515	1	11	3	0	0	0	0	0	1	0	0	0	0	0	0	16
530	0	16	4	0	2	0	0	1	0	0	0	0	0	0	0	23
545	0	16	12	0	0	0	0	1	0	0	0	0	0	0	0	29
600	0	35	14	0	0	0	0	3	0	0	0	0	0	0	1	53
Hourly Total	**1**	**78**	**33**	**0**	**2**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**121**
615	0	31	24	0	1	0	0	0	0	0	0	0	0	0	0	56
630	0	49	21	0	4	0	0	2	1	0	0	0	0	0	0	77
645	0	62	27	0	4	0	0	0	0	0	0	0	0	0	1	94
700	0	92	45	0	4	0	0	2	2	0	0	0	0	0	3	148
Hourly Total	**0**	**234**	**117**	**0**	**13**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**375**
715	0	69	37	1	11	1	0	5	2	0	0	0	0	0	7	133
730	2	99	38	0	7	1	0	1	1	0	0	0	0	0	2	151
745	2	141	56	0	7	2	0	3	0	0	0	0	0	0	6	217
800	1	152	71	0	10	1	0	7	0	0	0	0	0	0	11	253
Hourly Total	**5**	**461**	**202**	**1**	**35**	**5**	**0**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**26**	**754**
815	2	132	61	0	7	0	0	2	1	0	0	0	0	0	6	211
830	0	174	63	0	9	1	1	1	0	0	0	0	0	0	8	257
845	1	190	47	0	5	2	0	4	1	0	0	0	0	0	10	260
900	3	207	59	0	11	0	0	0	0	0	0	0	0	0	10	290
Hourly Total	**6**	**703**	**230**	**0**	**32**	**3**	**1**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**34**	**1018**
915	3	223	67	0	4	2	0	3	1	0	0	0	0	0	14	317
930	2	241	57	0	8	2	1	3	1	0	0	0	0	0	12	327
945	2	248	77	0	11	0	0	8	1	0	0	0	0	0	18	365
1000	3	278	82	0	4	3	0	5	0	0	0	0	0	0	23	398
Hourly Total	**10**	**990**	**283**	**0**	**27**	**7**	**1**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**67**	**1407**
1015	4	252	70	0	5	2	0	2	0	0	0	0	0	0	12	347
1030	1	245	78	0	7	3	1	3	0	0	0	0	0	0	19	357
1045	1	293	64	0	7	0	0	3	0	0	0	0	0	0	17	385
1100	1	307	78	0	7	1	0	7	1	0	0	0	0	0	18	420
Hourly Total	**7**	**1097**	**290**	**0**	**26**	**6**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**1509**
1115	1	277	95	0	5	3	0	7	0	0	0	0	0	0	29	417
1130	2	277	93	0	8	0	0	2	0	0	0	0	0	0	15	397
1145	2	309	84	0	2	2	0	5	1	0	0	0	0	0	13	418
1200	5	275	89	0	10	1	0	2	1	0	0	0	0	0	26	409
Hourly Total	**10**	**1138**	**361**	**0**	**25**	**6**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**83**	**1641**
1215	4	310	80	0	6	1	0	6	0	0	0	0	0	0	16	423
1230	3	277	94	0	8	9	0	6	1	0	0	0	0	0	29	427
1245	0	297	71	0	8	2	0	3	0	0	0	0	0	0	22	403
1300	7	303	73	0	5	2	0	4	1	0	0	0	0	0	20	415
Hourly Total	**14**	**1187**	**318**	**0**	**27**	**14**	**0**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**87**	**1668**
1315	6	260	64	1	6	0	1	4	2	0	0	0	0	0	19	363
1330	5	273	76	0	2	1	0	3	1	1	0	0	0	0	14	376
1345	2	275	72	0	3	0	0	2	1	0	0	0	0	0	18	373
1400	2	260	50	1	5	3	0	5	2	0	0	0	0	0	20	348
Hourly Total	**15**	**1068**	**262**	**2**	**16**	**4**	**1**	**14**	**6**	**1**	**0**	**0**	**0**	**0**	**71**	**1460**
1415	1	242	59	0	2	2	0	3	0	0	0	0	0	0	21	330
1430	4	228	60	2	7	0	0	3	0	0	0	0	0	0	12	316
1445	2	221	67	0	7	2	0	5	1	0	0	0	0	0	20	325
1500	2	277	60	0	6	0	0	0	1	0	0	0	0	0	24	370
Hourly Total	**9**	**968**	**246**	**2**	**22**	**4**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**77**	**1341**

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	87	22	0	0	0	0	0	0	0	0	0	0	0	0	109
30	0	62	10	0	2	0	0	1	0	0	0	0	0	0	0	75
45	0	58	15	0	2	0	0	0	0	0	0	0	0	0	0	75
100	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**0**	**244**	**56**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**
115	0	50	5	0	2	0	0	0	0	0	0	0	0	0	2	59
130	0	50	5	0	1	0	0	0	1	0	0	0	0	0	0	57
145	0	24	7	0	1	0	0	0	0	0	0	0	0	0	0	32
200	2	31	6	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	**2**	**155**	**23**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**187**
215	1	26	6	0	0	0	0	0	1	0	0	0	0	0	0	34
230	0	40	4	0	1	0	0	1	0	0	0	0	0	0	0	46
245	0	26	7	0	1	0	0	0	1	0	0	0	0	0	0	35
300	0	34	3	0	0	0	0	0	1	0	0	0	0	0	0	38
Hourly Total	**1**	**126**	**20**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**153**
315	0	17	10	0	0	0	0	0	2	0	0	0	0	0	2	31
330	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	21
345	0	24	5	0	0	0	0	0	1	0	0	0	0	0	0	30
400	0	20	3	0	1	0	0	2	1	0	0	0	0	0	0	27
Hourly Total	**0**	**81**	**18**	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**109**
415	0	16	7	0	1	0	0	0	2	0	0	0	0	0	0	26
430	1	18	7	0	3	0	0	2	0	0	0	0	0	0	0	31
445	0	19	12	0	0	0	0	0	0	0	0	0	0	0	0	31
500	0	33	12	0	1	0	0	2	0	0	0	0	0	0	0	48
Hourly Total	**1**	**86**	**38**	**0**	**5**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**136**
515	2	37	11	0	2	0	0	1	1	0	0	0	0	0	0	54
530	0	44	8	0	2	0	0	1	0	0	0	0	0	0	0	55
545	1	48	23	0	0	0	0	3	1	0	0	0	0	0	0	76
600	0	69	24	0	1	0	0	3	0	0	0	0	0	0	1	98
Hourly Total	**3**	**198**	**66**	**0**	**5**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**283**
615	0	71	33	0	2	0	0	2	0	0	0	0	0	0	0	108
630	1	96	48	0	8	1	0	2	1	0	0	0	0	0	2	159
645	0	126	50	0	8	1	0	2	0	0	0	0	0	0	1	188
700	3	174	70	0	8	0	0	3	2	0	0	0	0	0	3	263
Hourly Total	**4**	**467**	**201**	**0**	**26**	**2**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**718**
715	0	133	68	1	14	5	0	9	2	0	0	0	0	0	9	241
730	3	179	72	0	15	4	0	5	1	0	0	0	0	0	5	284
745	2	251	95	0	11	6	0	5	0	0	0	0	0	0	14	384
800	2	264	111	0	13	1	0	8	0	0	0	0	0	0	20	419
Hourly Total	**7**	**827**	**346**	**1**	**53**	**16**	**0**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**48**	**1328**
815	3	275	109	0	13	1	0	7	1	0	0	0	0	0	9	418
830	1	291	120	0	16	4	1	6	1	0	0	0	0	0	14	454
845	1	362	95	0	11	3	1	8	1	0	0	0	0	0	21	503
900	3	368	114	1	15	1	0	3	1	0	0	0	0	0	17	523
Hourly Total	**8**	**1296**	**438**	**1**	**55**	**9**	**2**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**61**	**1898**
915	4	381	114	0	11	4	0	6	3	0	0	0	0	0	22	545
930	2	421	120	0	17	2	2	3	2	0	0	0	0	0	19	588
945	4	441	140	0	18	4	0	11	3	0	0	0	0	0	23	644
1000	5	483	134	0	8	5	0	7	2	1	0	0	0	0	29	674
Hourly Total	**15**	**1726**	**508**	**0**	**54**	**15**	**2**	**27**	**10**	**1**	**0**	**0**	**0**	**0**	**93**	**2451**
1015	4	474	116	0	8	4	0	3	1	0	0	0	0	0	26	636
1030	2	471	137	0	11	5	1	5	1	0	0	0	0	0	33	666
1045	4	533	133	0	9	0	1	4	1	0	0	0	0	0	26	711
1100	3	531	136	1	13	1	0	8	1	0	0	0	0	0	34	728
Hourly Total	**13**	**2009**	**522**	**1**	**41**	**10**	**2**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**119**	**2741**
1115	4	519	151	0	9	3	0	9	0	0	0	0	0	0	53	748
1130	5	539	164	0	11	0	0	5	0	0	0	0	0	0	35	759
1145	3	567	135	0	4	4	0	9	1	0	0	0	0	0	23	746
1200	8	527	150	0	13	1	0	6	2	0	0	0	0	0	38	745
Hourly Total	**20**	**2152**	**600**	**0**	**37**	**8**	**0**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**149**	**2998**
1215	7	616	152	0	10	1	0	11	0	0	0	0	0	0	33	830
1230	3	568	167	0	13	14	0	8	1	0	0	0	0	0	52	826
1245	4	568	126	0	14	3	0	6	3	0	0	0	0	0	41	765
1300	8	576	137	0	13	2	0	6	2	0	0	0	0	0	34	778
Hourly Total	**22**	**2328**	**582**	**0**	**50**	**20**	**0**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**160**	**3199**
1315	9	515	127	2	10	1	1	7	3	0	0	0	0	0	32	707
1330	9	547	136	0	8	1	0	4	1	1	0	0	0	0	28	735
1345	4	580	138	0	10	1	0	4	2	0	0	0	0	0	32	771
1400	4	546	105	1	11	3	0	8	3	0	0	0	0	0	35	716
Hourly Total	**26**	**2188**	**506**	**3**	**39**	**6**	**1**	**23**	**9**	**1**	**0**	**0**	**0**	**0**	**127**	**2929**
1415	3	528	111	1	3	2	1	5	2	0	0	0	0	0	38	694
1430	7	506	122	3	11	1	0	3	0	0	0	0	0	0	28	681
1445	3	447	128	0	12	2	0	5	2	0	0	0	0	0	30	629
1500	3	570	112	0	8	0	1	1	1	0	0	0	0	0	38	734
Hourly Total	**16**	**2051**	**473**	**4**	**34**	**5**	**2**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**134**	**2738**

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	2	51	10	0	0	0	0	0	0	0	0	0	0	0	0	63
30	0	38	3	0	1	0	0	0	0	0	0	0	0	0	1	43
45	0	38	8	0	0	0	0	0	0	0	0	0	0	0	1	47
100	2	35	5	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**4**	**162**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**195**
115	0	53	1	0	0	0	0	0	1	0	0	0	0	0	0	55
130	1	40	3	0	0	0	0	0	0	0	0	0	0	0	0	44
145	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
200	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**148**	**16**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**167**
215	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
230	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
245	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
300	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	**0**	**89**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**
315	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
330	0	12	3	0	0	0	0	0	1	0	0	0	0	0	0	16
345	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
400	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**69**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
415	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
430	0	13	2	0	0	0	0	0	1	0	0	0	0	0	0	16
445	0	12	4	0	0	0	0	1	0	0	0	0	0	0	0	17
500	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	**1**	**57**	**16**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**76**
515	0	18	3	0	0	0	0	0	0	0	0	0	0	0	1	22
530	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
545	0	28	2	0	1	0	0	0	0	0	0	0	0	0	0	31
600	1	23	6	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	**1**	**89**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**106**
615	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
630	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
645	0	28	7	0	0	0	0	0	1	0	0	0	0	0	1	37
700	1	35	10	1	3	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**1**	**118**	**24**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**149**
715	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	50
730	0	56	11	0	1	0	0	0	0	0	0	0	0	0	0	68
745	2	66	17	0	2	0	0	0	0	0	0	0	0	0	0	87
800	0	90	17	0	1	0	1	0	1	0	0	0	0	0	1	111
Hourly Total	**2**	**257**	**50**	**0**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**316**
815	0	83	22	0	1	0	0	1	0	0	0	0	0	0	0	107
830	0	109	27	0	1	0	0	0	0	0	0	0	0	0	3	140
845	4	159	29	0	0	0	0	1	0	0	0	0	0	0	8	201
900	3	150	24	0	4	0	0	2	0	0	0	0	0	0	3	186
Hourly Total	**7**	**501**	**102**	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**634**
915	3	176	36	0	1	1	0	1	1	0	0	0	0	0	3	222
930	1	163	31	0	2	0	0	0	1	0	0	0	0	0	6	204
945	0	174	31	0	2	0	0	0	0	0	0	0	0	0	10	217
1000	0	157	39	0	2	0	0	1	1	0	0	0	0	0	3	203
Hourly Total	**4**	**670**	**137**	**0**	**7**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**22**	**846**
1015	0	226	56	0	0	0	0	0	1	0	0	0	0	0	13	296
1030	0	215	52	0	1	0	0	0	0	0	0	0	0	0	9	277
1045	0	254	45	0	1	0	0	0	0	0	0	0	0	0	16	316
1100	1	262	55	0	1	1	1	3	0	0	0	0	0	0	14	338
Hourly Total	**1**	**957**	**208**	**0**	**3**	**1**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**52**	**1227**
1115	0	186	54	0	3	0	0	1	0	0	0	0	0	0	17	261
1130	2	232	58	2	5	0	0	0	0	1	0	0	0	0	6	306
1145	3	220	39	0	2	1	0	1	0	0	0	0	0	0	13	279
1200	0	216	53	0	0	0	0	0	0	0	0	0	0	0	6	275
Hourly Total	**5**	**854**	**204**	**2**	**10**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**42**	**1121**
1215	2	289	39	0	3	0	0	1	0	0	0	0	0	0	15	349
1230	1	302	63	0	3	0	1	2	0	0	0	0	0	0	10	382
1245	1	262	49	0	3	1	0	0	0	0	0	0	0	0	14	330
1300	1	310	62	0	1	0	0	2	0	0	0	0	0	0	16	392
Hourly Total	**5**	**1163**	**213**	**0**	**10**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**1453**
1315	0	247	36	0	5	0	0	1	1	0	0	0	0	0	8	298
1330	0	249	47	0	4	0	0	0	1	0	0	0	0	0	7	308
1345	1	194	49	0	3	0	0	0	1	0	0	0	0	0	7	255
1400	2	192	33	0	1	1	0	0	1	0	0	0	0	0	6	236
Hourly Total	**3**	**882**	**165**	**0**	**13**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**28**	**1097**
1415	1	179	44	0	4	0	0	1	0	0	0	0	0	0	4	233
1430	1	206	47	0	2	0	1	0	0	0	0	0	0	0	6	263
1445	7	219	39	0	0	0	0	1	0	0	0	0	0	0	7	273
1500	2	206	42	0	5	0	0	1	0	0	0	0	0	0	2	258
Hourly Total	**11**	**810**	**172**	**0**	**11**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**1027**
1515	2	257	51	0	7	0	0	3	0	0	0	0	0	0	13	333
1530	5	249	48	0	4	0	0	1	0	0	0	0	0	0	13	320
1545	1	239	50	0	3	0	0	1	1	0	0	0	0	0	12	307

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
30	1	30	10	0	0	0	0	0	0	0	0	0	0	0	0	41
45	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
100	0	19	8	0	0	0	0	0	0	0	0	0	0	0	2	29
Hourly Total	**1**	**102**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**136**
115	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	20	4	0	0	0	0	1	0	0	0	0	0	0	0	25
145	0	22	4	0	1	0	0	0	0	0	0	0	0	0	2	29
200	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**67**	**12**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**84**
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	17	5	0	0	0	0	0	0	0	0	0	0	0	1	23
300	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**46**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**55**
315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
400	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	**0**	**35**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
415	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
445	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
500	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**24**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
515	0	15	2	0	0	0	0	0	0	0	0	0	0	0	1	18
530	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
545	0	18	7	0	0	0	0	0	1	0	0	0	0	0	0	26
600	0	35	8	0	1	0	0	0	1	0	0	0	0	0	1	46
Hourly Total	**0**	**87**	**20**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**112**
615	0	30	5	0	1	0	0	0	0	0	0	0	0	0	1	37
630	0	25	9	0	0	0	0	0	0	0	0	0	0	0	0	34
645	1	43	20	0	0	0	0	0	0	0	0	0	0	0	0	64
700	0	85	14	0	1	0	0	2	1	0	0	0	0	0	0	103
Hourly Total	**1**	**183**	**48**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**238**
715	1	105	24	0	1	0	0	0	0	0	0	0	0	0	5	136
730	2	131	15	0	1	1	0	0	0	0	0	0	0	0	3	153
745	0	87	24	0	0	0	0	0	0	0	0	0	0	0	2	113
800	2	117	28	0	1	0	0	1	0	0	0	0	0	0	2	151
Hourly Total	**5**	**440**	**91**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**553**
815	3	88	31	0	2	0	0	1	0	0	0	0	0	0	4	129
830	2	165	28	0	2	0	0	1	0	0	0	0	0	0	3	201
845	0	159	43	0	2	0	0	0	1	0	0	0	0	0	17	222
900	0	209	51	0	3	1	0	1	1	0	0	0	0	0	8	274
Hourly Total	**5**	**621**	**153**	**0**	**9**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**32**	**826**
915	0	224	47	0	4	0	1	2	0	0	0	0	0	0	9	287
930	4	185	58	0	6	1	0	1	0	0	0	0	0	0	9	264
945	0	169	50	0	2	1	0	1	0	0	0	0	0	0	5	228
1000	0	205	52	0	6	0	0	0	0	0	0	0	0	0	10	273
Hourly Total	**4**	**783**	**207**	**0**	**18**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**1052**
1015	1	155	52	0	2	0	0	1	0	0	0	0	0	0	10	221
1030	0	221	53	0	4	2	0	4	0	0	0	0	0	0	18	302
1045	2	245	52	0	3	2	0	6	0	0	0	0	0	0	19	329
1100	0	232	49	0	3	0	0	1	0	0	0	0	0	0	14	299
Hourly Total	**3**	**853**	**206**	**0**	**12**	**4**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**1151**
1115	2	241	60	1	2	0	0	1	0	0	0	0	0	0	19	326
1130	0	225	55	0	3	1	0	2	0	0	0	0	0	0	19	305
1145	1	203	54	0	1	0	0	3	1	0	0	0	0	0	8	271
1200	5	216	51	0	2	2	0	1	0	0	0	0	0	0	20	297
Hourly Total	**8**	**885**	**220**	**1**	**8**	**3**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**1199**
1215	1	233	50	0	4	2	0	4	0	0	0	0	0	0	16	310
1230	1	221	75	0	5	0	0	1	0	0	0	0	0	0	13	316
1245	2	232	59	0	3	0	0	1	1	0	0	0	0	0	14	312
1300	2	191	67	0	6	0	0	1	1	0	0	0	0	0	15	283
Hourly Total	**6**	**877**	**251**	**0**	**18**	**2**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**58**	**1221**
1315	0	208	64	0	3	0	0	4	0	0	0	0	0	0	17	296
1330	2	199	48	0	2	1	0	4	0	0	0	0	0	0	8	264
1345	1	251	57	0	2	2	0	3	0	0	0	0	0	0	29	345
1400	0	196	53	0	1	0	0	0	0	0	0	0	0	0	16	266
Hourly Total	**3**	**854**	**222**	**0**	**8**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**1171**
1415	0	191	42	0	4	1	0	1	0	0	0	0	0	0	12	251
1430	2	166	45	0	3	0	0	3	0	0	0	0	0	0	15	234
1445	0	191	39	0	2	0	0	1	0	0	0	0	0	0	13	246
1500	0	214	58	0	4	0	0	2	0	0	0	0	0	0	10	288
Hourly Total	**2**	**762**	**184**	**0**	**13**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**1019**
1515	4	223	58	0	3	0	0	1	0	0	0	0	0	0	7	296
1530	2	202	43	0	4	0	0	3	0	0	0	0	0	0	21	275
1545	2	196	42	0	4	0	0	2	1	0	0	0	0	0	17	264

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	2	88	16	0	0	0	0	0	0	0	0	0	0	0	0	106
30	1	68	13	0	1	0	0	0	0	0	0	0	0	0	1	84
45	0	54	15	0	0	0	0	0	0	0	0	0	0	0	1	70
100	2	54	13	0	0	0	0	0	0	0	0	0	0	0	2	71
Hourly Total	**5**	**264**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**331**
115	0	69	2	0	0	0	0	0	1	0	0	0	0	0	0	72
130	1	60	7	0	0	0	0	1	0	0	0	0	0	0	0	69
145	0	49	10	0	1	0	0	0	0	0	0	0	0	0	2	62
200	0	37	9	0	2	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	**1**	**215**	**28**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**251**
215	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
230	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
245	0	35	8	0	0	0	0	0	0	0	0	0	0	0	1	44
300	0	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	**0**	**135**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**160**
315	0	34	7	0	0	0	0	0	0	0	0	0	0	0	0	41
330	0	19	5	0	0	0	0	0	1	0	0	0	0	0	0	25
345	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
400	0	26	1	0	0	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	**0**	**104**	**17**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**123**
415	1	18	6	0	0	0	0	0	0	0	0	0	0	0	0	25
430	0	15	9	0	0	0	0	0	1	0	0	0	0	0	0	25
445	0	21	8	0	0	0	0	1	0	0	0	0	0	0	0	30
500	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**1**	**81**	**30**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**114**
515	0	33	5	0	0	0	0	0	0	0	0	0	0	0	2	40
530	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
545	0	46	9	0	1	0	0	0	1	0	0	0	0	0	0	57
600	1	58	14	0	1	0	0	0	1	0	0	0	0	0	1	76
Hourly Total	**1**	**176**	**34**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**218**
615	0	55	10	0	1	0	0	0	0	0	0	0	0	0	1	67
630	0	55	11	0	0	0	0	0	0	0	0	0	0	0	0	66
645	1	71	27	0	0	0	0	0	1	0	0	0	0	0	1	101
700	1	120	24	1	4	0	0	2	1	0	0	0	0	0	0	153
Hourly Total	**2**	**301**	**72**	**1**	**5**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**387**
715	1	150	29	0	1	0	0	0	0	0	0	0	0	0	5	186
730	2	187	26	0	2	1	0	0	0	0	0	0	0	0	3	221
745	2	153	41	0	2	0	0	0	0	0	0	0	0	0	2	200
800	2	207	45	0	2	0	1	1	1	0	0	0	0	0	3	262
Hourly Total	**7**	**697**	**141**	**0**	**7**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**869**
815	3	171	53	0	3	0	0	2	0	0	0	0	0	0	4	236
830	2	274	55	0	3	0	0	1	0	0	0	0	0	0	6	341
845	4	318	72	0	2	0	0	1	1	0	0	0	0	0	25	423
900	3	359	75	0	7	1	0	3	1	0	0	0	0	0	11	460
Hourly Total	**12**	**1122**	**255**	**0**	**15**	**1**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**46**	**1460**
915	3	400	83	0	5	1	1	3	1	0	0	0	0	0	12	509
930	5	348	89	0	8	1	0	1	1	0	0	0	0	0	15	468
945	0	343	81	0	4	1	0	1	0	0	0	0	0	0	15	445
1000	0	362	91	0	8	0	0	1	1	0	0	0	0	0	13	476
Hourly Total	**8**	**1453**	**344**	**0**	**25**	**3**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**55**	**1898**
1015	1	381	108	0	2	0	0	1	1	0	0	0	0	0	23	517
1030	0	436	105	0	5	2	0	4	0	0	0	0	0	0	27	579
1045	2	499	97	0	4	2	0	6	0	0	0	0	0	0	35	645
1100	1	494	104	0	4	1	1	4	0	0	0	0	0	0	28	637
Hourly Total	**4**	**1810**	**414**	**0**	**15**	**5**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**113**	**2378**
1115	2	427	114	1	5	0	0	2	0	0	0	0	0	0	36	587
1130	2	457	113	2	8	1	0	2	0	1	0	0	0	0	25	611
1145	4	423	93	0	3	1	0	4	1	0	0	0	0	0	21	550
1200	5	432	104	0	2	2	0	1	0	0	0	0	0	0	26	572
Hourly Total	**13**	**1739**	**424**	**3**	**18**	**4**	**0**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**108**	**2320**
1215	3	522	89	0	7	2	0	5	0	0	0	0	0	0	31	659
1230	2	523	138	0	8	0	1	3	0	0	0	0	0	0	23	698
1245	3	494	108	0	6	1	0	1	1	0	0	0	0	0	28	642
1300	3	501	129	0	7	0	0	3	1	0	0	0	0	0	31	675
Hourly Total	**11**	**2040**	**464**	**0**	**28**	**3**	**1**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**113**	**2674**
1315	0	455	100	0	8	0	0	5	1	0	0	0	0	0	25	594
1330	2	448	95	0	6	1	0	4	1	0	0	0	0	0	15	572
1345	2	445	106	0	5	2	0	3	1	0	0	0	0	0	36	600
1400	2	388	86	0	2	1	0	0	1	0	0	0	0	0	22	502
Hourly Total	**6**	**1736**	**387**	**0**	**21**	**4**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**98**	**2268**
1415	1	370	86	0	8	1	0	2	0	0	0	0	0	0	16	484
1430	3	372	92	0	5	0	1	3	0	0	0	0	0	0	21	497
1445	7	410	78	0	2	0	0	2	0	0	0	0	0	0	20	519
1500	2	420	100	0	9	0	0	3	0	0	0	0	0	0	12	546
Hourly Total	**13**	**1572**	**356**	**0**	**24**	**1**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**2046**
1515	6	480	109	0	10	0	0	4	0	0	0	0	0	0	20	629
1530	7	451	91	0	8	0	0	4	0	0	0	0	0	0	34	595
1545	3	435	92	0	7	0	0	3	2	0	0	0	0	0	29	571

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

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
100	0	12	1	0	1	0	0	0	0	0	1	0	0	0	0	15
Hourly Total	**0**	**57**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**67**
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
145	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
200	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**51**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**
215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
230	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
245	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
300	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**29**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**41**
315	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**37**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
415	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
430	0	31	1	0	0	0	0	1	0	0	0	0	0	0	1	34
445	0	25	8	0	1	2	0	0	0	0	0	0	0	0	0	36
500	0	28	5	0	0	2	0	0	0	0	0	0	0	0	2	37
Hourly Total	**0**	**102**	**20**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**131**
515	1	37	5	0	1	0	0	1	1	0	0	0	0	0	0	46
530	0	23	10	0	0	0	0	1	0	0	0	0	0	0	1	35
545	1	53	16	0	1	2	0	0	0	0	0	0	0	0	0	73
600	0	47	13	0	3	0	0	1	0	0	0	0	0	0	0	64
Hourly Total	**2**	**160**	**44**	**0**	**5**	**2**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**218**
615	0	62	23	1	5	1	0	0	1	0	0	0	0	0	7	100
630	0	79	43	1	10	5	1	0	1	0	0	0	0	0	2	142
645	1	103	56	1	7	2	0	1	2	0	0	0	0	0	6	179
700	1	117	46	0	7	1	0	2	3	0	0	0	0	0	9	186
Hourly Total	**2**	**361**	**168**	**3**	**29**	**9**	**1**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**24**	**607**
715	1	124	66	0	6	5	0	6	3	1	0	0	0	0	10	222
730	1	167	62	0	13	3	0	5	2	1	0	0	0	0	6	260
745	0	161	80	0	8	4	0	7	3	0	0	0	0	0	12	275
800	2	198	94	0	8	4	1	4	3	0	0	0	0	0	11	325
Hourly Total	**4**	**650**	**302**	**0**	**35**	**16**	**1**	**22**	**11**	**2**	**0**	**0**	**0**	**0**	**39**	**1082**
815	1	148	87	0	9	5	0	6	2	0	0	0	0	0	6	264
830	0	178	87	1	11	2	0	4	1	0	0	0	0	0	8	292
845	0	159	87	1	11	3	0	5	3	0	0	0	0	0	7	276
900	0	165	73	1	11	3	0	3	1	0	0	0	1	0	11	269
Hourly Total	**1**	**650**	**334**	**3**	**42**	**13**	**0**	**18**	**7**	**0**	**0**	**0**	**1**	**0**	**32**	**1101**
915	3	153	90	1	10	3	0	3	4	0	0	0	0	0	14	281
930	0	206	70	0	6	7	0	5	3	0	0	0	0	0	9	306
945	0	211	71	0	10	1	0	5	4	0	0	0	0	0	10	312
1000	2	197	80	0	13	2	0	4	2	0	0	0	0	0	12	312
Hourly Total	**5**	**767**	**311**	**1**	**39**	**13**	**0**	**17**	**13**	**0**	**0**	**0**	**0**	**0**	**45**	**1211**
1015	1	202	89	0	14	6	1	5	3	2	0	0	0	0	15	338
1030	0	219	104	0	8	0	1	5	1	0	0	0	0	0	29	367
1045	4	232	81	0	11	4	0	1	3	0	0	0	0	0	16	352
1100	2	232	70	0	11	5	1	3	4	0	0	0	0	0	14	342
Hourly Total	**7**	**885**	**344**	**0**	**44**	**15**	**3**	**14**	**11**	**2**	**0**	**0**	**0**	**0**	**74**	**1399**
1115	1	245	105	0	13	3	0	2	1	0	0	0	0	0	15	385
1130	0	220	87	1	9	5	1	3	2	0	0	0	0	0	18	346
1145	3	254	90	1	13	3	0	5	1	0	0	0	0	0	19	389
1200	2	248	81	0	10	4	0	2	4	0	0	0	0	0	27	378
Hourly Total	**6**	**967**	**363**	**2**	**45**	**15**	**1**	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**79**	**1498**
1215	1	261	75	0	10	4	1	2	4	0	0	0	0	0	12	370
1230	1	280	101	1	12	6	0	2	0	0	0	0	0	0	20	423
1245	4	248	81	0	12	4	0	3	5	0	0	0	0	0	20	377
1300	3	259	75	0	10	3	0	3	6	0	0	0	0	0	17	376
Hourly Total	**9**	**1048**	**332**	**1**	**44**	**17**	**1**	**10**	**15**	**0**	**0**	**0**	**0**	**0**	**69**	**1546**
1315	4	276	96	0	7	2	0	3	6	1	0	0	0	0	10	405
1330	3	281	81	0	6	5	1	7	1	0	0	0	1	0	11	397
1345	3	246	83	1	12	4	2	5	3	0	0	0	0	0	14	373
1400	1	253	83	0	13	6	0	3	3	0	0	0	0	0	24	386
Hourly Total	**11**	**1056**	**343**	**1**	**38**	**17**	**3**	**18**	**13**	**1**	**0**	**0**	**1**	**0**	**59**	**1561**
1415	4	272	112	2	7	2	0	3	1	0	0	0	0	0	21	424
1430	5	273	104	0	10	5	0	5	3	0	0	0	0	0	19	424
1445	2	302	83	2	9	3	0	2	0	0	0	0	0	0	26	429
1500	1	283	108	0	5	5	0	2	2	0	0	0	0	0	29	435
Hourly Total	**12**	**1130**	**407**	**4**	**31**	**15**	**0**	**12**	**6**	**0**	**0**	**0**	**0**	**0**	**95**	**1712**
1515	1	289	87	2	14	4	0	9	2	0	0	0	0	0	27	435
1530	1	359	110	0	14	6	1	4	1	0	0	0	0	0	23	519
1545	0	374	109	1	9	4	1	6	3	0	0	0	1	0	28	536

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

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	16	1	0	0	0	0	0	0	0	1	0	0	0	0	18
30	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
45	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
100	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**52**	**14**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**70**
115	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
145	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
300	0	5	5	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	**0**	**24**	**16**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	12	3	0	0	0	0	0	0	0	1	0	0	0	0	16
345	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**30**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**41**
415	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
430	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
445	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
500	2	17	16	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**2**	**44**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
515	0	27	7	0	4	0	0	0	1	1	0	0	0	0	0	40
530	0	37	15	0	2	0	0	0	0	0	0	0	0	0	0	54
545	0	47	26	0	1	1	0	1	0	0	0	0	0	0	0	76
600	1	75	45	0	3	0	0	1	1	0	0	0	0	0	6	132
Hourly Total	**1**	**186**	**93**	**0**	**10**	**1**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**302**
615	0	84	49	0	4	1	0	3	0	0	0	0	0	0	0	141
630	1	141	78	2	5	1	0	4	3	0	0	0	0	0	17	252
645	2	168	85	0	9	3	0	7	4	0	0	0	0	0	29	307
700	2	204	117	0	11	3	0	4	3	0	0	0	0	0	25	369
Hourly Total	**5**	**597**	**329**	**2**	**29**	**8**	**0**	**18**	**10**	**0**	**0**	**0**	**0**	**0**	**71**	**1069**
715	3	196	118	1	23	3	0	5	4	1	0	0	0	0	22	376
730	0	232	119	2	16	2	2	7	1	0	0	0	0	0	18	399
745	3	286	117	0	10	1	3	13	0	0	0	0	0	0	29	462
800	2	349	123	1	11	0	0	7	1	0	0	0	0	0	33	527
Hourly Total	**8**	**1063**	**477**	**4**	**60**	**6**	**5**	**32**	**6**	**1**	**0**	**0**	**0**	**0**	**102**	**1764**
815	5	271	118	2	20	4	2	3	2	0	0	0	0	0	45	472
830	1	336	107	1	31	4	1	6	1	0	0	0	0	0	38	526
845	4	300	105	0	15	7	1	5	1	0	0	0	0	0	27	465
900	3	311	115	1	18	2	3	10	5	0	0	0	0	0	31	499
Hourly Total	**13**	**1218**	**445**	**4**	**84**	**17**	**7**	**24**	**9**	**0**	**0**	**0**	**0**	**0**	**141**	**1962**
915	0	269	96	1	18	3	3	7	4	0	0	0	0	0	28	429
930	7	243	96	1	13	4	1	4	2	0	0	0	0	0	33	404
945	2	279	91	0	13	3	1	8	1	0	0	0	0	0	37	435
1000	3	243	103	0	26	2	2	4	4	0	0	0	1	0	24	412
Hourly Total	**12**	**1034**	**386**	**2**	**70**	**12**	**7**	**23**	**11**	**0**	**0**	**0**	**1**	**0**	**122**	**1680**
1015	0	237	92	0	13	3	1	5	3	0	0	0	1	0	19	374
1030	3	233	100	0	18	3	2	4	1	0	0	0	0	0	31	395
1045	1	224	85	1	12	7	1	6	0	0	0	0	0	0	20	357
1100	6	253	84	0	18	4	1	5	4	1	0	0	0	0	28	404
Hourly Total	**10**	**947**	**361**	**1**	**61**	**17**	**5**	**20**	**8**	**1**	**0**	**0**	**1**	**0**	**98**	**1530**
1115	1	225	87	0	3	3	1	2	2	0	0	0	0	0	23	347
1130	4	247	91	0	15	4	0	4	3	1	0	0	0	0	29	398
1145	3	255	97	0	7	2	1	2	1	0	0	0	0	0	34	402
1200	2	255	100	0	8	5	1	6	5	0	0	0	0	0	26	408
Hourly Total	**10**	**982**	**375**	**0**	**33**	**14**	**3**	**14**	**11**	**1**	**0**	**0**	**0**	**0**	**112**	**1555**
1215	2	267	95	1	16	3	3	6	5	0	0	0	0	0	15	413
1230	2	282	86	1	8	4	2	5	2	3	0	0	0	0	24	419
1245	1	281	103	0	17	5	0	6	4	0	0	0	1	0	20	438
1300	0	287	86	0	12	6	0	3	3	1	0	0	0	0	32	430
Hourly Total	**5**	**1117**	**370**	**2**	**53**	**18**	**5**	**20**	**14**	**4**	**0**	**0**	**1**	**0**	**91**	**1700**
1315	3	251	85	0	1	3	0	4	0	0	0	0	0	0	17	364
1330	2	267	83	1	8	4	2	3	4	2	0	0	0	0	21	397
1345	3	240	81	1	14	0	1	7	2	0	0	0	0	0	29	378
1400	2	211	106	1	10	6	0	5	0	0	0	0	0	0	26	367
Hourly Total	**10**	**969**	**355**	**3**	**33**	**13**	**3**	**19**	**6**	**2**	**0**	**0**	**0**	**0**	**93**	**1506**
1415	1	216	83	2	9	3	1	7	1	0	0	0	0	0	12	335
1430	4	206	72	2	10	4	1	3	1	0	0	0	0	0	18	321
1445	0	242	97	3	4	3	1	2	0	1	0	0	0	0	27	380
1500	3	232	77	0	12	6	1	3	2	0	0	0	0	0	22	358
Hourly Total	**8**	**896**	**329**	**7**	**35**	**16**	**4**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**79**	**1394**
1515	1	232	80	0	9	2	0	1	4	1	0	0	0	0	16	346
1530	1	246	79	1	9	1	0	4	1	0	0	0	0	0	35	377
1545	5	234	83	0	9	5	1	4	1	0	0	0	0	0	31	373

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

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	35	5	0	0	0	0	0	0	0	1	0	0	0	0	41
30	0	27	5	0	1	0	0	0	0	0	0	0	0	0	0	33
45	0	18	5	0	1	0	0	0	1	0	0	0	0	0	0	25
100	0	29	6	0	2	0	0	0	0	0	1	0	0	0	0	38
Hourly Total	**0**	**109**	**21**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**137**
115	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
130	0	22	4	0	0	0	0	0	1	0	0	0	0	0	0	27
145	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
200	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	**0**	**84**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**101**
215	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
230	1	14	8	0	0	0	0	0	0	0	0	0	0	0	0	23
245	0	20	9	0	0	0	0	0	1	0	0	0	0	0	0	30
300	0	9	7	0	1	0	0	0	1	0	0	0	0	0	0	18
Hourly Total	**1**	**53**	**26**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**83**
315	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
330	0	18	3	0	0	0	0	0	0	0	1	0	0	0	0	22
345	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
400	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	**0**	**67**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**81**
415	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	33
430	0	42	2	0	1	0	0	1	0	0	0	0	0	0	1	47
445	0	35	14	0	1	2	0	0	0	0	0	0	0	0	0	52
500	2	45	21	0	1	2	0	0	0	0	0	0	0	0	2	73
Hourly Total	**2**	**146**	**46**	**0**	**3**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**205**
515	1	64	12	0	5	0	0	1	2	1	0	0	0	0	0	86
530	0	60	25	0	2	0	0	1	0	0	0	0	0	0	1	89
545	1	100	42	0	2	3	0	1	0	0	0	0	0	0	0	149
600	1	122	58	0	6	0	0	2	1	0	0	0	0	0	6	196
Hourly Total	**3**	**346**	**137**	**0**	**15**	**3**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**7**	**520**
615	0	146	72	1	9	2	0	3	1	0	0	0	0	0	7	241
630	1	220	121	3	15	6	1	4	4	0	0	0	0	0	19	394
645	3	271	141	1	16	5	0	8	6	0	0	0	0	0	35	486
700	3	321	163	0	18	4	0	6	6	0	0	0	0	0	34	555
Hourly Total	**7**	**958**	**497**	**5**	**58**	**17**	**1**	**21**	**17**	**0**	**0**	**0**	**0**	**0**	**95**	**1676**
715	4	320	184	1	29	8	0	11	7	2	0	0	0	0	32	598
730	1	399	181	2	29	5	2	12	3	1	0	0	0	0	24	659
745	3	447	197	0	18	5	3	20	3	0	0	0	0	0	41	737
800	4	547	217	1	19	4	1	11	4	0	0	0	0	0	44	852
Hourly Total	**12**	**1713**	**779**	**4**	**95**	**22**	**6**	**54**	**17**	**3**	**0**	**0**	**0**	**0**	**141**	**2846**
815	6	419	205	2	29	9	2	9	4	0	0	0	0	0	51	736
830	1	514	194	2	42	6	1	10	2	0	0	0	0	0	46	818
845	4	459	192	1	26	10	1	10	4	0	0	0	0	0	34	741
900	3	476	188	2	29	5	3	13	6	0	0	0	1	0	42	768
Hourly Total	**14**	**1868**	**779**	**7**	**126**	**30**	**7**	**42**	**16**	**0**	**0**	**0**	**1**	**0**	**173**	**3063**
915	3	422	186	2	28	6	3	10	8	0	0	0	0	0	42	710
930	7	449	166	1	19	11	1	9	5	0	0	0	0	0	42	710
945	2	490	162	0	23	4	1	13	5	0	0	0	0	0	47	747
1000	5	440	183	0	39	4	2	8	6	0	0	0	1	0	36	724
Hourly Total	**17**	**1801**	**697**	**3**	**109**	**25**	**7**	**40**	**24**	**0**	**0**	**0**	**1**	**0**	**167**	**2891**
1015	1	439	181	0	27	9	2	10	6	2	0	0	1	0	34	712
1030	3	452	204	0	26	3	3	9	2	0	0	0	0	0	60	762
1045	5	456	166	1	23	11	1	7	3	0	0	0	0	0	36	709
1100	8	485	154	0	29	9	2	8	8	1	0	0	0	0	42	746
Hourly Total	**17**	**1832**	**705**	**1**	**105**	**32**	**8**	**34**	**19**	**3**	**0**	**0**	**1**	**0**	**172**	**2929**
1115	2	470	192	0	16	6	1	4	3	0	0	0	0	0	38	732
1130	4	467	178	1	24	9	1	7	5	1	0	0	0	0	47	744
1145	6	509	187	1	20	5	1	7	2	0	0	0	0	0	53	791
1200	4	503	181	0	18	9	1	8	9	0	0	0	0	0	53	786
Hourly Total	**16**	**1949**	**738**	**2**	**78**	**29**	**4**	**26**	**19**	**1**	**0**	**0**	**0**	**0**	**191**	**3053**
1215	3	528	170	1	26	7	4	8	9	0	0	0	0	0	27	783
1230	3	562	187	2	20	10	2	7	2	3	0	0	0	0	44	842
1245	5	529	184	0	29	9	0	9	9	0	0	0	1	0	40	815
1300	3	546	161	0	22	9	0	6	9	1	0	0	0	0	49	806
Hourly Total	**14**	**2165**	**702**	**3**	**97**	**35**	**6**	**30**	**29**	**4**	**0**	**0**	**1**	**0**	**160**	**3246**
1315	7	527	181	0	8	5	0	7	6	1	0	0	0	0	27	769
1330	5	548	164	1	14	9	3	10	5	2	0	0	1	0	32	794
1345	6	486	164	2	26	4	3	12	5	0	0	0	0	0	43	751
1400	3	464	189	1	23	12	0	8	3	0	0	0	0	0	50	753
Hourly Total	**21**	**2025**	**698**	**4**	**71**	**30**	**6**	**37**	**19**	**3**	**0**	**0**	**1**	**0**	**152**	**3067**
1415	5	488	195	4	16	5	1	10	2	0	0	0	0	0	33	759
1430	9	479	176	2	20	9	1	8	4	0	0	0	0	0	37	745
1445	2	544	180	5	13	6	1	4	0	1	0	0	0	0	53	809
1500	4	515	185	0	17	11	1	5	4	0	0	0	0	0	51	793
Hourly Total	**20**	**2026**	**736**	**11**	**66**	**31**	**4**	**27**	**10**	**1**	**0**	**0**	**0**	**0**	**174**	**3106**
1515	2	521	167	2	23	6	0	10	6	1	0	0	0	0	43	781
1530	2	605	189	1	23	7	1	8	2	0	0	0	0	0	58	896
1545	5	608	192	1	18	9	2	10	4	0	0	0	1	0	59	909

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	25	7	0	1	0	0	0	0	0	0	0	0	0	0	34
30	0	14	2	0	0	0	0	1	0	0	0	0	0	0	0	17
45	0	13	2	0	0	0	0	0	0	0	1	0	0	0	0	16
100	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**60**	**13**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**78**
115	1	7	1	0	2	0	0	0	0	0	0	0	0	0	0	11
130	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**1**	**45**	**8**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
215	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
230	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
245	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
300	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**33**	**8**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
315	0	6	1	0	0	0	0	1	1	0	0	0	0	0	0	9
330	0	9	2	0	0	0	0	0	2	0	0	0	0	0	0	13
345	0	7	4	0	0	0	0	0	1	0	0	0	0	0	0	12
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**34**	**7**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**46**
415	0	17	1	0	0	0	0	1	0	0	0	0	0	0	0	19
430	0	16	2	0	0	0	0	1	0	0	0	0	0	0	1	20
445	0	11	7	0	1	2	0	2	2	0	0	0	0	0	0	25
500	0	21	9	0	0	1	0	1	1	0	0	0	0	0	1	34
Hourly Total	**0**	**65**	**19**	**0**	**1**	**3**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**98**
515	1	32	7	0	0	2	0	0	0	0	0	0	0	0	0	42
530	0	27	9	0	0	0	0	0	2	0	0	0	0	0	0	38
545	1	53	13	0	1	0	0	1	1	0	0	0	0	0	2	72
600	0	40	15	0	2	0	0	0	1	0	0	0	0	0	2	60
Hourly Total	**2**	**152**	**44**	**0**	**3**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**212**
615	0	68	25	1	8	0	0	1	1	0	0	0	0	0	0	104
630	2	75	41	2	4	6	0	3	1	0	0	0	0	0	3	137
645	0	119	47	1	12	2	0	2	3	1	0	0	0	0	7	194
700	1	107	64	0	12	5	0	4	3	0	0	0	0	0	6	202
Hourly Total	**3**	**369**	**177**	**4**	**36**	**13**	**0**	**10**	**8**	**1**	**0**	**0**	**0**	**0**	**16**	**637**
715	1	112	71	0	8	6	0	7	2	0	0	0	0	0	3	210
730	0	175	75	2	15	2	0	7	1	1	0	0	0	0	9	287
745	0	180	67	0	3	3	0	6	2	0	0	0	0	0	4	265
800	0	183	86	0	11	11	1	4	5	0	0	0	0	0	15	316
Hourly Total	**1**	**650**	**299**	**2**	**37**	**22**	**1**	**24**	**10**	**1**	**0**	**0**	**0**	**0**	**31**	**1078**
815	0	210	104	2	12	4	1	5	1	0	0	0	0	0	8	347
830	2	169	85	1	9	3	0	5	4	0	0	0	0	0	14	292
845	0	162	83	1	8	3	0	10	6	0	0	0	0	0	8	281
900	2	174	81	1	17	1	0	5	5	0	0	0	0	0	14	300
Hourly Total	**4**	**715**	**353**	**5**	**46**	**11**	**1**	**25**	**16**	**0**	**0**	**0**	**0**	**0**	**44**	**1220**
915	2	182	82	1	13	3	0	1	5	0	0	0	0	0	16	305
930	4	198	67	2	8	1	0	6	1	0	0	0	0	0	14	301
945	1	186	92	0	9	3	0	1	2	0	0	0	0	0	19	313
1000	0	205	93	1	6	2	0	0	5	0	0	0	0	0	17	329
Hourly Total	**7**	**771**	**334**	**4**	**36**	**9**	**0**	**8**	**13**	**0**	**0**	**0**	**0**	**0**	**66**	**1248**
1015	0	194	79	1	12	2	0	1	7	0	0	0	0	0	9	305
1030	1	249	101	0	10	5	0	2	2	0	0	0	0	0	17	387
1045	1	225	89	0	13	2	0	6	4	0	0	0	0	0	18	358
1100	5	244	80	0	11	6	0	5	3	0	0	0	1	0	13	368
Hourly Total	**7**	**912**	**349**	**1**	**46**	**15**	**0**	**14**	**16**	**0**	**0**	**0**	**1**	**0**	**57**	**1418**
1115	0	240	104	0	7	9	0	7	3	1	0	0	0	0	3	374
1130	1	243	80	0	6	1	1	5	2	0	0	0	0	0	19	358
1145	7	280	79	1	11	3	1	4	1	0	0	0	0	0	18	405
1200	2	253	92	0	11	7	1	6	3	0	0	0	0	0	21	396
Hourly Total	**10**	**1016**	**355**	**1**	**35**	**20**	**3**	**22**	**9**	**1**	**0**	**0**	**0**	**0**	**61**	**1533**
1215	0	267	72	0	8	4	0	7	5	0	0	0	0	0	31	394
1230	1	293	92	0	11	8	1	2	3	0	0	0	0	0	18	429
1245	3	241	88	0	12	4	0	6	6	0	0	0	0	0	20	380
1300	1	245	92	0	14	4	2	4	0	0	0	0	0	0	12	374
Hourly Total	**5**	**1046**	**344**	**0**	**45**	**20**	**3**	**19**	**14**	**0**	**0**	**0**	**0**	**0**	**81**	**1577**
1315	3	283	90	0	12	8	0	2	7	0	0	0	0	0	22	427
1330	2	310	92	0	10	3	0	4	6	0	0	0	0	0	15	442
1345	1	279	80	0	8	2	0	3	5	1	0	0	0	0	15	394
1400	3	299	77	0	9	4	1	6	6	0	0	0	0	0	14	419
Hourly Total	**9**	**1171**	**339**	**0**	**39**	**17**	**1**	**15**	**24**	**1**	**0**	**0**	**0**	**0**	**66**	**1682**
1415	2	282	98	0	8	5	0	1	5	0	0	0	0	0	20	421
1430	4	269	88	1	11	9	0	6	3	0	0	0	0	0	18	409
1445	4	293	96	2	6	5	0	5	8	0	0	0	0	0	31	450
1500	1	309	86	0	10	3	0	5	7	0	0	0	0	0	21	442
Hourly Total	**11**	**1153**	**368**	**3**	**35**	**22**	**0**	**17**	**23**	**0**	**0**	**0**	**0**	**0**	**90**	**1722**
1515	4	300	100	0	11	3	1	3	4	0	0	0	0	0	41	467
1530	1	356	112	0	18	3	1	3	6	0	0	0	0	0	39	539
1545	9	377	118	2	15	5	1	10	4	0	0	0	1	0	54	596

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	10	3	0	1	0	0	0	1	0	0	0	0	0	0	15
30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
45	0	10	6	0	0	0	0	0	1	0	0	0	0	0	0	17
100	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**57**	**16**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**76**
115	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	8	5	0	2	0	0	0	0	0	0	0	0	0	1	16
145	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
200	0	5	4	0	0	0	0	0	1	0	0	0	0	0	0	10
Hourly Total	**0**	**25**	**18**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**47**
215	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
230	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
300	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**
315	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
330	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	9	0	0	1	0	0	1	0	0	0	0	0	0	0	11
Hourly Total	**0**	**18**	**6**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	9	3	0	0	0	0	0	3	0	0	0	0	0	0	15
430	0	11	7	0	0	0	0	1	2	0	0	0	0	0	0	21
445	0	13	11	0	0	0	0	0	1	0	0	0	0	0	0	25
500	2	21	12	0	2	0	0	3	1	0	0	0	0	0	0	41
Hourly Total	**2**	**54**	**33**	**0**	**2**	**0**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
515	0	32	9	0	2	0	0	0	1	0	0	0	0	0	1	45
530	0	41	18	0	0	0	0	1	1	0	0	0	0	0	1	62
545	1	45	24	0	1	0	0	0	0	0	0	0	0	0	0	71
600	0	73	27	1	3	1	0	3	0	1	0	0	0	0	4	113
Hourly Total	**1**	**191**	**78**	**1**	**6**	**1**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**291**
615	1	87	57	0	4	1	1	2	1	0	0	0	0	0	1	155
630	2	145	78	2	9	3	0	3	1	1	0	0	0	0	8	252
645	1	165	88	0	18	5	0	8	0	0	0	0	0	0	21	306
700	3	206	120	1	22	7	2	3	3	0	0	0	0	0	29	396
Hourly Total	**7**	**603**	**343**	**3**	**53**	**16**	**3**	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**59**	**1109**
715	1	194	122	0	22	9	1	7	3	0	0	0	0	0	17	376
730	4	232	132	0	31	6	2	10	0	0	0	0	1	0	28	446
745	1	292	134	0	14	3	2	9	4	0	0	0	0	0	32	491
800	4	334	117	2	12	2	2	8	1	0	0	0	0	0	31	513
Hourly Total	**10**	**1052**	**505**	**2**	**79**	**20**	**7**	**34**	**8**	**0**	**0**	**0**	**1**	**0**	**108**	**1826**
815	4	330	106	1	11	4	2	9	2	0	0	0	0	0	39	508
830	3	325	128	1	20	4	1	10	6	0	0	0	0	0	31	529
845	1	317	128	1	17	1	0	3	1	0	0	0	0	0	35	504
900	1	331	126	2	15	4	1	8	1	0	0	0	0	0	34	523
Hourly Total	**9**	**1303**	**488**	**5**	**63**	**13**	**4**	**30**	**10**	**0**	**0**	**0**	**0**	**0**	**139**	**2064**
915	1	259	92	1	15	5	1	7	4	0	0	0	0	0	32	417
930	2	275	98	1	14	4	1	6	4	0	0	0	0	0	29	434
945	3	313	84	0	8	1	2	8	4	0	0	0	0	0	39	462
1000	4	289	95	1	21	1	0	6	4	0	0	0	0	0	29	450
Hourly Total	**10**	**1136**	**369**	**3**	**58**	**11**	**4**	**27**	**16**	**0**	**0**	**0**	**0**	**0**	**129**	**1763**
1015	1	265	117	0	17	4	0	3	2	0	0	0	0	0	28	437
1030	2	233	87	0	20	8	4	7	5	1	0	0	0	0	36	403
1045	3	241	90	2	13	2	0	4	1	0	0	0	0	0	27	383
1100	0	264	95	0	10	3	1	4	3	0	0	0	0	0	38	418
Hourly Total	**6**	**1003**	**389**	**2**	**60**	**17**	**5**	**18**	**11**	**1**	**0**	**0**	**0**	**0**	**129**	**1641**
1115	3	260	110	0	18	6	2	11	1	0	0	0	0	0	28	439
1130	0	259	90	0	13	4	0	8	2	1	0	0	0	0	30	407
1145	2	279	102	1	12	6	0	2	2	2	1	0	0	0	23	432
1200	4	241	104	1	12	6	2	4	1	0	0	0	0	0	29	404
Hourly Total	**9**	**1039**	**406**	**2**	**55**	**22**	**4**	**25**	**6**	**3**	**1**	**0**	**0**	**0**	**110**	**1682**
1215	3	275	109	0	13	5	0	5	2	2	0	0	0	0	25	439
1230	1	240	96	1	21	3	0	5	2	0	0	0	0	0	30	399
1245	3	267	94	1	15	1	1	5	4	1	0	0	0	0	30	422
1300	2	254	81	0	17	5	3	8	7	0	0	0	1	0	24	402
Hourly Total	**9**	**1036**	**380**	**2**	**66**	**14**	**4**	**23**	**15**	**3**	**0**	**0**	**1**	**0**	**109**	**1662**
1315	4	256	97	0	11	4	2	3	3	0	0	0	0	0	24	404
1330	4	240	79	0	10	6	1	3	2	3	0	0	0	0	21	369
1345	2	306	83	1	7	5	2	4	6	1	0	0	0	0	20	437
1400	2	295	89	0	14	5	0	3	5	1	0	0	0	0	38	452
Hourly Total	**12**	**1097**	**348**	**1**	**42**	**20**	**5**	**13**	**16**	**5**	**0**	**0**	**0**	**0**	**103**	**1662**
1415	0	226	60	1	7	2	0	3	6	0	0	0	1	0	20	326
1430	2	247	91	1	13	0	1	5	1	1	0	0	0	0	25	387
1445	2	250	102	0	15	3	0	2	4	1	0	0	1	0	17	397
1500	1	261	100	0	11	2	0	7	3	0	0	0	0	0	25	410
Hourly Total	**5**	**984**	**353**	**2**	**46**	**7**	**1**	**17**	**14**	**2**	**0**	**0**	**2**	**0**	**87**	**1520**
1515	3	219	74	0	12	4	3	4	2	1	0	0	0	0	17	339
1530	4	232	70	2	10	2	0	8	2	0	0	0	0	0	21	351
1545	1	218	81	0	7	5	1	8	2	0	0	0	0	0	14	337

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

CLASS COUNT REPORT

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

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	35	10	0	2	0	0	0	1	0	0	0	0	0	0	49
30	0	29	3	0	0	0	0	1	0	0	0	0	0	0	0	33
45	0	23	8	0	0	0	0	0	1	0	1	0	0	0	0	33
100	0	30	8	0	1	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	**1**	**117**	**29**	**0**	**3**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**154**
115	1	13	5	0	2	0	0	0	0	0	0	0	0	0	0	21
130	0	20	7	0	2	0	0	0	0	0	0	0	0	0	1	30
145	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
200	0	26	6	0	1	0	0	0	1	0	0	0	0	0	0	34
Hourly Total	**1**	**70**	**26**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**104**
215	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
230	0	17	4	0	0	0	0	0	2	0	0	0	0	0	0	23
245	0	9	3	0	1	0	0	0	1	0	0	0	0	0	0	14
300	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**55**	**14**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
315	0	8	3	0	0	0	0	2	1	0	0	0	0	0	0	14
330	0	13	5	0	0	0	0	0	2	0	0	0	0	0	0	20
345	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0	16
400	0	21	0	0	1	0	0	1	0	0	0	0	0	0	0	23
Hourly Total	**0**	**52**	**13**	**0**	**1**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
415	0	26	4	0	0	0	0	1	3	0	0	0	0	0	0	34
430	0	27	9	0	0	0	0	2	2	0	0	0	0	0	1	41
445	0	24	18	0	1	2	0	2	3	0	0	0	0	0	0	50
500	2	42	21	0	2	1	0	4	2	0	0	0	0	0	1	75
Hourly Total	**2**	**119**	**52**	**0**	**3**	**3**	**0**	**9**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**200**
515	1	64	16	0	2	2	0	0	1	0	0	0	0	0	1	87
530	0	68	27	0	0	0	0	1	3	0	0	0	0	0	1	100
545	2	98	37	0	2	0	0	1	1	0	0	0	0	0	2	143
600	0	113	42	1	5	1	0	3	1	1	0	0	0	0	6	173
Hourly Total	**3**	**343**	**122**	**1**	**9**	**3**	**0**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**10**	**503**
615	1	155	82	1	12	1	1	3	2	0	0	0	0	0	1	259
630	4	220	119	4	13	9	0	6	2	1	0	0	0	0	11	389
645	1	284	135	1	30	7	0	10	3	1	0	0	0	0	28	500
700	4	313	184	1	34	12	2	7	6	0	0	0	0	0	35	598
Hourly Total	**10**	**972**	**520**	**7**	**89**	**29**	**3**	**26**	**13**	**2**	**0**	**0**	**0**	**0**	**75**	**1746**
715	2	306	193	0	30	15	1	14	5	0	0	0	0	0	20	586
730	4	407	207	2	46	8	2	17	1	1	0	0	1	0	37	733
745	1	472	201	0	17	6	2	15	6	0	0	0	0	0	36	756
800	4	517	203	2	23	13	3	12	6	0	0	0	0	0	46	829
Hourly Total	**11**	**1702**	**804**	**4**	**116**	**42**	**8**	**58**	**18**	**1**	**0**	**0**	**1**	**0**	**139**	**2904**
815	4	540	210	3	23	8	3	14	3	0	0	0	0	0	47	855
830	5	494	213	2	29	7	1	15	10	0	0	0	0	0	45	821
845	1	479	211	2	25	4	0	13	7	0	0	0	0	0	43	785
900	3	505	207	3	32	5	1	13	6	0	0	0	0	0	48	823
Hourly Total	**13**	**2018**	**841**	**10**	**109**	**24**	**5**	**55**	**26**	**0**	**0**	**0**	**0**	**0**	**183**	**3284**
915	3	441	174	2	28	8	1	8	9	0	0	0	0	0	48	722
930	6	473	165	3	22	5	1	12	5	0	0	0	0	0	43	735
945	4	499	176	0	17	4	2	9	6	0	0	0	0	0	58	775
1000	4	494	188	2	27	3	0	6	9	0	0	0	0	0	46	779
Hourly Total	**17**	**1907**	**703**	**7**	**94**	**20**	**4**	**35**	**29**	**0**	**0**	**0**	**0**	**0**	**195**	**3011**
1015	1	459	196	1	29	6	0	4	9	0	0	0	0	0	37	742
1030	3	482	188	0	30	13	4	9	7	1	0	0	0	0	53	790
1045	4	466	179	2	26	4	0	10	5	0	0	0	0	0	45	741
1100	5	508	175	0	21	9	1	9	6	0	0	0	1	0	51	786
Hourly Total	**13**	**1915**	**738**	**3**	**106**	**32**	**5**	**32**	**27**	**1**	**0**	**0**	**1**	**0**	**186**	**3059**
1115	3	500	214	0	25	15	2	18	4	1	0	0	0	0	31	813
1130	1	502	170	0	19	5	1	13	4	1	0	0	0	0	49	765
1145	9	559	181	2	23	9	1	6	3	2	1	0	0	0	41	837
1200	6	494	196	1	23	13	3	10	4	0	0	0	0	0	50	800
Hourly Total	**19**	**2055**	**761**	**3**	**90**	**42**	**7**	**47**	**15**	**4**	**1**	**0**	**0**	**0**	**171**	**3215**
1215	3	542	181	0	21	9	0	12	7	2	0	0	0	0	56	833
1230	2	533	188	1	32	11	1	7	5	0	0	0	0	0	48	828
1245	6	508	182	1	27	5	1	11	10	1	0	0	0	0	50	802
1300	3	499	173	0	31	9	5	12	7	0	0	0	1	0	36	776
Hourly Total	**14**	**2082**	**724**	**2**	**111**	**34**	**7**	**42**	**29**	**3**	**0**	**0**	**1**	**0**	**190**	**3239**
1315	7	539	187	0	23	12	2	5	10	0	0	0	0	0	46	831
1330	6	550	171	0	20	9	1	7	8	3	0	0	0	0	36	811
1345	3	585	163	1	15	7	2	7	11	2	0	0	0	0	35	831
1400	5	594	166	0	23	9	1	9	11	1	0	0	0	0	52	871
Hourly Total	**21**	**2268**	**687**	**1**	**81**	**37**	**6**	**28**	**40**	**6**	**0**	**0**	**0**	**0**	**169**	**3344**
1415	2	508	158	1	15	7	0	4	11	0	0	0	1	0	40	747
1430	6	516	179	2	24	9	1	11	4	1	0	0	0	0	43	796
1445	6	543	198	2	21	8	0	7	12	1	0	0	1	0	48	847
1500	2	570	186	0	21	5	0	12	10	0	0	0	0	0	46	852
Hourly Total	**16**	**2137**	**721**	**5**	**81**	**29**	**1**	**34**	**37**	**2**	**0**	**0**	**2**	**0**	**177**	**3242**
1515	7	519	174	0	23	7	4	7	6	1	0	0	0	0	58	806
1530	5	588	182	2	28	5	1	11	8	0	0	0	0	0	60	890
1545	10	595	199	2	22	10	2	18	6	0	0	0	1	0	68	933

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

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	23	6	0	1	1	0	0	0	0	0	0	0	0	0	32
30	0	17	3	0	0	0	0	1	0	0	0	0	0	0	0	21
45	0	8	2	0	0	0	0	0	0	0	1	0	0	0	0	11
100	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**1**	**55**	**13**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**74**
115	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	23	1	0	1	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	**1**	**44**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
215	0	8	2	0	1	0	0	0	2	0	0	0	0	0	0	13
230	0	12	0	0	0	0	0	0	1	0	0	0	0	0	0	13
245	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
300	0	6	3	0	0	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	**0**	**31**	**8**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
315	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
345	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**29**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
415	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
430	0	16	2	0	0	0	0	0	0	0	0	0	0	0	1	19
445	0	12	7	0	1	2	0	2	1	0	0	0	0	0	0	25
500	0	24	8	0	0	1	0	2	0	0	0	0	0	0	1	36
Hourly Total	**0**	**69**	**18**	**0**	**1**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**98**
515	1	29	8	0	0	3	0	0	0	0	0	0	0	0	0	41
530	0	29	7	0	0	0	0	0	1	0	0	0	0	0	0	37
545	1	52	18	0	0	1	0	2	1	0	0	0	0	0	2	77
600	0	39	13	0	3	0	0	1	1	0	0	0	0	0	1	58
Hourly Total	**2**	**149**	**46**	**0**	**3**	**4**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**213**
615	0	69	25	1	6	0	0	2	1	0	0	0	0	0	1	105
630	0	74	40	1	5	5	0	3	1	0	0	0	0	0	3	132
645	0	120	54	0	12	1	0	2	2	0	0	0	0	0	7	198
700	0	124	61	0	8	3	0	4	2	0	0	0	0	0	7	209
Hourly Total	**0**	**387**	**180**	**2**	**31**	**9**	**0**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**18**	**644**
715	1	122	79	0	7	7	0	6	3	0	0	0	0	0	3	228
730	0	158	79	2	11	6	0	11	0	0	0	0	0	0	8	275
745	0	177	78	0	3	1	0	6	2	0	0	0	0	0	4	271
800	0	175	65	0	15	4	4	6	4	0	0	0	0	0	15	288
Hourly Total	**1**	**632**	**301**	**2**	**36**	**18**	**4**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**30**	**1062**
815	0	204	86	2	11	2	1	7	0	0	0	0	0	0	11	324
830	3	152	95	0	11	3	0	5	5	0	0	0	0	0	14	288
845	0	168	79	1	11	3	0	5	6	0	0	0	0	0	9	282
900	2	148	90	1	11	2	0	4	6	0	0	0	0	0	13	277
Hourly Total	**5**	**672**	**350**	**4**	**44**	**10**	**1**	**21**	**17**	**0**	**0**	**0**	**0**	**0**	**47**	**1171**
915	0	187	87	1	17	4	2	1	2	0	0	0	0	0	14	315
930	3	208	75	1	6	1	0	4	0	0	0	0	0	0	14	312
945	1	206	83	0	6	3	0	1	3	0	0	0	0	0	18	321
1000	1	204	83	0	7	1	0	1	2	0	0	0	0	0	16	315
Hourly Total	**5**	**805**	**328**	**2**	**36**	**9**	**2**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**62**	**1263**
1015	0	194	81	1	11	4	0	1	6	0	0	0	0	0	9	307
1030	2	247	101	0	7	3	0	4	0	0	0	0	0	0	17	381
1045	1	228	73	0	15	2	0	4	1	0	0	0	0	0	18	342
1100	5	252	84	0	11	4	0	3	4	0	0	0	1	0	14	378
Hourly Total	**8**	**921**	**339**	**1**	**44**	**13**	**0**	**12**	**11**	**0**	**0**	**0**	**1**	**0**	**58**	**1408**
1115	1	240	97	0	8	5	0	5	2	0	0	0	0	0	3	361
1130	2	263	80	0	10	1	1	4	3	0	0	0	0	0	19	383
1145	9	285	91	1	12	7	1	4	1	0	0	0	0	0	18	429
1200	1	244	89	1	11	6	1	5	2	0	0	0	0	0	21	381
Hourly Total	**13**	**1032**	**357**	**2**	**41**	**19**	**3**	**18**	**8**	**0**	**0**	**0**	**0**	**0**	**61**	**1554**
1215	1	268	91	0	10	3	0	1	5	0	0	0	0	0	32	411
1230	0	285	79	0	10	9	1	5	5	0	0	0	0	0	18	412
1245	5	234	86	0	11	6	2	5	5	0	0	0	0	0	20	374
1300	0	244	92	0	11	4	1	2	1	0	0	0	0	0	12	367
Hourly Total	**6**	**1031**	**348**	**0**	**42**	**22**	**4**	**13**	**16**	**0**	**0**	**0**	**0**	**0**	**82**	**1564**
1315	3	285	78	0	9	4	0	3	8	0	0	0	0	0	22	412
1330	1	282	80	0	7	3	0	3	6	0	0	0	0	0	16	398
1345	1	277	84	0	10	1	0	3	7	0	0	0	0	0	16	399
1400	3	288	82	0	13	5	0	6	7	0	0	0	0	0	14	418
Hourly Total	**8**	**1132**	**324**	**0**	**39**	**13**	**0**	**15**	**28**	**0**	**0**	**0**	**0**	**0**	**68**	**1627**
1415	4	287	96	1	7	5	1	3	4	0	0	0	0	0	19	427
1430	2	292	93	1	12	3	0	2	3	0	0	0	0	0	18	426
1445	1	319	84	1	8	3	0	1	5	0	0	0	0	0	31	453
1500	0	300	90	0	11	3	0	5	4	0	0	0	0	0	21	434
Hourly Total	**7**	**1198**	**363**	**3**	**38**	**14**	**1**	**11**	**16**	**0**	**0**	**0**	**0**	**0**	**89**	**1740**
1515	3	317	99	0	10	2	1	6	2	0	0	0	0	0	44	484
1530	1	350	107	0	19	3	3	1	4	0	0	0	0	0	39	527
1545	9	376	118	1	12	7	1	8	2	0	0	0	1	0	54	589

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

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	9	0	1	0	0	0	1	0	0	0	0	0	1	27
30	0	21	2	0	2	0	0	0	0	0	0	0	0	0	2	27
45	0	12	3	0	1	1	0	0	0	0	0	0	0	0	0	17
100	0	13	1	0	1	0	0	0	0	0	0	0	0	0	1	16
Hourly Total	**0**	**61**	**15**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**87**
115	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
130	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
145	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
200	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**40**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
215	0	8	1	0	0	0	0	0	0	0	0	0	0	0	2	11
230	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
245	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**17**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**27**
315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
345	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**24**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
415	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	11	0	0	0	0	0	0	2	0	0	0	0	0	0	13
445	0	14	9	0	1	0	0	0	1	1	0	0	0	0	0	26
500	1	22	11	0	1	1	1	0	2	0	0	0	0	0	0	39
Hourly Total	**1**	**50**	**23**	**0**	**2**	**1**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**84**
515	0	30	10	0	2	0	1	1	0	0	0	0	0	0	0	44
530	0	32	14	0	1	0	0	2	0	0	0	0	0	0	1	50
545	1	49	32	0	1	1	0	0	0	0	0	0	0	0	2	86
600	0	66	38	0	3	0	0	2	1	1	0	0	0	0	2	113
Hourly Total	**1**	**177**	**94**	**0**	**7**	**1**	**1**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**293**
615	0	73	50	0	4	0	0	2	1	0	0	0	0	0	9	139
630	2	134	85	1	8	3	1	1	4	0	0	0	0	0	11	250
645	1	157	94	0	11	1	0	1	4	0	0	0	0	0	19	288
700	4	209	113	0	19	2	0	6	0	0	0	0	0	0	33	386
Hourly Total	**7**	**573**	**342**	**1**	**42**	**6**	**1**	**10**	**9**	**0**	**0**	**0**	**0**	**0**	**72**	**1063**
715	1	191	107	0	28	2	0	11	1	0	0	0	0	0	36	377
730	1	222	121	1	17	4	1	7	1	0	0	0	0	0	34	409
745	1	293	119	1	15	3	0	5	1	0	0	0	0	0	43	481
800	2	320	121	1	18	2	1	9	5	0	0	0	0	0	39	518
Hourly Total	**5**	**1026**	**468**	**3**	**78**	**11**	**2**	**32**	**8**	**0**	**0**	**0**	**0**	**0**	**152**	**1785**
815	1	280	120	5	20	5	1	7	4	0	0	0	0	0	39	482
830	3	313	127	1	20	5	1	8	2	0	0	0	0	0	41	521
845	0	319	87	0	21	5	0	7	3	0	0	0	0	0	39	481
900	3	335	122	2	11	5	0	8	2	0	0	0	0	0	32	520
Hourly Total	**7**	**1247**	**456**	**8**	**72**	**20**	**2**	**30**	**11**	**0**	**0**	**0**	**0**	**0**	**151**	**2004**
915	2	301	88	0	19	5	0	7	3	0	0	0	0	0	36	461
930	2	301	109	2	24	5	2	8	1	1	0	0	0	0	31	486
945	6	275	99	1	17	3	1	9	1	0	0	0	0	0	29	441
1000	3	289	102	0	15	5	0	4	2	0	0	0	0	0	23	443
Hourly Total	**13**	**1166**	**398**	**3**	**75**	**18**	**3**	**28**	**7**	**1**	**0**	**0**	**0**	**0**	**119**	**1831**
1015	3	301	80	0	13	1	0	3	0	0	0	0	1	0	17	419
1030	6	267	91	0	14	3	0	2	1	0	0	0	0	0	24	408
1045	3	235	98	2	12	5	2	7	4	0	0	0	0	0	34	402
1100	2	265	79	0	12	6	1	4	2	1	0	0	0	0	34	406
Hourly Total	**14**	**1068**	**348**	**2**	**51**	**15**	**3**	**16**	**7**	**1**	**0**	**0**	**1**	**0**	**109**	**1635**
1115	0	258	92	0	15	6	0	5	3	1	0	0	0	0	25	405
1130	5	238	92	0	13	2	0	6	3	0	0	0	0	0	23	382
1145	4	265	114	0	4	6	1	3	2	0	0	0	0	0	33	432
1200	3	302	93	0	11	5	2	5	4	2	0	0	1	0	24	452
Hourly Total	**12**	**1063**	**391**	**0**	**43**	**19**	**3**	**19**	**12**	**3**	**0**	**0**	**1**	**0**	**105**	**1671**
1215	2	260	93	1	15	6	1	6	1	0	0	0	0	0	18	403
1230	3	294	89	0	10	3	1	7	2	1	0	0	1	0	26	437
1245	3	247	94	0	12	2	2	5	2	1	0	0	0	0	22	390
1300	4	232	73	0	22	7	0	3	6	1	0	0	0	0	29	377
Hourly Total	**12**	**1033**	**349**	**1**	**59**	**18**	**4**	**21**	**11**	**3**	**0**	**0**	**1**	**0**	**95**	**1607**
1315	0	253	78	1	11	4	0	8	1	1	0	0	0	0	20	377
1330	3	246	80	2	10	10	2	4	5	2	0	0	0	0	22	386
1345	2	254	76	1	13	4	0	4	1	1	0	0	0	0	24	380
1400	6	255	69	2	14	4	1	4	2	2	0	0	0	0	26	385
Hourly Total	**11**	**1008**	**303**	**6**	**48**	**22**	**3**	**20**	**9**	**6**	**0**	**0**	**0**	**0**	**92**	**1528**
1415	4	213	70	1	13	2	2	3	3	1	0	0	0	0	7	319
1430	5	226	69	1	11	4	0	4	4	1	0	0	0	0	24	349
1445	1	244	85	1	13	4	2	1	2	2	0	0	0	0	27	382
1500	4	256	83	0	11	2	1	3	2	0	0	0	0	0	22	384
Hourly Total	**14**	**939**	**307**	**3**	**48**	**12**	**5**	**11**	**11**	**4**	**0**	**0**	**0**	**0**	**80**	**1434**
1515	0	246	81	1	6	5	1	6	3	0	0	0	0	0	15	364
1530	4	227	87	1	6	1	1	3	1	1	0	0	0	0	16	348
1545	1	228	73	1	17	6	1	5	3	0	0	0	0	0	20	355

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

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race T City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	38	15	0	2	1	0	0	1	0	0	0	0	0	1	59
30	0	38	5	0	2	0	0	1	0	0	0	0	0	0	2	48
45	0	20	5	0	1	1	0	0	0	0	1	0	0	0	0	28
100	0	20	3	0	2	0	0	0	0	0	0	0	0	0	1	26
Hourly Total	**1**	**116**	**28**	**0**	**7**	**2**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**161**
115	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	32
130	0	19	5	0	0	0	0	0	2	0	0	0	0	0	0	26
145	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
200	1	31	3	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**2**	**84**	**16**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**106**
215	0	16	3	0	1	0	0	0	2	0	0	0	0	0	2	24
230	0	18	1	0	1	0	0	0	2	0	0	0	0	0	0	22
245	0	7	5	0	1	0	0	0	0	0	1	0	0	0	0	14
300	0	7	4	0	0	0	0	1	0	0	0	0	0	0	0	12
Hourly Total	**0**	**48**	**13**	**0**	**3**	**0**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**72**
315	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
330	0	18	4	0	0	0	0	0	1	0	0	0	0	0	0	23
345	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
400	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**53**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
415	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
430	0	27	2	0	0	0	0	0	2	0	0	0	0	0	1	32
445	0	26	16	0	2	2	0	2	2	1	0	0	0	0	0	51
500	1	46	19	0	1	2	1	2	2	0	0	0	0	0	1	75
Hourly Total	**1**	**119**	**41**	**0**	**3**	**4**	**1**	**4**	**6**	**1**	**0**	**0**	**0**	**0**	**2**	**182**
515	1	59	18	0	2	3	1	1	0	0	0	0	0	0	0	85
530	0	61	21	0	1	0	0	2	1	0	0	0	0	0	1	87
545	2	101	50	0	1	2	0	2	1	0	0	0	0	0	4	163
600	0	105	51	0	6	0	0	3	2	1	0	0	0	0	3	171
Hourly Total	**3**	**326**	**140**	**0**	**10**	**5**	**1**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**8**	**506**
615	0	142	75	1	10	0	0	4	2	0	0	0	0	0	10	244
630	2	208	125	2	13	8	1	4	5	0	0	0	0	0	14	382
645	1	277	148	0	23	2	0	3	6	0	0	0	0	0	26	486
700	4	333	174	0	27	5	0	10	2	0	0	0	0	0	40	595
Hourly Total	**7**	**960**	**522**	**3**	**73**	**15**	**1**	**21**	**15**	**0**	**0**	**0**	**0**	**0**	**90**	**1707**
715	2	313	186	0	35	9	0	17	4	0	0	0	0	0	39	605
730	1	380	200	3	28	10	1	18	1	0	0	0	0	0	42	684
745	1	470	197	1	18	4	0	11	3	0	0	0	0	0	47	752
800	2	495	186	1	33	6	5	15	9	0	0	0	0	0	54	806
Hourly Total	**6**	**1658**	**769**	**5**	**114**	**29**	**6**	**61**	**17**	**0**	**0**	**0**	**0**	**0**	**182**	**2847**
815	1	484	206	7	31	7	2	14	4	0	0	0	0	0	50	806
830	6	465	222	1	31	8	1	13	7	0	0	0	0	0	55	809
845	0	487	166	1	32	8	0	12	9	0	0	0	0	0	48	763
900	5	483	212	3	22	7	0	12	8	0	0	0	0	0	45	797
Hourly Total	**12**	**1919**	**806**	**12**	**116**	**30**	**3**	**51**	**28**	**0**	**0**	**0**	**0**	**0**	**198**	**3175**
915	2	488	175	1	36	9	2	8	5	0	0	0	0	0	50	776
930	5	509	184	3	30	6	2	12	1	1	0	0	0	0	45	798
945	7	481	182	1	23	6	1	10	4	0	0	0	0	0	47	762
1000	4	493	185	0	22	6	0	5	4	0	0	0	0	0	39	758
Hourly Total	**18**	**1971**	**726**	**5**	**111**	**27**	**5**	**35**	**14**	**1**	**0**	**0**	**0**	**0**	**181**	**3094**
1015	3	495	161	1	24	5	0	4	6	0	0	0	1	0	26	726
1030	8	514	192	0	21	6	0	6	1	0	0	0	0	0	41	789
1045	4	463	171	2	27	7	2	11	5	0	0	0	0	0	52	744
1100	7	517	163	0	23	10	1	7	6	1	0	0	1	0	48	784
Hourly Total	**22**	**1989**	**687**	**3**	**95**	**28**	**3**	**28**	**18**	**1**	**0**	**0**	**2**	**0**	**167**	**3043**
1115	1	498	189	0	23	11	0	10	5	1	0	0	0	0	28	766
1130	7	501	172	0	23	3	1	10	6	0	0	0	0	0	42	765
1145	13	550	205	1	16	13	2	7	3	0	0	0	0	0	51	861
1200	4	546	182	1	22	11	3	10	6	2	0	0	1	0	45	833
Hourly Total	**25**	**2095**	**748**	**2**	**84**	**38**	**6**	**37**	**20**	**3**	**0**	**0**	**1**	**0**	**166**	**3225**
1215	3	528	184	1	25	9	1	7	6	0	0	0	0	0	50	814
1230	3	579	168	0	20	12	2	12	7	1	0	0	1	0	44	849
1245	8	481	180	0	23	8	4	10	7	1	0	0	0	0	42	764
1300	4	476	165	0	33	11	1	5	7	1	0	0	0	0	41	744
Hourly Total	**18**	**2064**	**697**	**1**	**101**	**40**	**8**	**34**	**27**	**3**	**0**	**0**	**1**	**0**	**177**	**3171**
1315	3	538	156	1	20	8	0	11	9	1	0	0	0	0	42	789
1330	4	528	160	2	17	13	2	7	11	2	0	0	0	0	38	784
1345	3	531	160	1	23	5	0	7	8	1	0	0	0	0	40	779
1400	9	543	151	2	27	9	1	10	9	2	0	0	0	0	40	803
Hourly Total	**19**	**2140**	**627**	**6**	**87**	**35**	**3**	**35**	**37**	**6**	**0**	**0**	**0**	**0**	**160**	**3155**
1415	8	500	166	2	20	7	3	6	7	1	0	0	0	0	26	746
1430	7	518	162	2	23	7	0	6	7	1	0	0	0	0	42	775
1445	2	563	169	2	21	7	2	2	7	2	0	0	0	0	58	835
1500	4	556	173	0	22	5	1	8	6	0	0	0	0	0	43	818
Hourly Total	**21**	**2137**	**670**	**6**	**86**	**26**	**6**	**22**	**27**	**4**	**0**	**0**	**0**	**0**	**169**	**3174**
1515	3	563	180	1	16	7	2	12	5	0	0	0	0	0	59	848
1530	5	577	194	1	25	4	4	4	5	1	0	0	0	0	55	875
1545	10	604	191	2	29	13	2	13	5	0	0	0	1	0	74	944

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
03:00 PM	32	30	5	14	81	83	219	29	14	345	43	46	73	49	211	51	302	10	8	371	1008
03:15 PM	61	36	8	11	116	80	204	26	20	330	38	58	78	70	244	40	288	6	20	354	1044
03:30 PM	62	40	12	15	129	92	201	21	15	329	32	63	77	73	245	32	302	6	16	356	1059
03:45 PM	39	40	10	16	105	81	221	11	19	332	35	62	85	68	250	40	276	12	14	342	1029
Total	194	146	35	56	431	336	845	87	68	1336	148	229	313	260	950	163	1168	34	58	1423	4140
04:00 PM	41	35	12	17	105	74	215	18	20	327	39	61	83	77	260	33	299	8	19	359	1051
04:15 PM	48	49	12	17	126	54	213	17	26	310	38	72	82	60	252	24	293	7	9	333	1021
04:30 PM	51	51	10	23	135	77	197	27	26	327	41	57	81	81	260	31	295	7	13	346	1068
04:45 PM	45	37	4	19	105	70	191	18	22	301	36	59	77	86	258	29	267	7	9	312	976
Total	185	172	38	76	471	275	816	80	94	1265	154	249	323	304	1030	117	1154	29	50	1350	4116
05:00 PM	53	31	7	18	109	94	211	16	25	346	32	70	84	69	255	28	318	11	10	367	1077
05:15 PM	50	30	2	21	103	97	205	19	14	335	32	61	77	90	260	26	305	8	16	355	1053
05:30 PM	29	31	6	10	76	76	190	12	27	305	48	90	79	75	292	32	308	6	12	358	1031
05:45 PM	34	19	4	27	84	72	236	12	18	338	24	46	55	72	197	32	236	4	12	284	903
Total	166	111	19	76	372	339	842	59	84	1324	136	267	295	306	1004	118	1167	29	50	1364	4064
06:00 PM	33	26	5	21	85	70	192	18	14	294	39	56	75	80	250	37	209	11	9	266	895
06:15 PM	38	26	3	17	84	81	176	13	13	283	25	57	51	53	186	41	212	5	6	264	817
06:30 PM	30	26	6	11	73	51	174	20	38	283	15	38	25	50	128	36	183	2	12	233	717
06:45 PM	26	24	3	20	73	55	176	8	13	252	19	29	25	59	132	25	175	7	13	220	677
Total	127	102	17	69	315	257	718	59	78	1112	98	180	176	242	696	139	779	25	40	983	3106
Grand Total	1989	2146	472	748	5355	4483	11547	1045	789	17864	1493	2036	2520	2756	8805	1397	11091	499	741	13728	45752
Apprch %	37.1	40.1	8.8	14		25.1	64.6	5.8	4.4		17	23.1	28.6	31.3		10.2	80.8	3.6	5.4		
Total %	4.3	4.7	1	1.6	11.7	9.8	25.2	2.3	1.7	39	3.3	4.5	5.5	6	19.2	3.1	24.2	1.1	1.6	30	
Passenger Vehicles	1896	2084	457	728	5165	4105	11254	996	753	17108	1427	1978	2341	2533	8279	1238	10800	490	715	13243	43795
% Passenger Vehicles	95.3	97.1	96.8	97.3	96.5	91.6	97.5	95.3	95.4	95.8	95.6	97.2	92.9	91.9	94	88.6	97.4	98.2	96.5	96.5	95.7
Heavy Vehicles	93	62	15	20	190	359	293	49	36	737	48	58	179	223	508	42	291	9	26	368	1803
% Heavy Vehicles	4.7	2.9	3.2	2.7	3.5	8	2.5	4.7	4.6	4.1	3.2	2.8	7.1	8.1	5.8	3	2.6	1.8	3.5	2.7	3.9
UTurns	0	0	0	0	0	19	0	0	0	19	18	0	0	0	18	117	0	0	0	117	154
% UTurns	0	0	0	0	0	0.4	0	0	0	0.1	1.2	0	0	0	0.2	8.4	0	0	0	0.9	0.3

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- Passenger Vehicles

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

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	49	49	10	22	130	71	194	27	24	316	40	57	80	77	254	26	285	7	13	331	1031
04:45 PM	43	36	4	19	102	68	189	17	22	296	36	57	76	81	250	25	264	6	8	303	951
05:00 PM	50	31	7	18	106	89	205	15	24	333	32	70	81	67	250	25	315	11	10	361	1050
05:15 PM	50	30	2	21	103	92	201	19	10	322	32	59	74	87	252	25	302	8	16	351	1028
Total Volume	192	146	23	80	441	320	789	78	80	1267	140	243	311	312	1006	101	1166	32	47	1346	4060
% App. Total	43.5	33.1	5.2	18.1		25.3	62.3	6.2	6.3		13.9	24.2	30.9	31		7.5	86.6	2.4	3.5		
PHF	.960	.745	.575	.909	.848	.870	.962	.722	.833	.951	.875	.868	.960	.897	.990	.971	.925	.727	.734	.932	.967

Intersection Turning Movement Count

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

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

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:45 AM					04:45 PM					03:00 PM					
+0 mins.	45	65	5	10	125	137	333	18	22	510	36	57	76	81	250	45	294	10	8	357	
+15 mins.	61	69	5	15	150	130	266	25	23	444	32	70	81	67	250	36	279	6	20	341	
+30 mins.	70	74	11	21	176	105	312	16	14	447	32	59	74	87	252	29	296	6	15	346	
+45 mins.	47	79	5	14	145	120	309	21	15	465	47	89	74	73	283	35	270	12	14	331	
Total Volume	223	287	26	60	596	492	1220	80	74	1866	147	275	305	308	1035	145	1139	34	57	1375	
% App. Total	37.4	48.2	4.4	10.1		26.4	65.4	4.3	4		14.2	26.6	29.5	29.8		10.5	82.8	2.5	4.1		
PHF	.796	.908	.591	.714	.847	.898	.916	.800	.804	.915	.782	.772	.941	.885	.914	.806	.962	.708	.713	.963	

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- Heavy Vehicles

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

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	7	1	0	1	9	9	14	0	1	24	4	3	3	12	22	1	2	0	2	5	60
08:30 AM	3	5	1	0	9	6	7	1	2	16	2	1	5	6	14	5	12	0	1	18	57
08:45 AM	4	0	0	0	4	6	14	3	0	23	1	1	3	5	10	1	6	0	0	7	44
09:00 AM	4	2	0	1	7	15	10	0	0	25	4	2	8	8	22	1	5	1	2	9	63
Total Volume	18	8	1	2	29	36	45	4	3	88	11	7	19	31	68	8	25	1	5	39	224
% App. Total	62.1	27.6	3.4	6.9		40.9	51.1	4.5	3.4		16.2	10.3	27.9	45.6		20.5	64.1	2.6	12.8		
PHF	.643	.400	.250	.500	.806	.600	.804	.333	.375	.880	.688	.583	.594	.646	.773	.400	.521	.250	.625	.542	.889

Intersection Turning Movement Count

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

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

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:15 AM					08:15 AM					09:45 AM					
+0 mins.	2	6	1	1	10	8	16	3	2	29	4	3	3	12	22	2	7	1	0	10	
+15 mins.	2	2	0	0	4	11	5	0	1	17	2	1	5	6	14	1	7	0	0	8	
+30 mins.	7	1	0	1	9	9	12	2	2	25	1	1	3	5	10	0	12	0	1	13	
+45 mins.	3	5	1	0	9	8	16	3	2	29	4	2	8	8	22	0	10	0	2	12	
Total Volume	14	14	2	2	32	36	49	8	7	100	11	7	19	31	68	3	36	1	3	43	
% App. Total	43.8	43.8	6.2	6.2		36	49	8	7		16.2	10.3	27.9	45.6		7	83.7	2.3	7		
PHF	.500	.583	.500	.500	.800	.818	.766	.667	.875	.862	.688	.583	.594	.646	.773	.375	.750	.250	.375	.827	

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- UTurns

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

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	21	0	0	0	21	22
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.688

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					10:15 AM					11:15 AM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	
+15 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	0	0	0	7	
+45 mins.	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	7	0	0	0	7	
Total Volume	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	21	0	0	0	21	
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.750	.000	.000	.000	.750	.750	.000	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

Date: 4/18/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Bonita Beach Road at Old US 41 Road

Comments:

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

Peds/Bikes Crossing North Leg

	7:00-8:00	8:00-9:00	9:00-10:00	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	6:00-7:00
PED			1		D							
BIKE	1	4	3		2	2			2			
PED												
BIKE			1		1				1			

Hour

N

Peds/Bikes Crossing West Leg

	PED	BIKE		
7:00-8:00		2		
8:00-9:00		1		1
9:00-10:00	1			
10:00-11:00				
11:00-12:00		1		
12:00-1:00				4
1:00-2:00				1
2:00-3:00	1	1		3
3:00-4:00			2	1
4:00-5:00	1	1		1
5:00-6:00				
6:00-7:00		3		
	PED	BIKE		

Peds/Bikes Crossing East Leg

	PED	BIKE		
7:00-8:00				
8:00-9:00				
9:00-10:00				
10:00-11:00		1		1
11:00-12:00				
12:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				2
4:00-5:00				
5:00-6:00				
6:00-7:00				
	PED	BIKE		

Bonita Beach

Old US 41

Peds/Bikes Crossing South Leg

	7:00-8:00	8:00-9:00	9:00-10:00	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	6:00-7:00
PED										1		
BIKE	1						2		2	1		
PED		2										1
BIKE	1				3	4	1			1	1	2

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	63	319	0	382	30	0	3	13	46	0	162	24	23	209	637
07:15 AM	71	358	0	429	31	0	4	20	55	0	208	45	19	272	756
07:30 AM	89	411	0	500	33	0	4	18	55	0	180	35	10	225	780
07:45 AM	77	416	0	493	54	0	5	9	68	0	260	72	35	367	928
Total	300	1504	0	1804	148	0	16	60	224	0	810	176	87	1073	3101
08:00 AM	61	442	0	503	63	0	10	17	90	1	266	22	22	311	904
08:15 AM	75	475	0	550	44	0	3	9	56	0	208	40	16	264	870
08:30 AM	64	436	0	500	25	0	13	14	52	1	226	31	11	269	821
08:45 AM	70	461	0	531	26	0	8	11	45	0	218	17	16	251	827
Total	270	1814	0	2084	158	0	34	51	243	2	918	110	65	1095	3422
09:00 AM	64	351	0	415	33	0	6	11	50	0	246	27	11	284	749
09:15 AM	50	366	0	416	25	0	9	11	45	0	252	23	8	283	744
09:30 AM	57	409	0	466	29	0	7	7	43	1	266	32	10	309	818
09:45 AM	50	391	0	441	24	0	6	9	39	0	283	30	13	326	806
Total	221	1517	0	1738	111	0	28	38	177	1	1047	112	42	1202	3117
10:00 AM	46	377	0	423	28	0	9	11	48	3	241	22	13	279	750
10:15 AM	37	359	0	396	25	0	5	14	44	3	331	31	7	372	812
10:30 AM	38	339	0	377	21	0	4	13	38	2	289	24	13	328	743
10:45 AM	39	380	0	419	32	0	11	12	55	0	301	24	7	332	806
Total	160	1455	0	1615	106	0	29	50	185	8	1162	101	40	1311	3111
11:00 AM	41	385	0	426	22	0	2	17	41	0	309	35	11	355	822
11:15 AM	44	347	0	391	37	0	6	10	53	1	311	22	14	348	792
11:30 AM	32	382	0	414	27	0	3	6	36	0	331	25	12	368	818
11:45 AM	36	349	0	385	32	0	12	10	54	1	282	29	10	322	761
Total	153	1463	0	1616	118	0	23	43	184	2	1233	111	47	1393	3193
12:00 PM	39	371	0	410	39	0	20	13	72	1	323	41	9	374	856
12:15 PM	52	315	0	367	29	0	11	11	51	0	355	42	16	413	831
12:30 PM	49	371	0	420	26	0	10	13	49	1	314	30	9	354	823
12:45 PM	50	339	0	389	34	0	12	16	62	0	309	45	14	368	819
Total	190	1396	0	1586	128	0	53	53	234	2	1301	158	48	1509	3329
01:00 PM	38	352	0	390	22	0	13	26	61	2	358	35	14	409	860
01:15 PM	44	325	0	369	19	0	4	18	41	2	331	33	10	376	786
01:30 PM	43	389	0	432	30	0	4	17	51	1	302	35	6	344	827
01:45 PM	44	389	0	433	35	0	12	8	55	1	291	26	8	326	814
Total	169	1455	0	1624	106	0	33	69	208	6	1282	129	38	1455	3287
02:00 PM	19	292	0	311	31	0	15	19	65	2	322	26	6	356	732
02:15 PM	29	354	0	383	19	0	11	13	43	1	323	23	6	353	779
02:30 PM	30	299	0	329	29	0	20	16	65	2	357	24	13	396	790
02:45 PM	44	360	0	404	32	0	15	26	73	0	317	33	15	365	842
Total	122	1305	0	1427	111	0	61	74	246	5	1319	106	40	1470	3143
03:00 PM	37	292	0	329	29	0	15	11	55	0	370	38	16	424	808
03:15 PM	40	295	0	335	60	0	37	21	118	0	385	26	23	434	887
03:30 PM	30	280	0	310	44	0	27	19	90	1	420	26	8	455	855
03:45 PM	36	312	0	348	25	0	39	23	87	2	396	32	5	435	870
Total	143	1179	0	1322	158	0	118	74	350	3	1571	122	52	1748	3420
04:00 PM	24	278	0	302	34	0	24	28	86	1	424	37	16	478	866
04:15 PM	37	270	0	307	28	0	24	25	77	0	437	32	10	479	863
04:30 PM	29	266	0	295	30	0	9	22	61	1	447	37	7	492	848
04:45 PM	37	289	0	326	28	0	15	17	60	0	428	26	15	469	855
Total	127	1103	0	1230	120	0	72	92	284	2	1736	132	48	1918	3432
05:00 PM	30	283	0	313	41	0	43	24	108	0	469	32	13	514	935
05:15 PM	17	265	0	282	28	0	8	7	43	2	474	23	11	510	835
05:30 PM	41	263	0	304	35	0	12	9	56	0	454	24	11	489	849
05:45 PM	22	275	0	297	22	0	16	22	60	0	374	23	5	402	759
Total	110	1086	0	1196	126	0	79	62	267	2	1771	102	40	1915	3378

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	77	416	0	493	54	0	5	9	68	0	260	72	35	367	928
08:00 AM	61	442	0	503	63	0	10	17	90	1	266	22	22	311	904
08:15 AM	75	475	0	550	44	0	3	9	56	0	208	40	16	264	870
08:30 AM	64	436	0	500	25	0	13	14	52	1	226	31	11	269	821
Total Volume	277	1769	0	2046	186	0	31	49	266	2	960	165	84	1211	3523
% App. Total	13.5	86.5	0		69.9	0	11.7	18.4		0.2	79.3	13.6	6.9		
PHF	.899	.931	.000	.930	.738	.000	.596	.721	.739	.500	.902	.573	.600	.825	.949
Passenger Vehicles	237	1719	0	1956	165	0	26	41	232	0	886	148	80	1114	3302
% Passenger Vehicles	85.6	97.2	0	95.6	88.7	0	83.9	83.7	87.2	0	92.3	89.7	95.2	92.0	93.7
Heavy Vehicles	8	50	0	58	21	0	5	8	34	0	74	17	4	95	187
% Heavy Vehicles	2.9	2.8	0	2.8	11.3	0	16.1	16.3	12.8	0	7.7	10.3	4.8	7.8	5.3
UTurns	32	0	0	32	0	0	0	0	0	2	0	0	0	2	34
% UTurns	11.6	0	0	1.6	0	0	0	0	0	100	0	0	0	0.2	1.0

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

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

Intersection Turning Movement Count

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

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

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

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
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File Name : BonitaBeach&RaceTrack
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Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
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Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
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Groups Printed- Heavy Vehicles

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

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	2	25	0	27	2	0	2	2	6	0	14	5	2	21	54
07:30 AM	6	10	0	16	2	0	0	1	3	0	6	3	1	10	29
07:45 AM	2	12	0	14	3	0	3	1	7	0	21	6	1	28	49
08:00 AM	3	18	0	21	3	0	1	3	7	0	24	2	1	27	55
Total Volume	13	65	0	78	10	0	6	7	23	0	65	16	5	86	187
% App. Total	16.7	83.3	0		43.5	0	26.1	30.4		0	75.6	18.6	5.8		
PHF	.542	.650	.000	.722	.833	.000	.500	.583	.821	.000	.677	.667	.625	.768	.850

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

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- UTurns

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

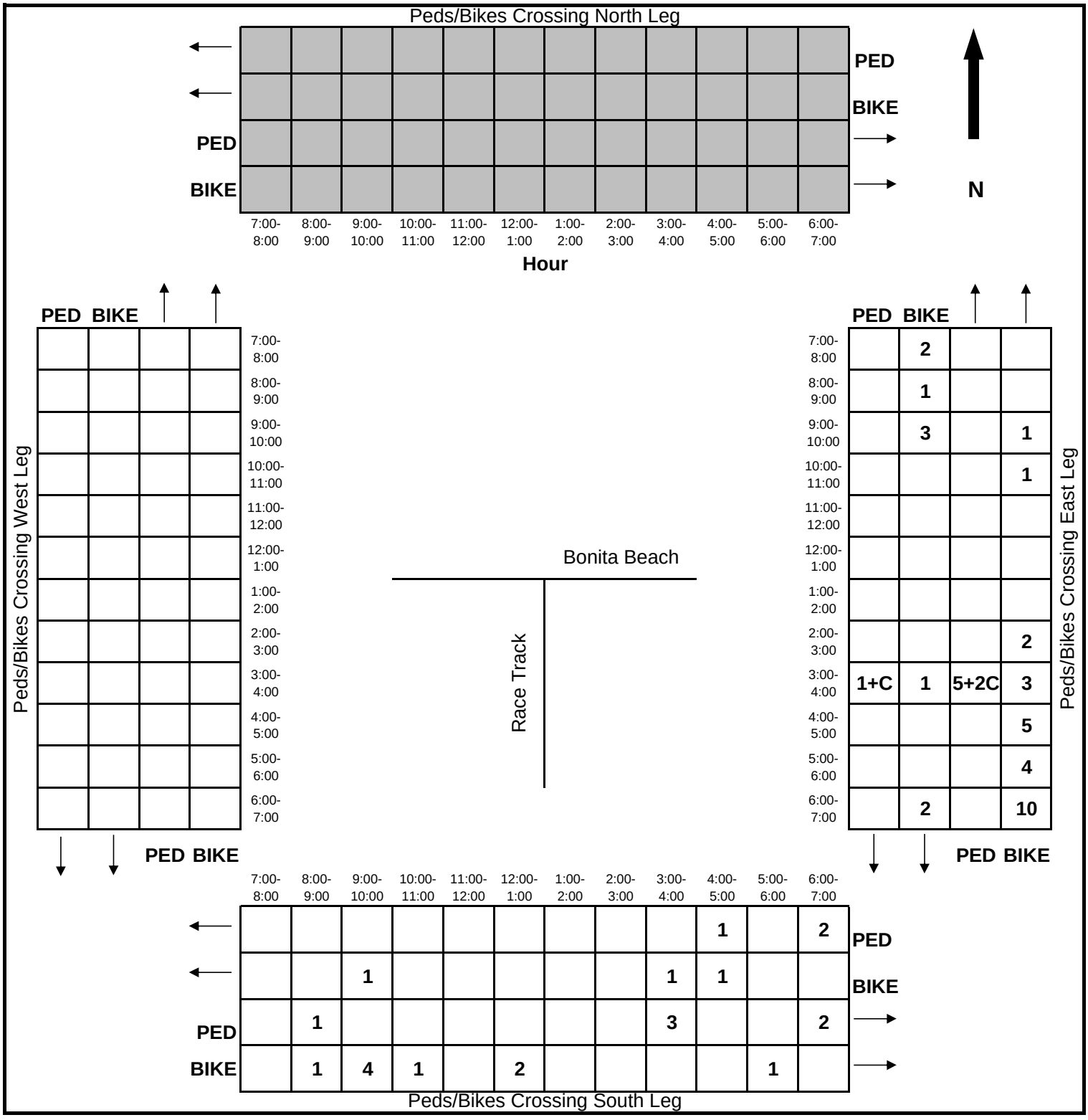
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: Bonita Beach Road at Race Track Road

Comments:

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



Hour	West Leg PED	West Leg BIKE	East Leg PED	East Leg BIKE
7:00-8:00				2
8:00-9:00				1
9:00-10:00				3
10:00-11:00				
11:00-12:00				
12:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00			5+2C	1
4:00-5:00				
5:00-6:00				
6:00-7:00				2

Hour	North Leg PED	North Leg BIKE	South Leg PED	South Leg BIKE
7:00-8:00				
8:00-9:00			1	1
9:00-10:00		1		4
10:00-11:00				1
11:00-12:00				
12:00-1:00				2
1:00-2:00				
2:00-3:00				
3:00-4:00		1	3	
4:00-5:00	1	1		
5:00-6:00				1
6:00-7:00	2		2	

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	2	161	0	163	12	0	23	35	0	175	13	188	386
04:45 PM	6	134	0	140	17	0	16	33	0	203	8	211	384
05:00 PM	3	145	0	148	31	0	35	66	0	204	5	209	423
05:15 PM	3	135	0	138	18	0	16	34	0	241	4	245	417
Total Volume	14	575	0	589	78	0	90	168	0	823	30	853	1610
% App. Total	2.4	97.6	0		46.4	0	53.6		0	96.5	3.5		
PHF	.583	.893	.000	.903	.629	.000	.643	.636	.000	.854	.577	.870	.952

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	2	157	0	159	12	0	22	34	0	172	12	184	377
04:45 PM	3	132	0	135	17	0	16	33	0	199	7	206	374
05:00 PM	2	142	0	144	28	0	34	62	0	200	4	204	410
05:15 PM	3	131	0	134	18	0	16	34	0	236	4	240	408
Total Volume	10	562	0	572	75	0	88	163	0	807	27	834	1569
% App. Total	1.7	98.3	0		46	0	54		0	96.8	3.2		
PHF	.833	.895	.000	.899	.670	.000	.647	.657	.000	.855	.563	.869	.957

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	18	0	18	3	0	0	3	0	7	1	8	29
11:30 AM	3	5	0	8	2	0	1	3	0	7	0	7	18
11:45 AM	0	8	0	8	1	0	1	2	0	9	1	10	20
12:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	24
Total Volume	3	41	0	44	7	0	2	9	0	36	2	38	91
% App. Total	6.8	93.2	0		77.8	0	22.2		0	94.7	5.3		
PHF	.250	.569	.000	.611	.583	.000	.500	.750	.000	.692	.500	.731	.784

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

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

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

Intersection Turning Movement Count

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

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

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				01:15 PM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	1	1	0	0	1	
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

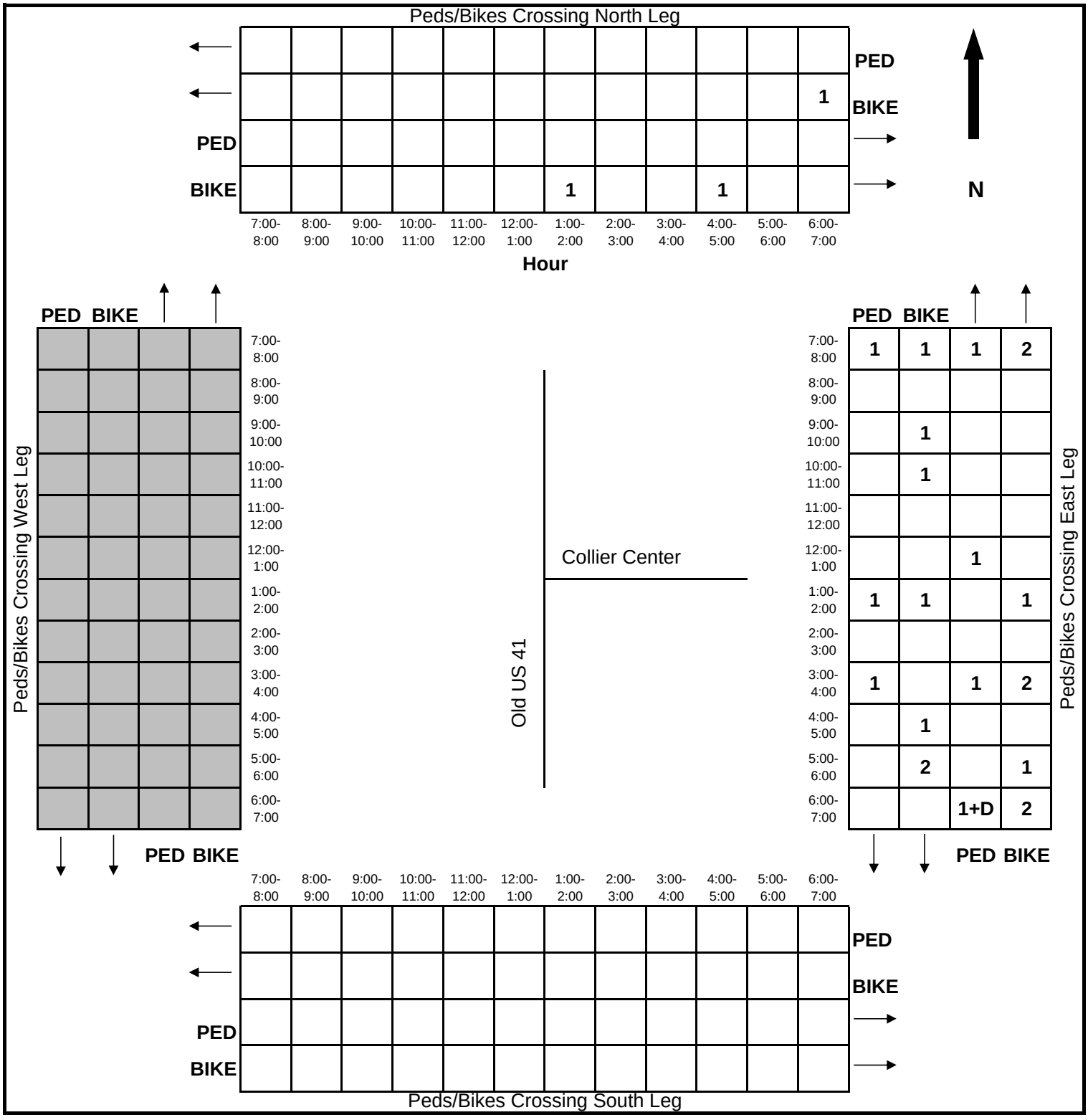
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Collier Center Way

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	2	132	0	134	2	0	2	4	0	183	13	196	334
06:15 PM	1	102	0	103	8	0	1	9	0	173	14	187	299
06:30 PM	0	98	0	98	5	0	2	7	1	141	9	151	256
06:45 PM	5	74	0	79	6	0	1	7	0	125	5	130	216
Total	8	406	0	414	21	0	6	27	1	622	41	664	1105
Grand Total	185	7524	0	7709	455	0	193	648	3	7625	438	8066	16423
Apprch %	2.4	97.6	0		70.2	0	29.8		0	94.5	5.4		
Total %	1.1	45.8	0	46.9	2.8	0	1.2	3.9	0	46.4	2.7	49.1	
Passenger Vehicles	174	7219	0	7393	447	0	190	637	0	7283	435	7718	15748
% Passenger Vehicles	94.1	95.9	0	95.9	98.2	0	98.4	98.3	0	95.5	99.3	95.7	95.9
Heavy Vehicles	6	305	0	311	7	0	3	10	0	342	3	345	666
% Heavy Vehicles	3.2	4.1	0	4	1.5	0	1.6	1.5	0	4.5	0.7	4.3	4.1
UTurns	5	0	0	5	1	0	0	1	3	0	0	3	9
% UTurns	2.7	0	0	0.1	0.2	0	0	0.2	100	0	0	0	0.1

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	4	169	0	173	8	0	5	13	0	190	18	208	394
04:45 PM	4	146	0	150	17	0	1	18	0	203	13	216	384
05:00 PM	4	173	0	177	6	0	6	12	0	205	15	220	409
05:15 PM	5	142	0	147	6	0	1	7	0	243	10	253	407
Total Volume	17	630	0	647	37	0	13	50	0	841	56	897	1594
% App. Total	2.6	97.4	0		74	0	26		0	93.8	6.2		
PHF	.850	.910	.000	.914	.544	.000	.542	.694	.000	.865	.778	.886	.974
Passenger Vehicles	16	615	0	631	37	0	13	50	0	822	56	878	1559
% Passenger Vehicles	94.1	97.6	0	97.5	100	0	100	100	0	97.7	100	97.9	97.8
Heavy Vehicles	0	15	0	15	0	0	0	0	0	19	0	19	34
% Heavy Vehicles	0	2.4	0	2.3	0	0	0	0	0	2.3	0	2.1	2.1
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	5.9	0	0	0.2	0	0	0	0	0	0	0	0	0.1

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

	07:45 AM				09:15 AM				04:30 PM			
+0 mins.	0	217	0	217	14	0	6	20	0	190	18	208
+15 mins.	6	204	0	210	12	0	5	17	0	203	13	216
+30 mins.	3	173	0	176	23	0	6	29	0	205	15	220
+45 mins.	3	204	0	207	8	0	7	15	0	243	10	253
Total Volume	12	798	0	810	57	0	24	81	0	841	56	897
% App. Total	1.5	98.5	0		70.4	0	29.6		0	93.8	6.2	
PHF	.500	.919	.000	.933	.620	.000	.857	.698	.000	.865	.778	.886
Passenger Vehicles	11	750	0	761	53	0	23	76	0	822	56	878
% Passenger Vehicles	91.7	94	0	94	93	0	95.8	93.8	0	97.7	100	97.9
Heavy Vehicles	1	48	0	49	4	0	1	5	0	19	0	19
% Heavy Vehicles	8.3	6	0	6	7	0	4.2	6.2	0	2.3	0	2.1
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: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- UTurns

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

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

Intersection Turning Movement Count

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

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

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:45 AM				11:45 AM				09:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	1	1	0	0	1	
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

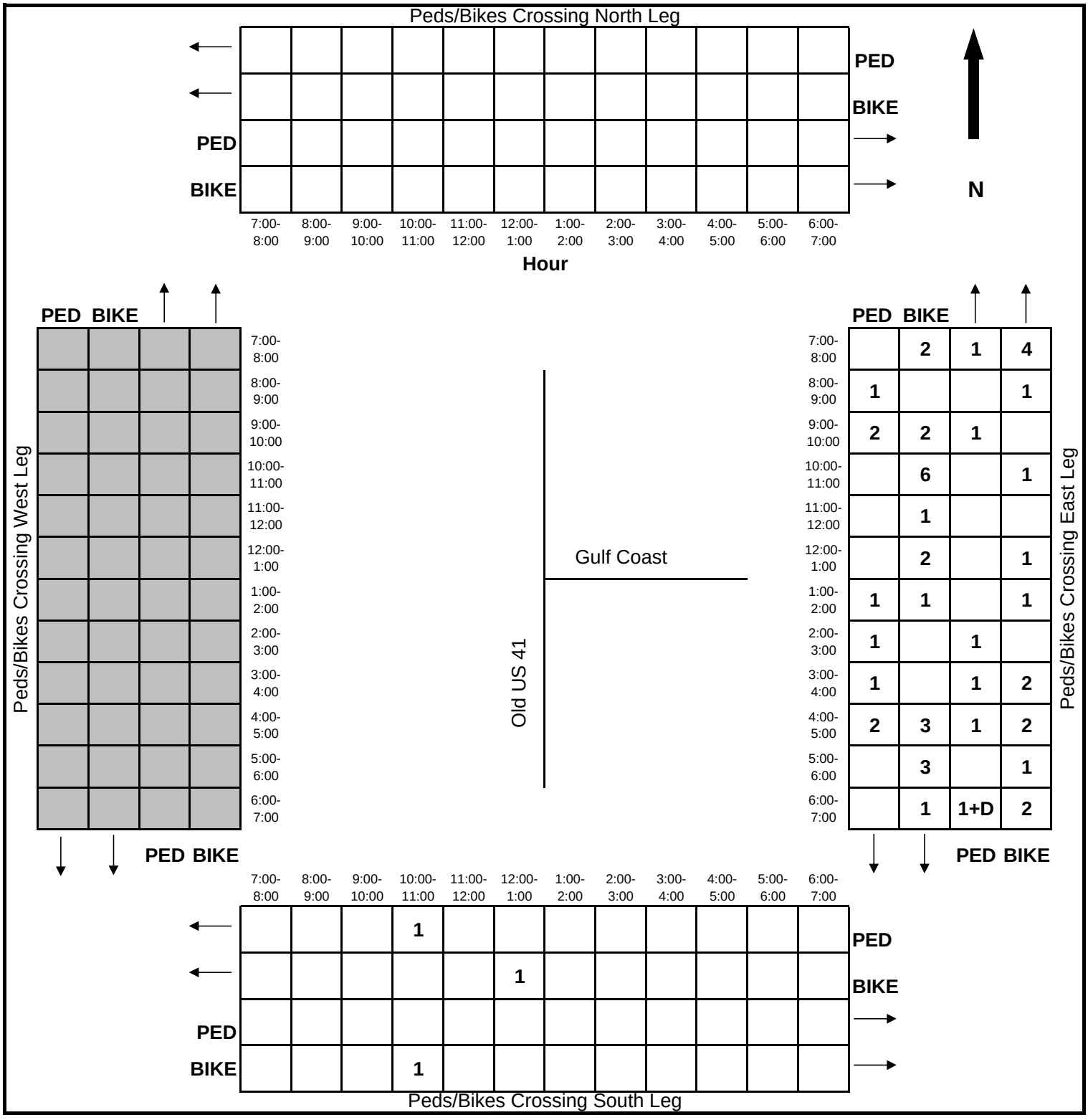
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Gulf Coast Drive

Comments:

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



Hour	Peds/Bikes Crossing West Leg PED	West Leg BIKE	Peds/Bikes Crossing East Leg PED	East Leg BIKE	Peds/Bikes Crossing North Leg PED	North Leg BIKE	Peds/Bikes Crossing South Leg PED	South Leg BIKE
7:00-8:00				2	1	4		
8:00-9:00			1			1		1
9:00-10:00			2	2	1			
10:00-11:00				6		1	1	
11:00-12:00				1				
12:00-1:00				2		1		1
1:00-2:00			1	1		1		
2:00-3:00			1		1			
3:00-4:00			1		1	2		
4:00-5:00			2	3	1	2		
5:00-6:00				3		1		
6:00-7:00				1	1+D	2		1

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	1	83	0	84	6	0	8	14	0	154	6	160	258
06:15 PM	6	75	0	81	5	0	11	16	0	140	4	144	241
06:30 PM	4	76	0	80	8	0	13	21	0	125	6	131	232
06:45 PM	4	61	0	65	5	0	2	7	0	114	7	121	193
Total	15	295	0	310	24	0	34	58	0	533	23	556	924
Grand Total	488	6668	0	7156	438	0	492	930	0	7380	473	7853	15939
Apprch %	6.8	93.2	0		47.1	0	52.9		0	94	6		
Total %	3.1	41.8	0	44.9	2.7	0	3.1	5.8	0	46.3	3	49.3	
Passenger Vehicles	463	6259	0	6722	420	0	480	900	0	6954	461	7415	15037
% Passenger Vehicles	94.9	93.9	0	93.9	95.9	0	97.6	96.8	0	94.2	97.5	94.4	94.3
Heavy Vehicles	21	409	0	430	12	0	12	24	0	426	12	438	892
% Heavy Vehicles	4.3	6.1	0	6	2.7	0	2.4	2.6	0	5.8	2.5	5.6	5.6
UTurns	4	0	0	4	6	0	0	6	0	0	0	0	10
% UTurns	0.8	0	0	0.1	1.4	0	0	0.6	0	0	0	0	0.1

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	15	125	0	140	6	0	8	14	0	230	7	237	391
03:30 PM	11	123	0	134	8	0	12	20	0	237	12	249	403
03:45 PM	14	132	0	146	4	0	5	9	0	214	4	218	373
04:00 PM	7	117	0	124	10	0	11	21	0	264	9	273	418
Total Volume	47	497	0	544	28	0	36	64	0	945	32	977	1585
% App. Total	8.6	91.4	0		43.8	0	56.2		0	96.7	3.3		
PHF	.783	.941	.000	.932	.700	.000	.750	.762	.000	.895	.667	.895	.948
Passenger Vehicles	46	455	0	501	26	0	36	62	0	908	32	940	1503
% Passenger Vehicles	97.9	91.5	0	92.1	92.9	0	100	96.9	0	96.1	100	96.2	94.8
Heavy Vehicles	1	42	0	43	2	0	0	2	0	37	0	37	82
% Heavy Vehicles	2.1	8.5	0	7.9	7.1	0	0	3.1	0	3.9	0	3.8	5.2
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 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				11:15 AM				04:00 PM			
+0 mins.	17	180	0	197	16	0	15	31	0	264	9	273
+15 mins.	13	191	0	204	11	0	12	23	0	229	13	242
+30 mins.	8	200	0	208	9	0	20	29	0	231	11	242
+45 mins.	18	168	0	186	9	0	19	28	0	216	11	227
Total Volume	56	739	0	795	45	0	66	111	0	940	44	984
% App. Total	7	93	0		40.5	0	59.5		0	95.5	4.5	
PHF	.778	.924	.000	.956	.703	.000	.825	.895	.000	.890	.846	.901
Passenger Vehicles	53	706	0	759	44	0	61	105	0	901	44	945
% Passenger Vehicles	94.6	95.5	0	95.5	97.8	0	92.4	94.6	0	95.9	100	96
Heavy Vehicles	2	33	0	35	1	0	5	6	0	39	0	39
% Heavy Vehicles	3.6	4.5	0	4.4	2.2	0	7.6	5.4	0	4.1	0	4
UTurns	1	0	0	1	0	0	0	0	0	0	0	0
% UTurns	1.8	0	0	0.1	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

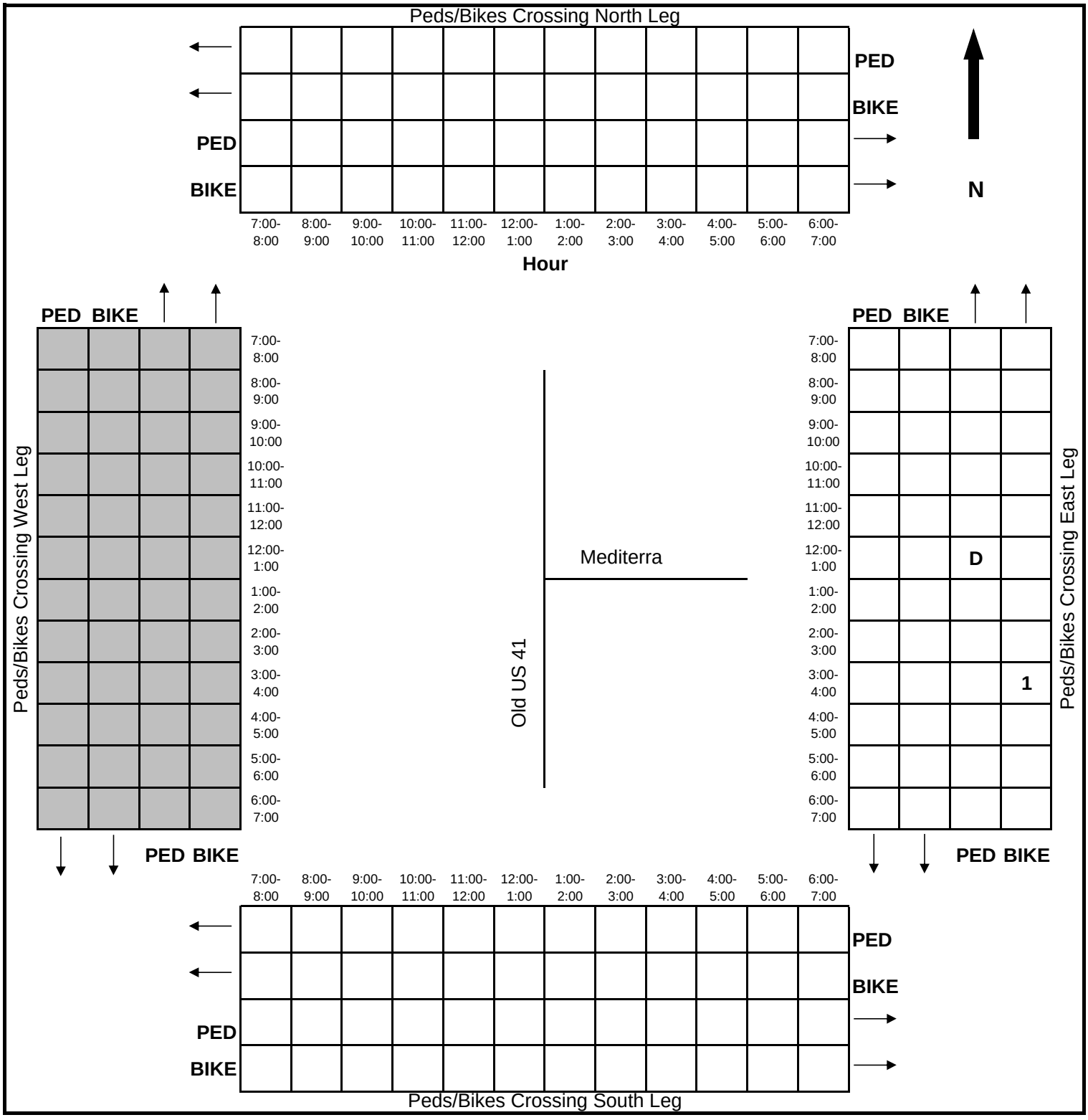
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Mediterra Drive

Comments:

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



Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	8	82	0	90	2	0	6	8	0	148	6	154	252
06:15 PM	2	81	0	83	7	0	6	13	0	137	4	141	237
06:30 PM	3	81	0	84	4	0	8	12	0	132	5	137	233
06:45 PM	4	69	0	73	3	0	7	10	0	105	7	112	195
Total	17	313	0	330	16	0	27	43	0	522	22	544	917
Grand Total	860	6323	0	7183	665	0	1090	1755	0	6682	666	7348	16286
Apprch %	12	88	0		37.9	0	62.1		0	90.9	9.1		
Total %	5.3	38.8	0	44.1	4.1	0	6.7	10.8	0	41	4.1	45.1	
Passenger Vehicles	778	5982	0	6760	600	0	981	1581	0	6353	599	6952	15293
% Passenger Vehicles	90.5	94.6	0	94.1	90.2	0	90	90.1	0	95.1	89.9	94.6	93.9
Heavy Vehicles	80	341	0	421	64	0	109	173	0	329	67	396	990
% Heavy Vehicles	9.3	5.4	0	5.9	9.6	0	10	9.9	0	4.9	10.1	5.4	6.1
UTurns	2	0	0	2	1	0	0	1	0	0	0	0	3
% UTurns	0.2	0	0	0	0.2	0	0	0.1	0	0	0	0	0

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	11	115	0	126	14	0	63	77	0	217	6	223	426
04:15 PM	20	110	0	130	20	0	43	63	0	212	21	233	426
04:30 PM	5	114	0	119	25	0	45	70	0	215	6	221	410
04:45 PM	9	132	0	141	18	0	34	52	0	191	8	199	392
Total Volume	45	471	0	516	77	0	185	262	0	835	41	876	1654
% App. Total	8.7	91.3	0		29.4	0	70.6		0	95.3	4.7		
PHF	.563	.892	.000	.915	.770	.000	.734	.851	.000	.962	.488	.940	.971
Passenger Vehicles	39	452	0	491	74	0	180	254	0	804	33	837	1582
% Passenger Vehicles	86.7	96.0	0	95.2	96.1	0	97.3	96.9	0	96.3	80.5	95.5	95.6
Heavy Vehicles	5	19	0	24	3	0	5	8	0	31	8	39	71
% Heavy Vehicles	11.1	4.0	0	4.7	3.9	0	2.7	3.1	0	3.7	19.5	4.5	4.3
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	2.2	0	0	0.2	0	0	0	0	0	0	0	0	0.1

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

	07:15 AM				03:30 PM				04:15 PM			
+0 mins.	41	149	0	190	31	0	61	92	0	212	21	233
+15 mins.	29	159	0	188	14	0	32	46	0	215	6	221
+30 mins.	30	164	0	194	14	0	63	77	0	191	8	199
+45 mins.	34	152	0	186	20	0	43	63	0	217	12	229
Total Volume	134	624	0	758	79	0	199	278	0	835	47	882
% App. Total	17.7	82.3	0		28.4	0	71.6		0	94.7	5.3	
PHF	.817	.951	.000	.977	.637	.000	.790	.755	.000	.962	.560	.946
Passenger Vehicles	127	594	0	721	75	0	191	266	0	806	38	844
% Passenger Vehicles	94.8	95.2	0	95.1	94.9	0	96	95.7	0	96.5	80.9	95.7
Heavy Vehicles	7	30	0	37	4	0	8	12	0	29	9	38
% Heavy Vehicles	5.2	4.8	0	4.9	5.1	0	4	4.3	0	3.5	19.1	4.3
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: Naples/Collier
Weather: Clear
Comments:

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 10:00 AM													
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

	10:00 AM				01:45 PM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

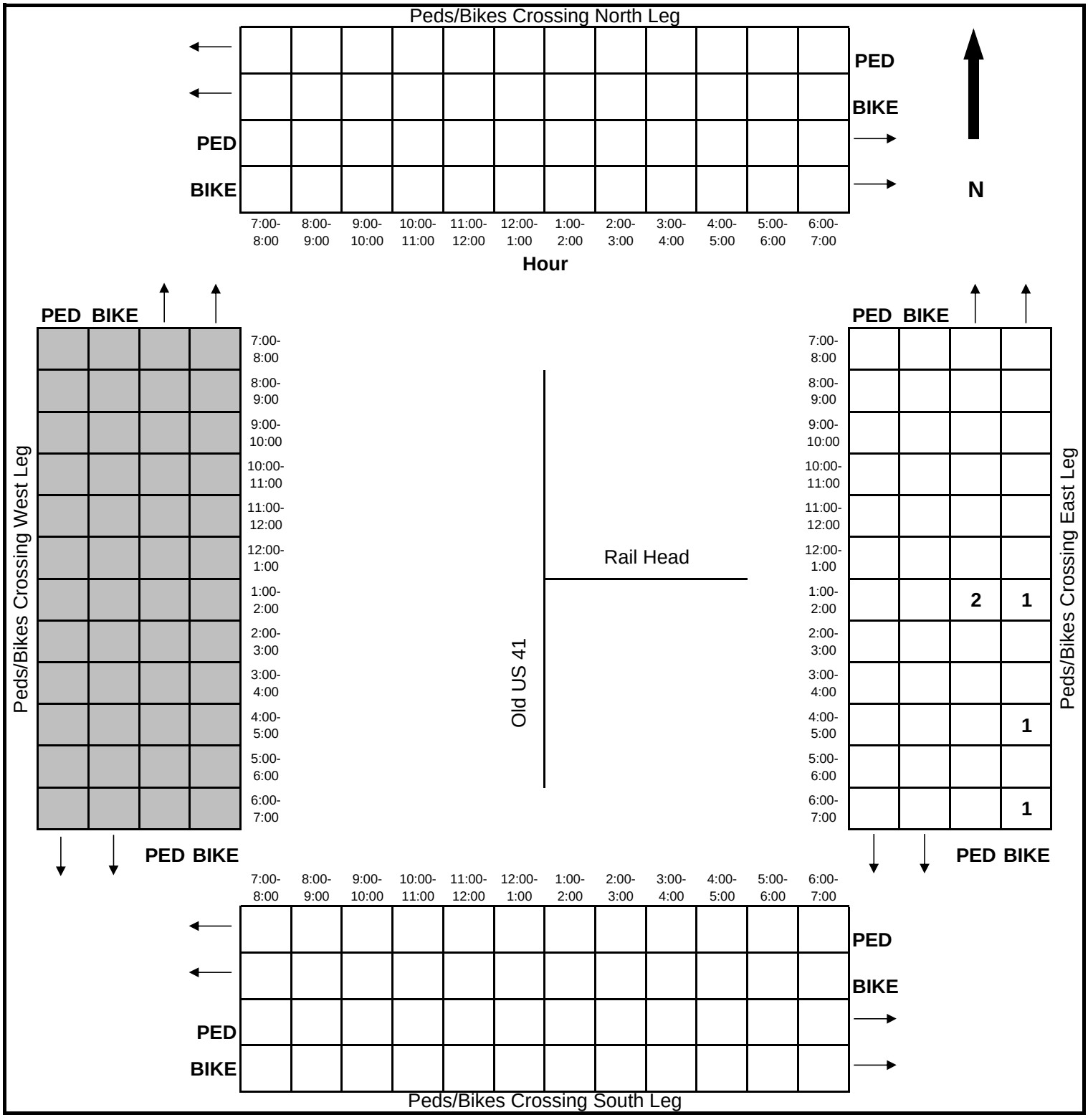
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Rail Head Boulevard

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
06:00 PM	0	84	1	85	0	0	4	4	8	143	5	156	2	0	5	7	252
06:15 PM	2	82	1	85	6	0	2	8	4	138	2	144	1	0	5	6	243
06:30 PM	1	85	1	87	0	0	2	2	8	132	0	140	2	0	8	10	239
06:45 PM	0	68	0	68	1	0	1	2	4	108	1	113	1	0	7	8	191
Total	3	319	3	325	7	0	9	16	24	521	8	553	6	0	25	31	925
Grand Total	268	6570	104	6942	259	1	308	568	173	6799	272	7244	160	2	375	537	15291
Apprch %	3.9	94.6	1.5		45.6	0.2	54.2		2.4	93.9	3.8		29.8	0.4	69.8		
Total %	1.8	43	0.7	45.4	1.7	0	2	3.7	1.1	44.5	1.8	47.4	1	0	2.5	3.5	
Passenger Vehicles	231	6250	104	6585	231	1	283	515	172	6478	254	6904	153	2	368	523	14527
% Passenger Vehicles	86.2	95.1	100	94.9	89.2	100	91.9	90.7	99.4	95.3	93.4	95.3	95.6	100	98.1	97.4	95
Heavy Vehicles	35	320	0	355	28	0	25	53	1	321	18	340	6	0	7	13	761
% Heavy Vehicles	13.1	4.9	0	5.1	10.8	0	8.1	9.3	0.6	4.7	6.6	4.7	3.8	0	1.9	2.4	5
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% UTurns	0.7	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.2	0

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	9	122	2	133	3	0	10	13	6	187	7	200	2	0	12	14	360
04:00 PM	1	124	2	127	11	0	9	20	5	227	4	236	1	0	4	5	388
04:15 PM	5	122	3	130	5	0	15	20	4	203	10	217	1	0	10	11	378
04:30 PM	0	136	3	139	12	0	5	17	1	218	5	224	3	0	5	8	388
Total Volume	15	504	10	529	31	0	39	70	16	835	26	877	7	0	31	38	1514
% App. Total	2.8	95.3	1.9		44.3	0	55.7		1.8	95.2	3		18.4	0	81.6		
PHF	.417	.926	.833	.951	.646	.000	.650	.875	.667	.920	.650	.929	.583	.000	.646	.679	.976
Passenger Vehicles	10	492	10	512	31	0	37	68	16	800	23	839	7	0	30	37	1456
% Passenger Vehicles	66.7	97.6	100	96.8	100	0	94.9	97.1	100	95.8	88.5	95.7	100	0	96.8	97.4	96.2
Heavy Vehicles	5	12	0	17	0	0	2	2	0	35	3	38	0	0	1	1	58
% Heavy Vehicles	33.3	2.4	0	3.2	0	0	5.1	2.9	0	4.2	11.5	4.3	0	0	3.2	2.6	3.8
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 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:30 AM				03:45 PM				10:45 AM				
+0 mins.	8	156	1	165	9	0	12	21	6	187	7	200	6	0	7	13	
+15 mins.	9	165	2	176	11	0	15	26	5	227	4	236	5	0	8	13	
+30 mins.	10	175	5	190	9	0	7	16	4	203	10	217	5	0	10	15	
+45 mins.	9	161	2	172	8	0	5	13	1	218	5	224	5	1	13	19	
Total Volume	36	657	10	703	37	0	39	76	16	835	26	877	21	1	38	60	
% App. Total	5.1	93.5	1.4		48.7	0	51.3		1.8	95.2	3		35	1.7	63.3		
PHF	.900	.939	.500	.925	.841	.000	.650	.731	.667	.920	.650	.929	.875	.250	.731	.789	
Passenger Vehicles	31	622	10	663	31	0	33	64	16	800	23	839	21	1	37	59	
% Passenger Vehicles	86.1	94.7	100	94.3	83.8	0	84.6	84.2	100	95.8	88.5	95.7	100	100	97.4	98.3	
Heavy Vehicles	4	35	0	39	6	0	6	12	0	35	3	38	0	0	1	1	
% Heavy Vehicles	11.1	5.3	0	5.5	16.2	0	15.4	15.8	0	4.2	11.5	4.3	0	0	2.6	1.7	
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	2.8	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles

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

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	121	3	126	5	0	15	20	4	192	10	206	1	0	10	11	363
04:30 PM	0	134	3	137	12	0	4	16	1	211	5	217	3	0	4	7	377
04:45 PM	1	134	2	137	5	0	8	13	9	167	3	179	1	0	7	8	337
05:00 PM	5	140	2	147	5	0	6	11	8	208	3	219	1	0	8	9	386
Total Volume	8	529	10	547	27	0	33	60	22	778	21	821	6	0	29	35	1463
% App. Total	1.5	96.7	1.8		45	0	55		2.7	94.8	2.6		17.1	0	82.9		
PHF	.400	.945	.833	.930	.563	.000	.550	.750	.611	.922	.525	.937	.500	.000	.725	.795	.948

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
*** BREAK ***																	
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Grand Total	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	100	0	0		0	0	0		0	0	0		100	0	0		
Total %	66.7	0	0	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

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

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

	07:30 AM				07:00 AM				07:00 AM				01:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

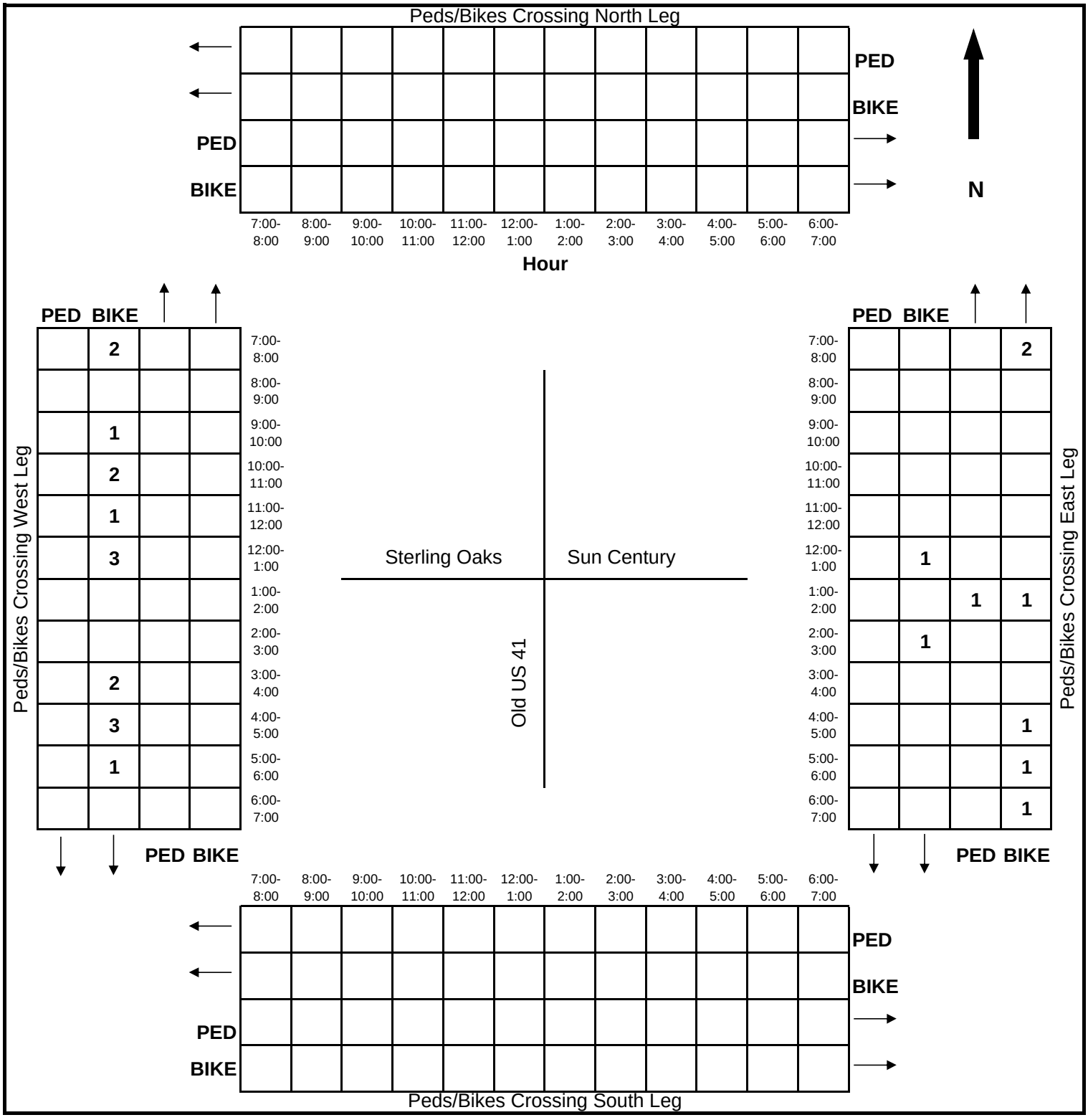
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

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

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

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

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

	07:00 AM				02:30 PM				03:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	1	0	0	1
Total Volume	0	0	0	0	3	0	0	3	1	0	0	1
% App. Total	0	0	0		100	0	0		100	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

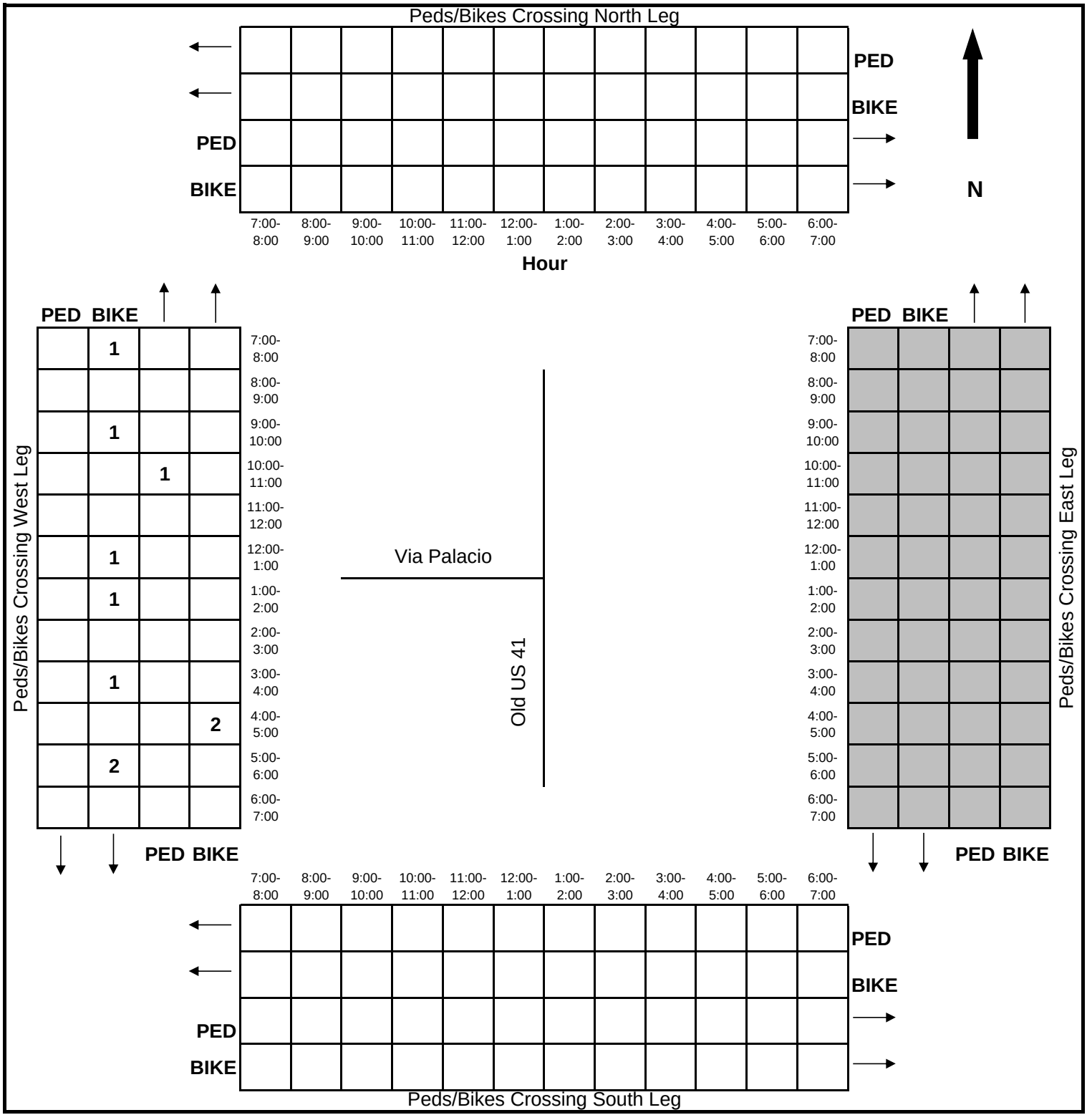
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Via Palacio Avenue

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

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

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

Intersection Turning Movement Count

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

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Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
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Groups Printed- Passenger Vehicles

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

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

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
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	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					08:00 AM					04:45 PM					12:00 PM					
+0 mins.	23	387	4	1	415	180	12	9	5	206	13	483	107	64	667	28	14	4	10	56	
+15 mins.	24	416	5	1	446	159	6	3	11	179	9	451	114	68	642	28	23	17	3	71	
+30 mins.	22	395	7	3	427	170	3	4	13	190	9	462	121	79	671	37	26	12	1	76	
+45 mins.	20	351	4	2	377	153	7	8	7	175	6	507	113	60	686	25	20	10	1	56	
Total Volume	89	1549	20	7	1665	662	28	24	36	750	37	1903	455	271	2666	118	83	43	15	259	
% App. Total	5.3	93	1.2	0.4		88.3	3.7	3.2	4.8		1.4	71.4	17.1	10.2		45.6	32	16.6	5.8		
PHF	.927	.931	.714	.583	.933	.919	.583	.667	.692	.910	.712	.938	.940	.858	.972	.797	.798	.632	.375	.852	

Intersection Turning Movement Count

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

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

Intersection Turning Movement Count

City/County: Naples/Collier
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Groups Printed- Heavy Vehicles

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

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30 AM																					
09:30 AM	3	11	0	0	14	4	0	1	0	5	0	9	5	3	17	1	0	0	0	1	37
09:45 AM	1	9	0	0	10	11	0	4	0	15	0	7	3	5	15	0	0	0	0	0	40
10:00 AM	1	8	0	0	9	8	0	3	0	11	0	17	2	1	20	0	2	0	0	2	42
10:15 AM	1	8	1	0	10	9	1	2	0	12	0	12	5	1	18	0	1	0	0	1	41
Total Volume	6	36	1	0	43	32	1	10	0	43	0	45	15	10	70	1	3	0	0	4	160
% App. Total	14	83.7	2.3	0		74.4	2.3	23.3	0		0	64.3	21.4	14.3		25	75	0	0		
PHF	.500	.818	.250	.000	.768	.727	.250	.625	.000	.717	.000	.662	.750	.500	.875	.250	.375	.000	.000	.500	.952

Intersection Turning Movement Count

City/County: Naples/Collier
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	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:45 AM					02:00 PM					12:45 PM					
+0 mins.	0	16	0	0	16	10	0	0	2	12	0	11	7	8	26	0	0	0	0	0	
+15 mins.	0	13	0	0	13	7	1	0	1	9	0	4	7	2	13	0	3	0	0	3	
+30 mins.	0	13	1	0	14	17	0	0	0	17	0	8	8	8	24	1	1	0	0	2	
+45 mins.	0	12	0	1	13	8	0	0	1	9	0	11	5	4	20	0	1	0	0	1	
Total Volume	0	54	1	1	56	42	1	0	4	47	0	34	27	22	83	1	5	0	0	6	
% App. Total	0	96.4	1.8	1.8		89.4	2.1	0	8.5		0	41	32.5	26.5		16.7	83.3	0	0		
PHF	.000	.844	.250	.250	.875	.618	.250	.000	.500	.691	.000	.773	.844	.688	.798	.250	.417	.000	.000	.500	

Intersection Turning Movement Count

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

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Groups Printed- UTurns

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
01:45 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
02:00 PM	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
02:15 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
Total Volume	22	0	0	0	22	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	41
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.000	.000	.000	.000	.000	.932

Intersection Turning Movement Count

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

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

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	01:30 PM					07:00 AM					05:30 PM					11:30 AM					
+0 mins.	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
+15 mins.	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
+30 mins.	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
+45 mins.	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	
Total Volume	22	0	0	0	22	0	0	0	0	0	24	0	0	0	24	1	0	0	0	1	
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.857	.000	.000	.000	.857	.250	.000	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

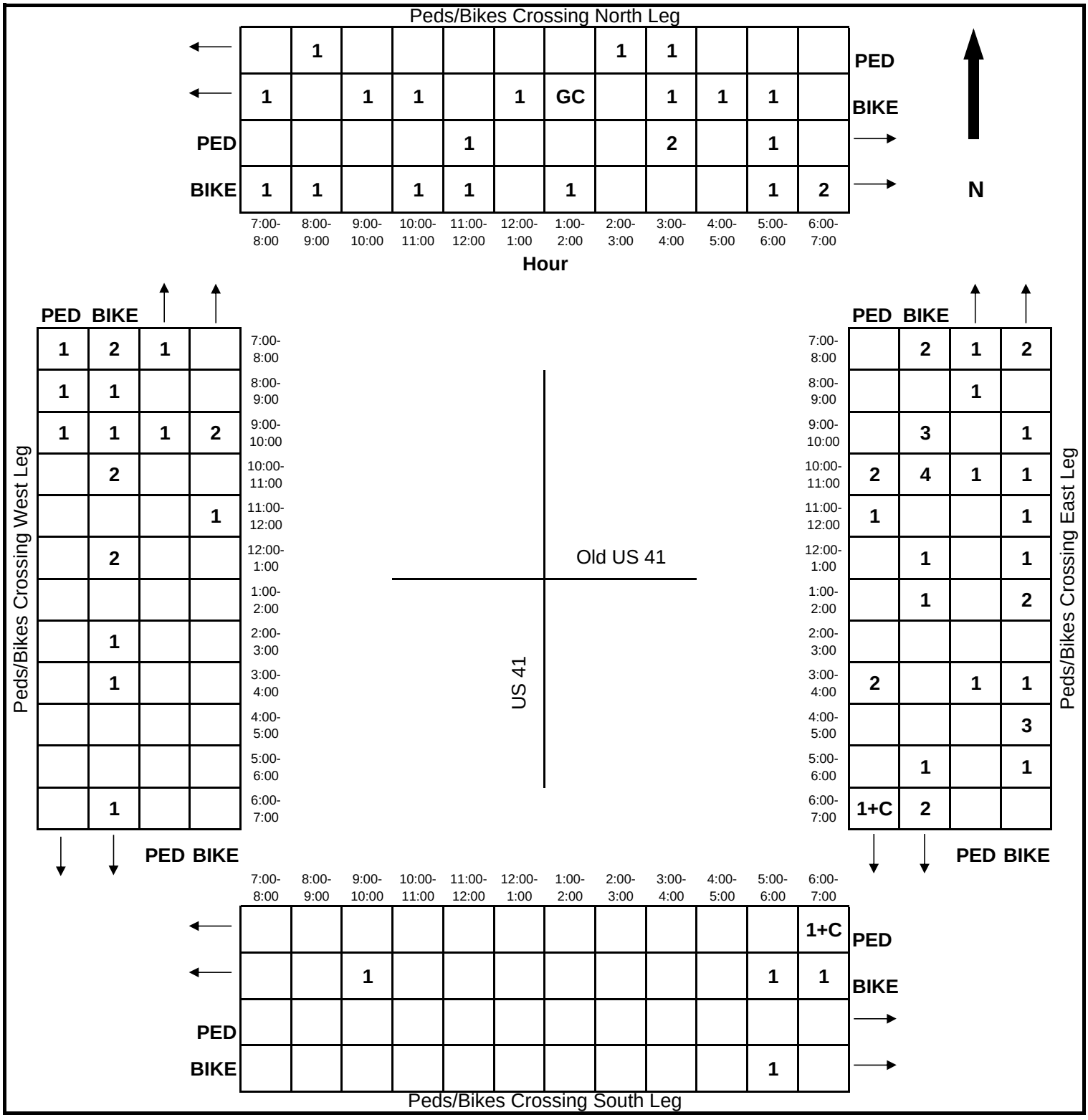
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: US 41 at Old US 41

Comments: GC - Golf Cart

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



Hour	Peds/Bikes Crossing North Leg PED	Peds/Bikes Crossing North Leg BIKE	Peds/Bikes Crossing West Leg PED	Peds/Bikes Crossing West Leg BIKE	Peds/Bikes Crossing East Leg PED	Peds/Bikes Crossing East Leg BIKE	Peds/Bikes Crossing South Leg PED	Peds/Bikes Crossing South Leg BIKE
7:00-8:00	1	1	1	2	2	1	1+C	
8:00-9:00	1	1	1	1	1			
9:00-10:00	1	1	1	2	3	1		
10:00-11:00	2	4	2		1	1		
11:00-12:00	1		1		1	1		
12:00-1:00	1		2		1	1		
1:00-2:00	1	2			1	2		
2:00-3:00			1					
3:00-4:00	2	1	1		1	1		
4:00-5:00						3		
5:00-6:00	1	1			1	1		1
6:00-7:00	1+C		1		2			
7:00-8:00				1				
8:00-9:00								
9:00-10:00								
10:00-11:00								
11:00-12:00				1				
12:00-1:00				2				
1:00-2:00								
2:00-3:00				1				
3:00-4:00				1				
4:00-5:00								
5:00-6:00								
6:00-7:00				1				
7:00-8:00		1					1+C	
8:00-9:00	1							
9:00-10:00	1		1					
10:00-11:00				1				
11:00-12:00		1						
12:00-1:00				2				
1:00-2:00								
2:00-3:00				1				
3:00-4:00				1				
4:00-5:00								
5:00-6:00								
6:00-7:00				1				
7:00-8:00			1	2				
8:00-9:00			1	1				
9:00-10:00			1	1				
10:00-11:00				2				
11:00-12:00								
12:00-1:00				2				
1:00-2:00								
2:00-3:00				1				
3:00-4:00				1				
4:00-5:00								
5:00-6:00								
6:00-7:00				1				
7:00-8:00	1	1						
8:00-9:00	1	1						
9:00-10:00	2	1						
10:00-11:00	1	1						
11:00-12:00	1	2						
12:00-1:00	2	1						
1:00-2:00	1	1						
2:00-3:00	1	1						
3:00-4:00	2	1						
4:00-5:00	1	1						
5:00-6:00	1	2						1
6:00-7:00	1	2						

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

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

MOCF: 0.89

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

* PEAK SEASON

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 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 03 - COLLIER

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

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 12 - LEE

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

Appendix D:
Subarea Travel Demand Model Validation Memo

Technical Memorandum:

Date: 10/08/2019

To: Chris Simpron, Systems Planning Office, FDOT District One

From: RS&H Inc.

Subject: Travel Demand Forecasting Subarea/Corridor Validation Tech Memo for The Old US 41 (CR 887) PD&E Study

Introduction

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

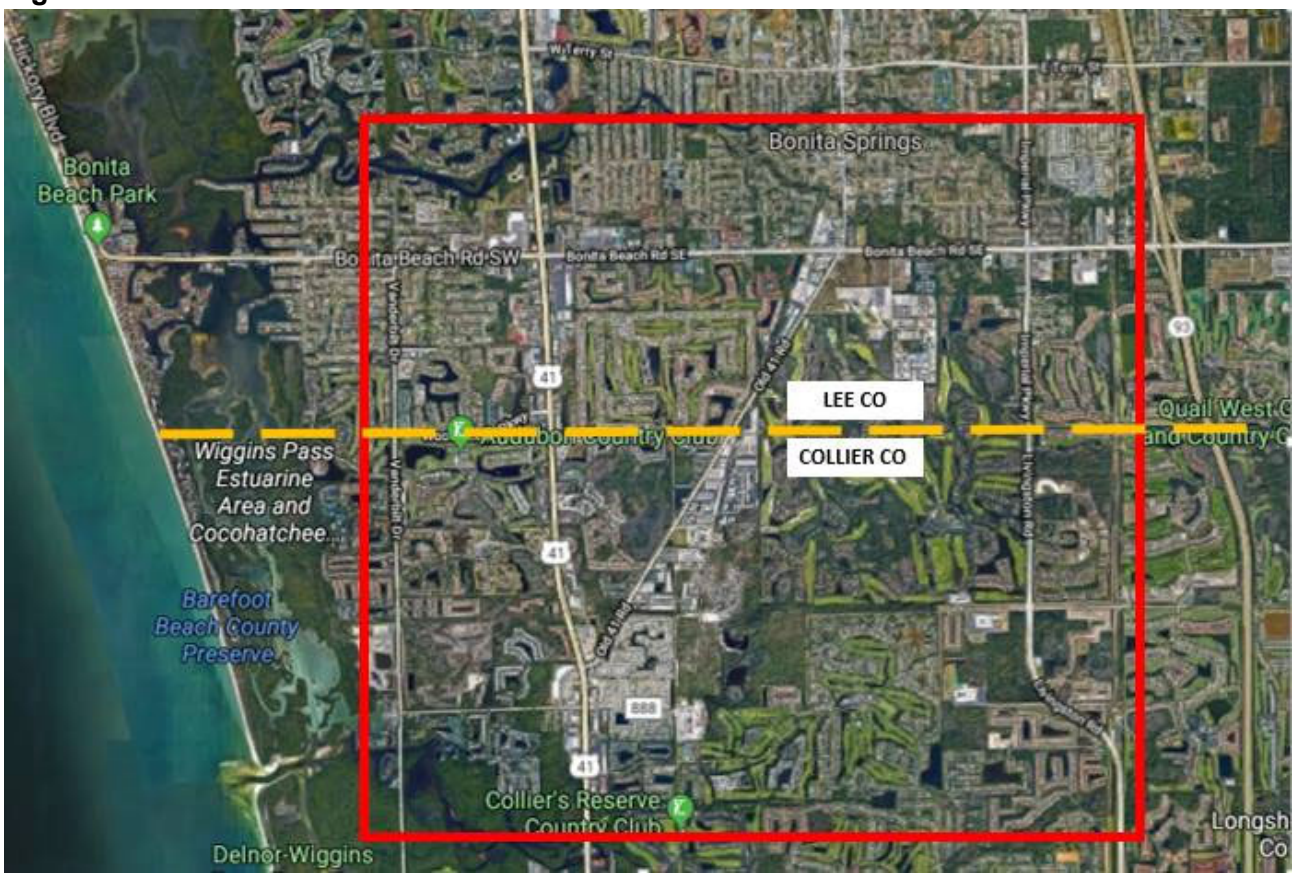
Review of Existing Travel Demand Model

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

Review of Base Model Assignments

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

Figure 1: Subarea Validation Area of Influence



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

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

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

Figure 2: 2010 Count AADTs in the Study Area

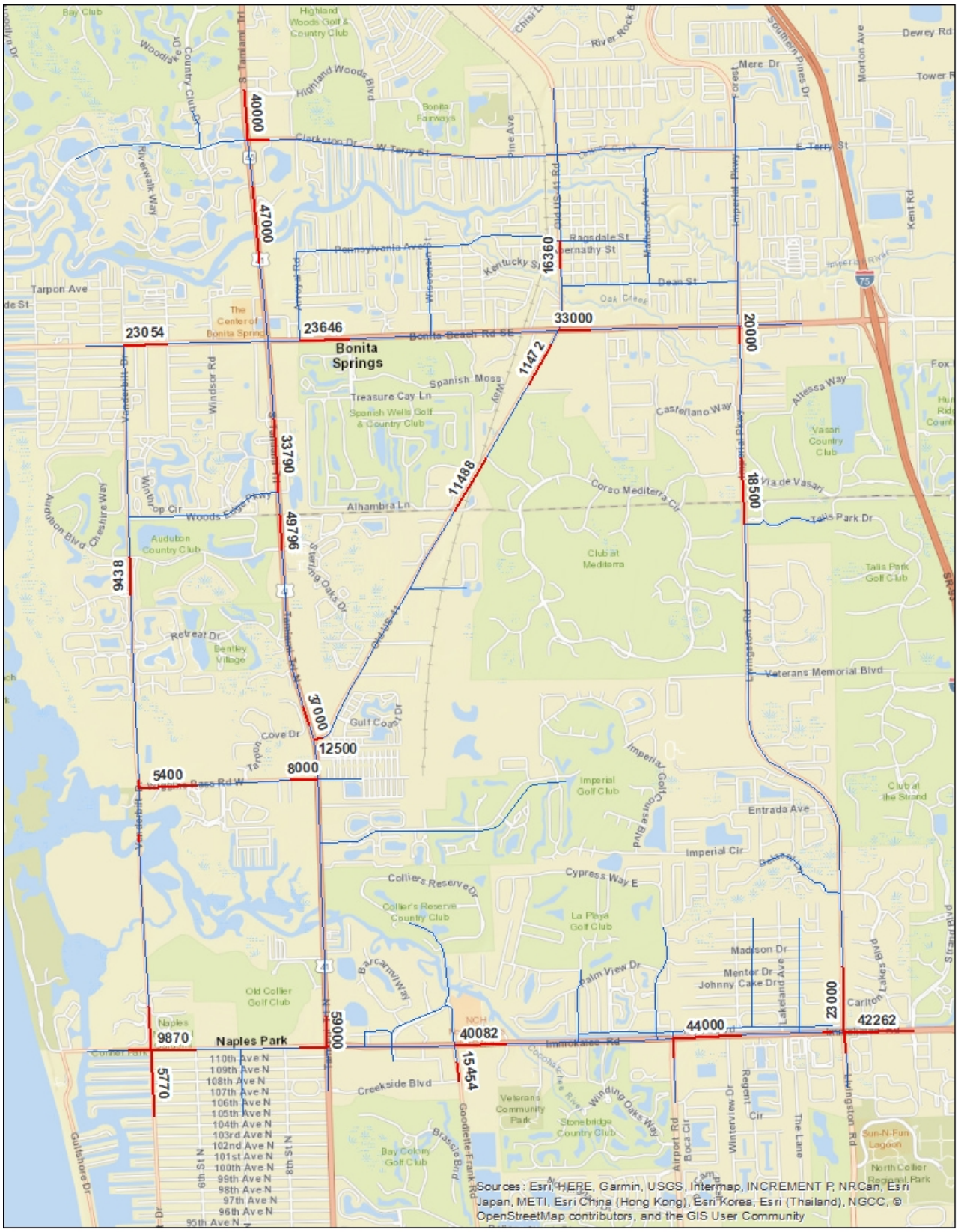


Table 1: Historical Count AADT on Old US 41 North of Bonita Beach Rd

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

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

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

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

Table 3: 2010 %RMSE by Volume Group

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

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

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

Table 4: D1RPM Original 2010 Volume/Count Ratios

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

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

*Source: D1RPM 2010 Base Model

Subarea Model Validation

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

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

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

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

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

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

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

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

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

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

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

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

*Source: D1RPM 2010 Validated Base Model

Future Traffic Forecasts

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

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

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

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

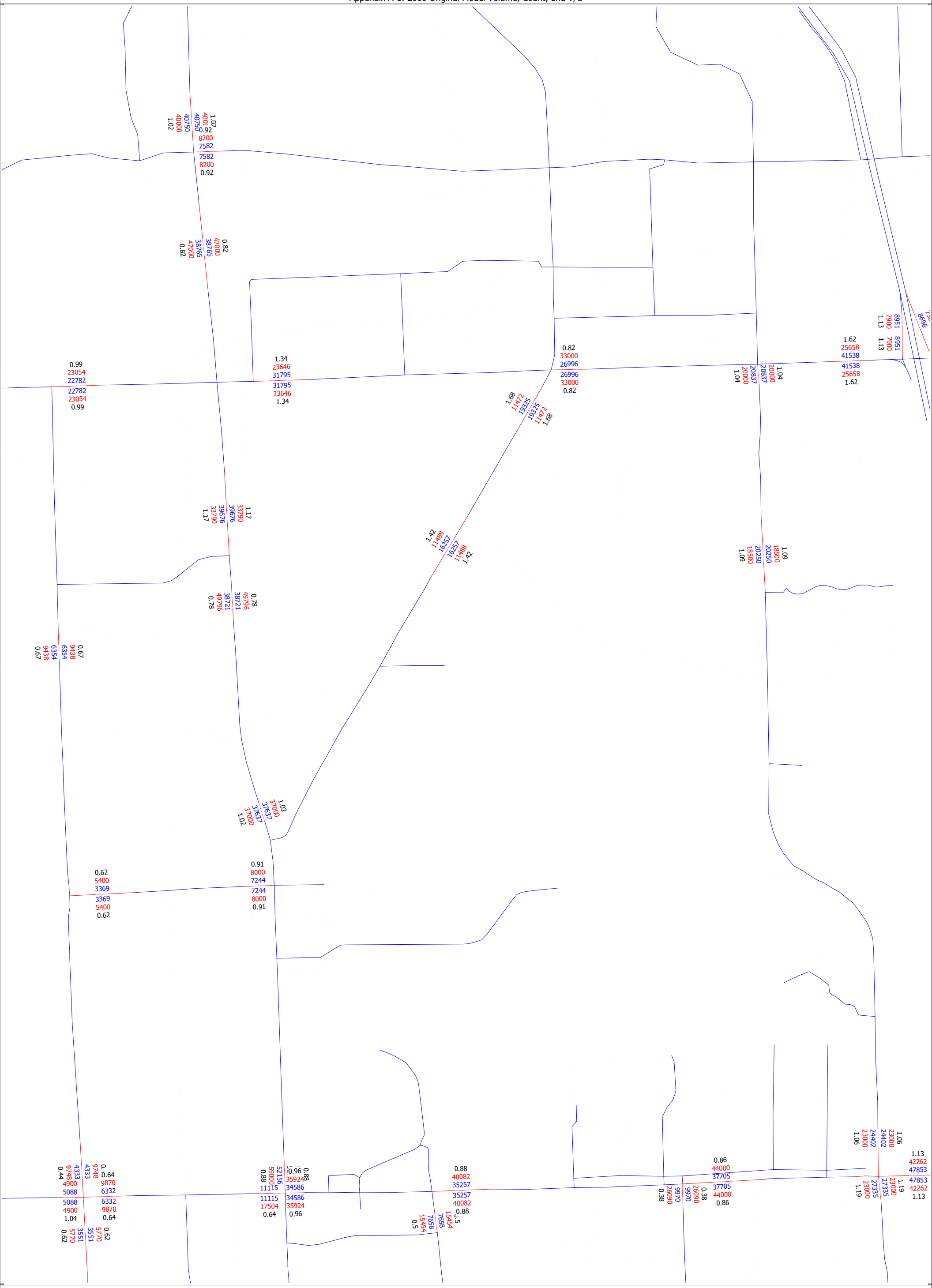
Table 8: D1RPM Corridor Forecast Traffic Growth

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

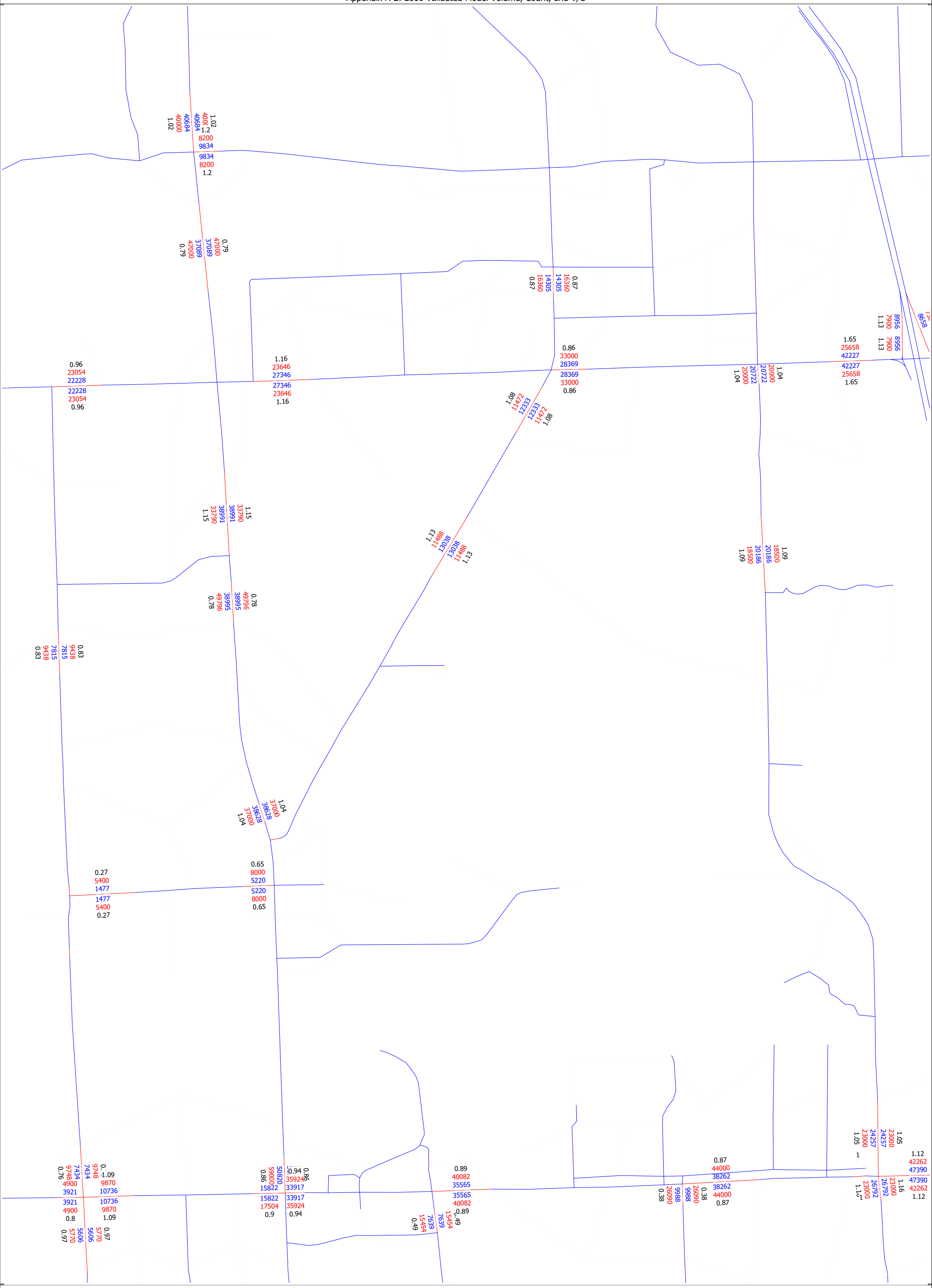
***Based on linear regression**

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

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

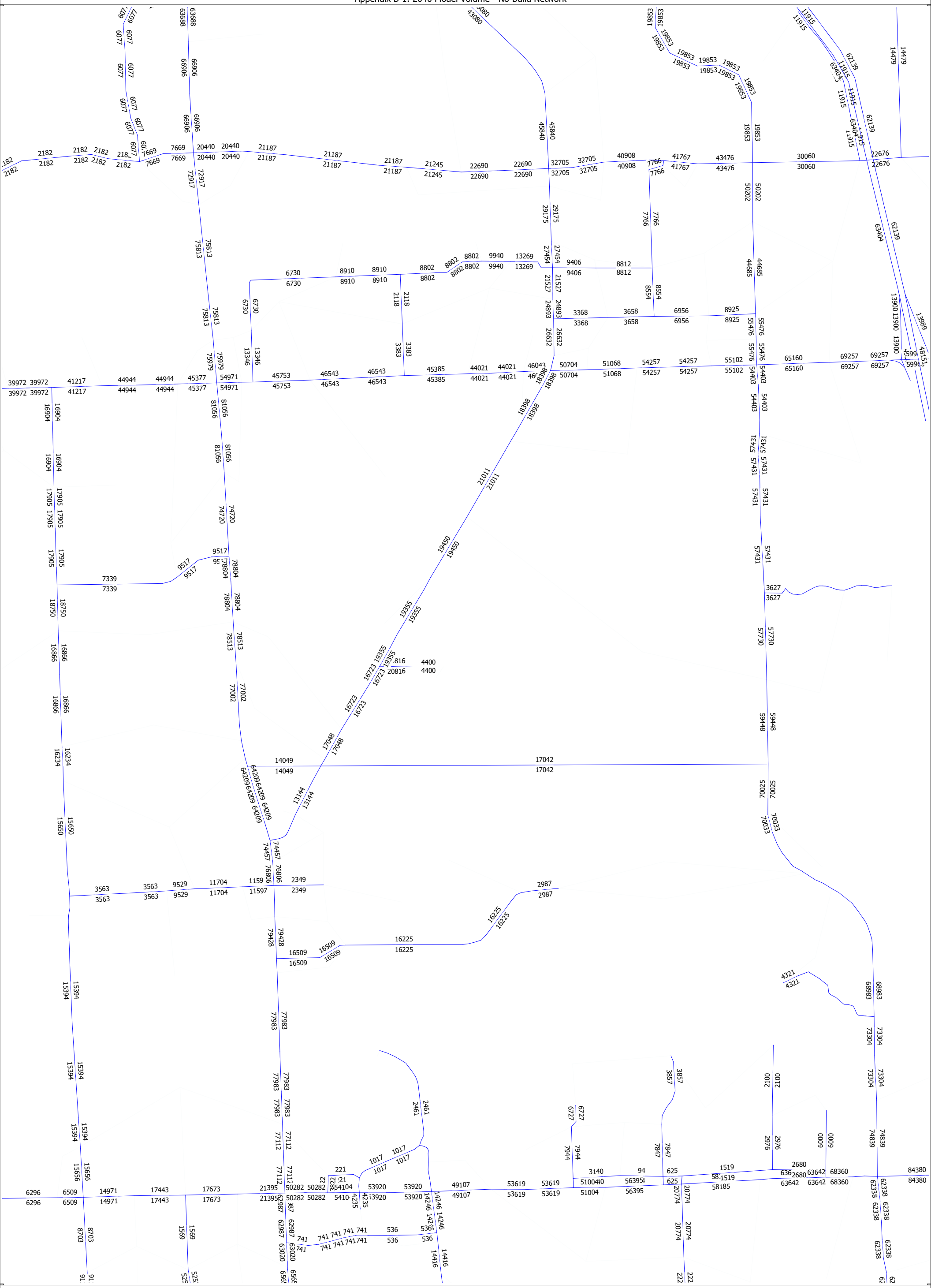


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Appendix E:
Model Plots for Alternatives

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

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

cube
(Licensed to Rummel Klepper Kahl LLP)

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

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

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

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

cube (Licensed to Rummel Klepper Kahl LLP)

Appendix F:
TURNS5 Worksheets

TURNS5 ANALYSIS SHEET - INPUT

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

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (•) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

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

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

Enter Yes or No
- (•) Yes
- ( ) No

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

Enter Year and Growth Rates from Base Year:

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

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

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

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

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

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

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

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019
(EB LT)	*West-to-North*	36.4%	0
(EB THRU)	*West-to-East*	4.3%	0
(EB RT)	*West-to-South*	59.3%	0
(WB LT)	*East-to-South*	56.2%	0
(WB THRU)	*East-to-West*	9.3%	0
(WB RT)	*East-to-North*	34.5%	0
(SB LT)	*North-to-East*	5.9%	0
(SB THRU)	*North-to-South*	80.8%	0
(SB RT)	*North-to-West*	13.3%	0
(NB LT)	*South-to-West*	19.4%	0
(NB THRU)	*South-to-North*	72.0%	0
(NB RT)	*South-to-East*	8.6%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

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

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

TURNS5 ANALYSIS SHEET - INPUT

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

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (•) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

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

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (•) Yes
- ( ) No

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

Enter Year and Growth Rates from Base Year:

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

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

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

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

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

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

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

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	54.2%	0
(EB THRU)	*West-to-East*	6.5%	0
(EB RT)	*West-to-South*	39.3%	0
(WB LT)	*East-to-South*	39.3%	0
(WB THRU)	*East-to-West*	6.5%	0
(WB RT)	*East-to-North*	54.2%	0
(SB LT)	*North-to-East*	12.4%	0
(SB THRU)	*North-to-South*	75.2%	0
(SB RT)	*North-to-West*	12.4%	0
(NB LT)	*South-to-West*	9.7%	0
(NB THRU)	*South-to-North*	80.6%	0
(NB RT)	*South-to-East*	9.7%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

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

Approach-To-Approach	2019 Initial Estimate	2019 Final Estimate	2019 Calculated Volume	2025 Final Estimate	2025 Calculated Volume	2035 Final Estimate	2035 Calculated Volume	2045 Final Estimate	2045 Calculated Volume
West-To-North (LT)	0.542	0.458	180	0.461	205	0.464	246	0.466	287
West-To-East (Thru)	0.065	0.052	21	0.052	23	0.052	27	0.052	32
West-To-South (RT)	0.393	0.490	193	0.487	217	0.484	257	0.482	297
Total Flow From West:			**394**		**445**		**530**		**616**
East-To-South (LT)	0.393	0.485	103	0.480	109	0.474	119	0.469	129
East-To-West (Thru)	0.065	0.062	13	0.066	15	0.072	17	0.077	21
East-To-North (RT)	0.542	0.453	96	0.454	103	0.454	114	0.454	124
Total Flow From East:			**212**		**227**		**250**		**274**
North-To-East (LT)	0.124	0.087	149	0.086	159	0.086	178	0.085	194
North-To-South (Thru)	0.752	0.809	1389	0.803	1484	0.794	1641	0.787	1799
North-To-West (RT)	0.124	0.104	179	0.111	205	0.120	248	0.128	293
Total Flow From North:			**1717**		**1848**		**2067**		**2286**
South-To-West (LT)	0.097	0.110	312	0.116	353	0.125	423	0.132	492
South-To-North (Thru)	0.806	0.798	2262	0.793	2411	0.786	2659	0.780	2906
South-To-East (RT)	0.097	0.092	261	0.091	277	0.089	301	0.088	328
Total Flow From South:			**2835**		**3041**		**3383**		**3726**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 8
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

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

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

Enter Yes or No
- (●) Yes
- ( ) No

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

Enter Year and Growth Rates from Base Year:

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

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

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

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

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

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

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11900	7600	69100	71800	160400	used 2045 initial AADT

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019
(EB LT)	*West-to-North*	37.5%	0
(EB THRU)	*West-to-East*	4.1%	0
(EB RT)	*West-to-South*	58.4%	0
(WB LT)	*East-to-South*	55.3%	0
(WB THRU)	*East-to-West*	9.2%	0
(WB RT)	*East-to-North*	35.5%	0
(SB LT)	*North-to-East*	5.7%	0
(SB THRU)	*North-to-South*	80.9%	0
(SB RT)	*North-to-West*	13.4%	0
(NB LT)	*South-to-West*	18.9%	0
(NB THRU)	*South-to-North*	73.1%	0
(NB RT)	*South-to-East*	8.0%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 8	**Analyst:**	Daniel Miller
		Date:	12-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.375	0.244	64	0.249	75	0.256	93	0.262	112
West-To-East (Thru)	0.041	0.029	8	0.029	9	0.029	11	0.028	12
West-To-South (RT)	0.584	0.727	191	0.722	217	0.715	261	0.710	304
Total Flow From West:			**263**		**301**		**365**		**428**
East-To-South (LT)	0.553	0.694	221	0.685	233	0.674	253	0.665	273
East-To-West (Thru)	0.092	0.073	24	0.078	26	0.085	32	0.090	37
East-To-North (RT)	0.355	0.233	74	0.237	81	0.241	90	0.245	100
Total Flow From East:			**319**		**340**		**375**		**410**
North-To-East (LT)	0.057	0.035	90	0.035	99	0.034	112	0.034	127
North-To-South (Thru)	0.809	0.874	2252	0.867	2464	0.859	2823	0.851	3175
North-To-West (RT)	0.134	0.091	234	0.098	279	0.107	352	0.115	429
Total Flow From North:			**2576**		**2842**		**3287**		**3731**
South-To-West (LT)	0.189	0.218	412	0.228	467	0.239	554	0.248	641
South-To-North (Thru)	0.731	0.698	1319	0.691	1417	0.685	1588	0.679	1755
South-To-East (RT)	0.080	0.084	159	0.081	166	0.076	176	0.073	189
Total Flow From South:			**1890**		**2050**		**2318**		**2585**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 8
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

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

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

Enter Yes or No
- (●) Yes
- ( ) No

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

Enter Year and Growth Rates from Base Year:

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

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

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

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

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

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

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11900	7600	69100	71800	160400	used 2045 initial AADT

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019
(EB LT)	*West-to-North*	55.5%	0
(EB THRU)	*West-to-East*	6.1%	0
(EB RT)	*West-to-South*	38.4%	0
(WB LT)	*East-to-South*	38.3%	0
(WB THRU)	*East-to-West*	6.4%	0
(WB RT)	*East-to-North*	55.3%	0
(SB LT)	*North-to-East*	12.0%	0
(SB THRU)	*North-to-South*	75.5%	0
(SB RT)	*North-to-West*	12.5%	0
(NB LT)	*South-to-West*	9.4%	0
(NB THRU)	*South-to-North*	81.6%	0
(NB RT)	*South-to-East*	9.0%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 8	**Analyst:**	Daniel Miller
		Date:	12-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.555	0.461	182	0.467	211	0.475	260	0.481	309
West-To-East (Thru)	0.061	0.052	20	0.052	24	0.050	27	0.049	32
West-To-South (RT)	0.384	0.487	192	0.481	217	0.475	260	0.470	302
Total Flow From West:			**394**		**452**		**547**		**643**
East-To-South (LT)	0.383	0.482	102	0.474	108	0.464	116	0.457	125
East-To-West (Thru)	0.064	0.062	13	0.067	15	0.072	18	0.076	21
East-To-North (RT)	0.553	0.456	97	0.459	104	0.464	116	0.467	128
Total Flow From East:			**212**		**227**		**250**		**274**
North-To-East (LT)	0.120	0.087	149	0.086	163	0.084	184	0.083	207
North-To-South (Thru)	0.755	0.809	1389	0.802	1520	0.794	1740	0.788	1960
North-To-West (RT)	0.125	0.104	179	0.112	212	0.122	267	0.129	321
Total Flow From North:			**1717**		**1895**		**2191**		**2488**
South-To-West (LT)	0.094	0.109	309	0.115	354	0.122	424	0.128	496
South-To-North (Thru)	0.816	0.800	2268	0.797	2451	0.794	2760	0.791	3067
South-To-East (RT)	0.090	0.091	258	0.088	271	0.084	292	0.081	314
Total Flow From South:			**2835**		**3076**		**3476**		**3877**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 14-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 9
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

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

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

Enter Yes or No
- (●) Yes
- ( ) No

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

Enter Year and Growth Rates from Base Year:

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

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

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

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

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

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

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11400	7500	66400	70500	155800	using initial 2045 AADT

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	37.0%	0
(EB THRU)	*West-to-East*	4.1%	0
(EB RT)	*West-to-South*	58.9%	0
(WB LT)	*East-to-South*	55.9%	0
(WB THRU)	*East-to-West*	9.0%	0
(WB RT)	*East-to-North*	35.1%	0
(SB LT)	*North-to-East*	5.8%	0
(SB THRU)	*North-to-South*	81.1%	0
(SB RT)	*North-to-West*	13.1%	0
(NB LT)	*South-to-West*	18.8%	0
(NB THRU)	*South-to-North*	73.0%	0
(NB RT)	*South-to-East*	8.2%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 9	**Analyst:**	Daniel Miller
		Date:	14-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.370	0.243	64	0.247	73	0.252	89	0.256	105
West-To-East (Thru)	0.041	0.028	7	0.029	9	0.028	10	0.028	11
West-To-South (RT)	0.589	0.729	192	0.724	215	0.720	255	0.716	294
Total Flow From West:			**263**		**297**		**354**		**410**
East-To-South (LT)	0.559	0.696	222	0.689	234	0.680	253	0.672	272
East-To-West (Thru)	0.090	0.072	23	0.076	25	0.082	30	0.088	36
East-To-North (RT)	0.351	0.232	74	0.235	80	0.238	89	0.240	97
Total Flow From East:			**319**		**339**		**372**		**405**
North-To-East (LT)	0.058	0.035	90	0.035	98	0.035	112	0.034	122
North-To-South (Thru)	0.811	0.874	2252	0.868	2439	0.860	2749	0.855	3066
North-To-West (RT)	0.131	0.091	234	0.097	272	0.105	336	0.111	398
Total Flow From North:			**2576**		**2809**		**3197**		**3586**
South-To-West (LT)	0.188	0.218	412	0.227	463	0.238	545	0.247	627
South-To-North (Thru)	0.730	0.698	1319	0.691	1410	0.684	1565	0.678	1721
South-To-East (RT)	0.082	0.084	159	0.082	167	0.078	179	0.075	190
Total Flow From South:			**1890**		**2040**		**2289**		**2538**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 14-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 9
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

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

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

Enter Yes or No
- (●) Yes
- ( ) No

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

Enter Year and Growth Rates from Base Year:

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

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

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

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

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

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

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11400	7500	66400	70500	155800	using initial 2045 AADT

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	54.9%	0
(EB THRU)	*West-to-East*	6.2%	0
(EB RT)	*West-to-South*	38.9%	0
(WB LT)	*East-to-South*	38.8%	0
(WB THRU)	*East-to-West*	6.3%	0
(WB RT)	*East-to-North*	54.9%	0
(SB LT)	*North-to-East*	12.1%	0
(SB THRU)	*North-to-South*	75.7%	0
(SB RT)	*North-to-West*	12.2%	0
(NB LT)	*South-to-West*	9.3%	0
(NB THRU)	*South-to-North*	81.5%	0
(NB RT)	*South-to-East*	9.2%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 9	**Analyst:**	Daniel Miller
		Date:	14-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.549	0.459	181	0.463	206	0.469	249	0.474	292
West-To-East (Thru)	0.062	0.053	21	0.052	23	0.051	27	0.050	31
West-To-South (RT)	0.389	0.488	192	0.485	216	0.480	254	0.476	293
Total Flow From West:			**394**		**445**		**530**		**616**
East-To-South (LT)	0.388	0.483	102	0.477	108	0.469	116	0.463	125
East-To-West (Thru)	0.063	0.062	14	0.066	15	0.071	18	0.075	20
East-To-North (RT)	0.549	0.455	96	0.457	103	0.460	114	0.462	125
Total Flow From East:			**212**		**226**		**248**		**270**
North-To-East (LT)	0.121	0.087	149	0.086	161	0.085	181	0.083	198
North-To-South (Thru)	0.757	0.809	1389	0.804	1506	0.796	1696	0.791	1891
North-To-West (RT)	0.122	0.104	179	0.110	206	0.119	254	0.126	301
Total Flow From North:			**1717**		**1873**		**2131**		**2390**
South-To-West (LT)	0.093	0.109	309	0.114	349	0.121	415	0.127	483
South-To-North (Thru)	0.815	0.800	2268	0.797	2438	0.793	2723	0.789	3004
South-To-East (RT)	0.092	0.091	258	0.089	272	0.086	295	0.084	320
Total Flow From South:			**2835**		**3059**		**3433**		**3807**

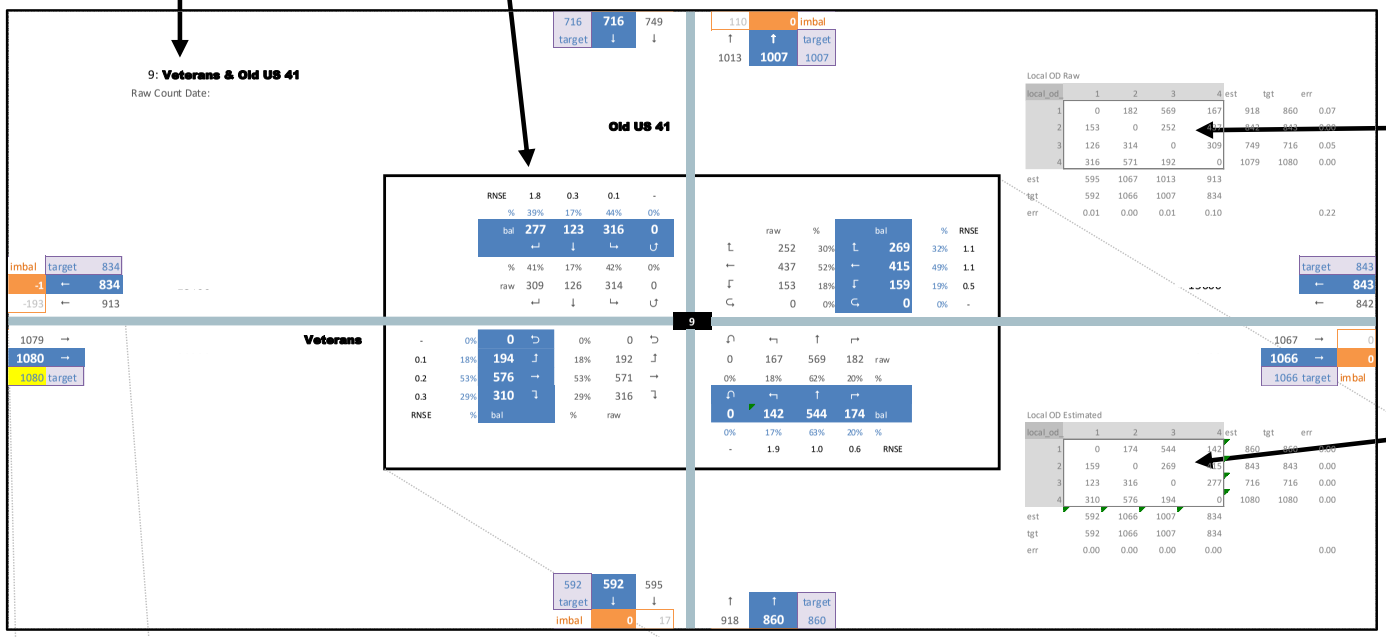
Appendix G:
Design Year Balancing Worksheets

Guide to Balancing Worksheets

Name and information about the intersection.

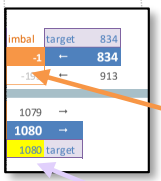
Each approach shows the raw/initial, balanced, RNSE difference, and turning % for each turning movement.

RNSE is a measure of error from the initial value to the balanced value. It is similar to root mean square error except it measures error from the initial value and not from the mean. The formula for RNSE=SQRT((*b*-*i*)^2/*i*) where the initial value is *i* and the balanced value is *b*.



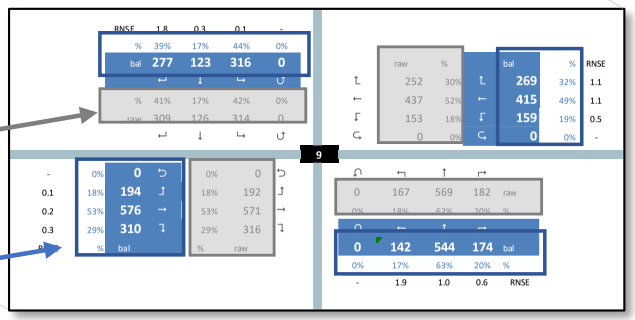
"Local OD Raw" lists the raw/initial turning movements in OD format necessary for the volume balancing macro.

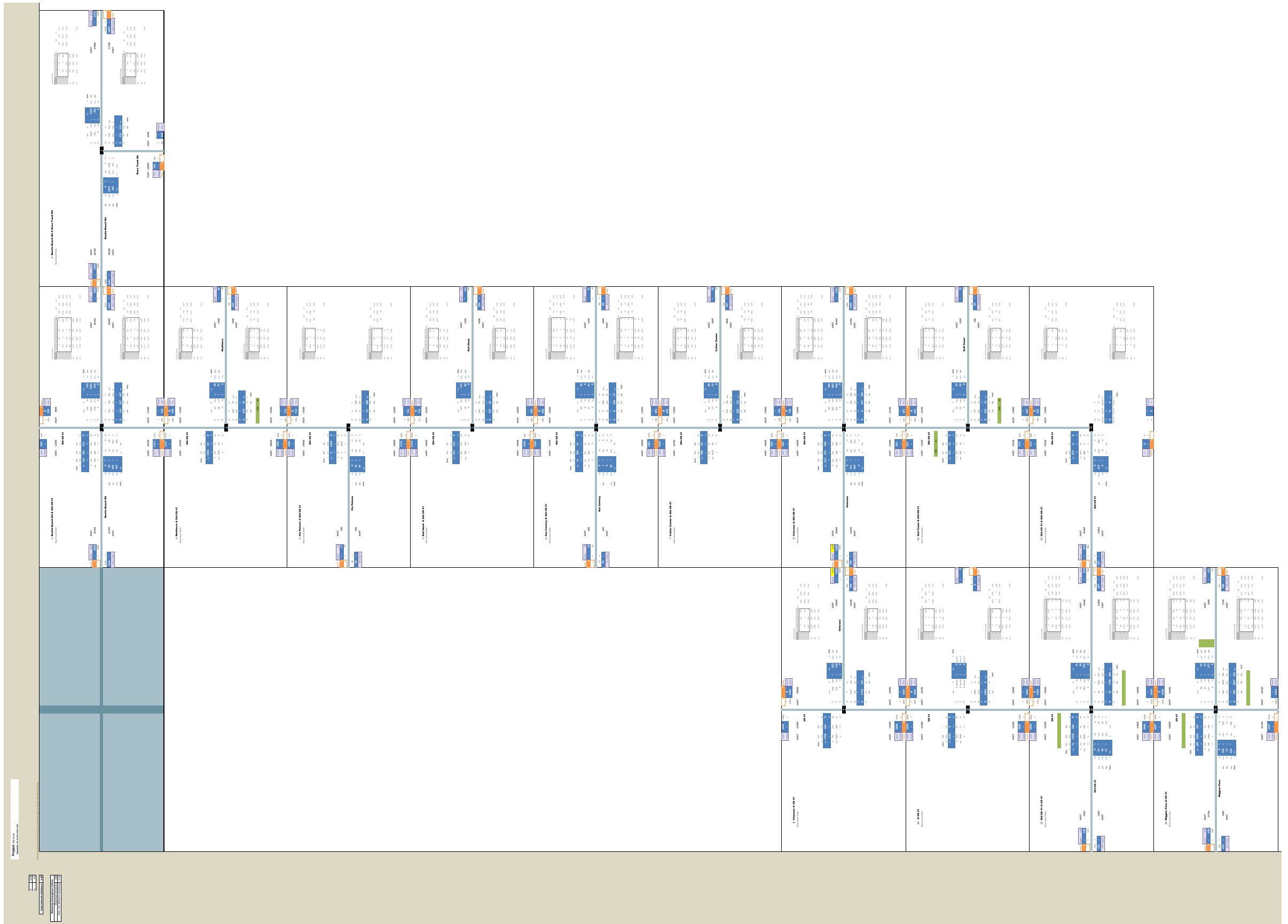
"Local OD Estimated" lists the balanced turning movements in OD format generated by the volume balancing macro.

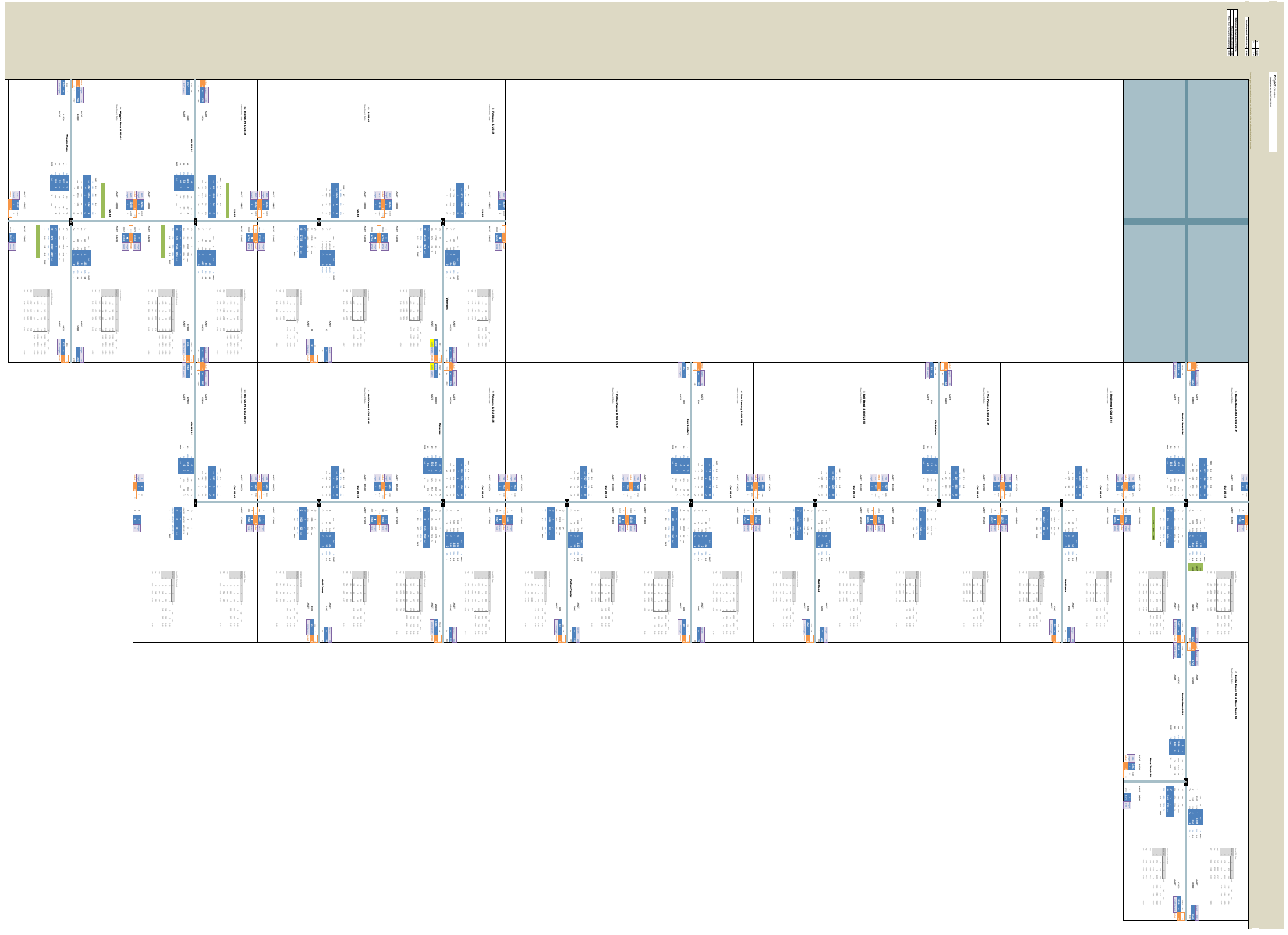


Cell Color Descriptions

- **Imbalance** to next intersection
- Raw/initial Values (grey text)
- Target DDHV (highlighted if manually set.)
- Balanced Values




Project Limit
Property Line
Sidewalk
Curb
Gutter
Roadway
Storm Sewer Pipe
Storm Sewer Manhole
Storm Sewer Inlet
Sanitary Sewer Pipe
Sanitary Sewer Manhole
Water Main
Water Valve
Fire Hydrant
Water Service
Gas Main
Gas Valve
Gas Service
Underground Electric
Underground Telephone
Underground Cable TV
Overhead Utility
Utility Pole
Guy Wire
Light Pole
Traffic Signal
Mailbox
Retaining Wall
Fence
Tree
Shrub
Bush
Grass
Asphalt
Concrete
Gravel
Dirt
Building
Parking Space
Handicap Parking
Crosswalk
Stop Bar
Yield Line
Arrow
Text
Dimension
Elevation
Contour
Spot Elevation
Benchmark
Survey Point
Control Point
Boundary
Easement
Right-of-Way
Lot Line
Block
Subdivision
Plat
Deed
Legal Description
Surveyor
Engineer
Architect
Owner
Developer
Contractor
Inspector
Permit
Approval
Review
Comment
Revision
Date
Scale
North Arrow
Title Block
Sheet Number
Drawing Number
Project Name
Project Address
Project Description
Project Notes
Project Legend
Project Key
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Project Cover Sheet
Project Vicinity Map
Project Location Map
Project Site Plan
Project Grading Plan
Project Drainage Plan
Project Utility Plan
Project Landscape Plan
Project Lighting Plan
Project Signage Plan
Project Erosion Control Plan
Project Demolition Plan
Project Phasing Plan
Project Construction Sequence
Project Schedule
Project Budget
Project Cost Estimate
Project Bid Tabulation
Project Contract Documents
Project Specifications
Project Standard Details
Project Typical Sections
Project Profiles
Project Cross Sections
Project Quantities
Project Earthwork
Project Pavement Design
Project Subgrade Preparation
Project Base Course
Project Surface Course
Project Curb and Gutter
Project Sidewalk
Project Driveway
Project Ramp
Project Crosswalk
Project Striping
Project Signage
Project Traffic Control
Project Maintenance of Traffic
Project Detour
Project Temporary Access
Project Staging Area
Project Laydown Area
Project Material Storage
Project Waste Disposal
Project Recycling
Project Dust Control
Project Noise Control
Project Vibration Control
Project Air Quality
Project Water Quality
Project Stormwater Management
Project Detention Pond
Project Retention Pond
Project Infiltration Basin
Project Swale
Project Ditch
Project Culvert
Project Bridge
Project Retaining Wall
Project Fence
Project Gate
Project Barrier
Project Guardrail
Project Handrail
Project Railing
Project Stairs
Project Elevator
Project Escalator
Project Ramp
Project Crosswalk
Project Striping
Project Signage
Project Traffic Control
Project Maintenance of Traffic
Project Detour
Project Temporary Access
Project Staging Area
Project Laydown Area
Project Material Storage
Project Waste Disposal
Project Recycling
Project Dust Control
Project Noise Control
Project Vibration Control
Project Air Quality
Project Water Quality
Project Stormwater Management
Project Detention Pond
Project Retention Pond
Project Infiltration Basin
Project Swale
Project Ditch
Project Culvert
Project Bridge
Project Retaining Wall
Project Fence
Project Gate
Project Barrier
Project Guardrail
Project Handrail
Project Railing
Project Stairs
Project Elevator
Project Escalator



Project: Old US 41
Scenario: 2045 AM & M (Build, Existing) and Intersection(s)

Do not use for construction purposes. Data sets may be revised over time.

D	1:xx
11x17	

Traffic Volumes Unbalanced 2 NB

Bicycle/Pedestrian Counts	
Intersection Turn Counts	2022
Seasonal Adjustment	

Style: TAC Networks Conventional 1:xx

Project 2020 AM
Roads, Bridges, Parks & Rail Assets (Updated annual improvement)

Note: Asset condition ratings are based on visual inspection, engineering judgement, and historical data. Ratings may change as new information becomes available.

Asset Condition Assessment Rating

5	Very Poor
4	Poor
3	Fair
2	Good
1	Very Good

Asset Condition Assessment Rating

5	Very Poor
4	Poor
3	Fair
2	Good
1	Very Good

Project 2020 AM
Roads: Bonita Beach Road, Bass Trace Road, Wildblue Drive, Bal Harbour Boulevard, Collier Center Way, Bal Coast Drive, Old US 41, Wiggins Pass

Note: Traffic counts are based on the most recent data available and may not reflect current conditions.

Bonita Beach Road & Bass Trace Road

Bass Trace Road & Bass Trace Road

Wildblue Drive & Old US 41

Via Palazzo Avenue & Old US 41

Bal Harbour Boulevard & Old US 41

Sun Century Road & Old US 41

Collier Center Way & Old US 41

US 41 & Old US 41

Old US 41

Wiggins Pass

Project 2020 AM
Bonita Beach Road SE, Bonita Beach Road, Old Hickory Blvd and Vanderbilt Beach Road Corridors

Note: Signal timing/phasing shown is for illustrative purposes only and may not reflect actual field conditions.

Bonita Beach Road SE
Old Hickory Blvd
Vanderbilt Beach Road
Vanderbilt Beach Road
Bonita Beach Road SE
Old Hickory Blvd

Appendix C: Crash Analysis Memo

CR 887

Old US 41

From US 41 to Bonita Beach Road

CRASH ANALYSIS MEMO

August 2019

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Appendix B CR 887 (Old US 41) Project Corridor Crash Tables
Appendix C Average Statewide Crash Rates, AADT Summary & Safety Ratio Calculations

1 CRASH ANALYSIS

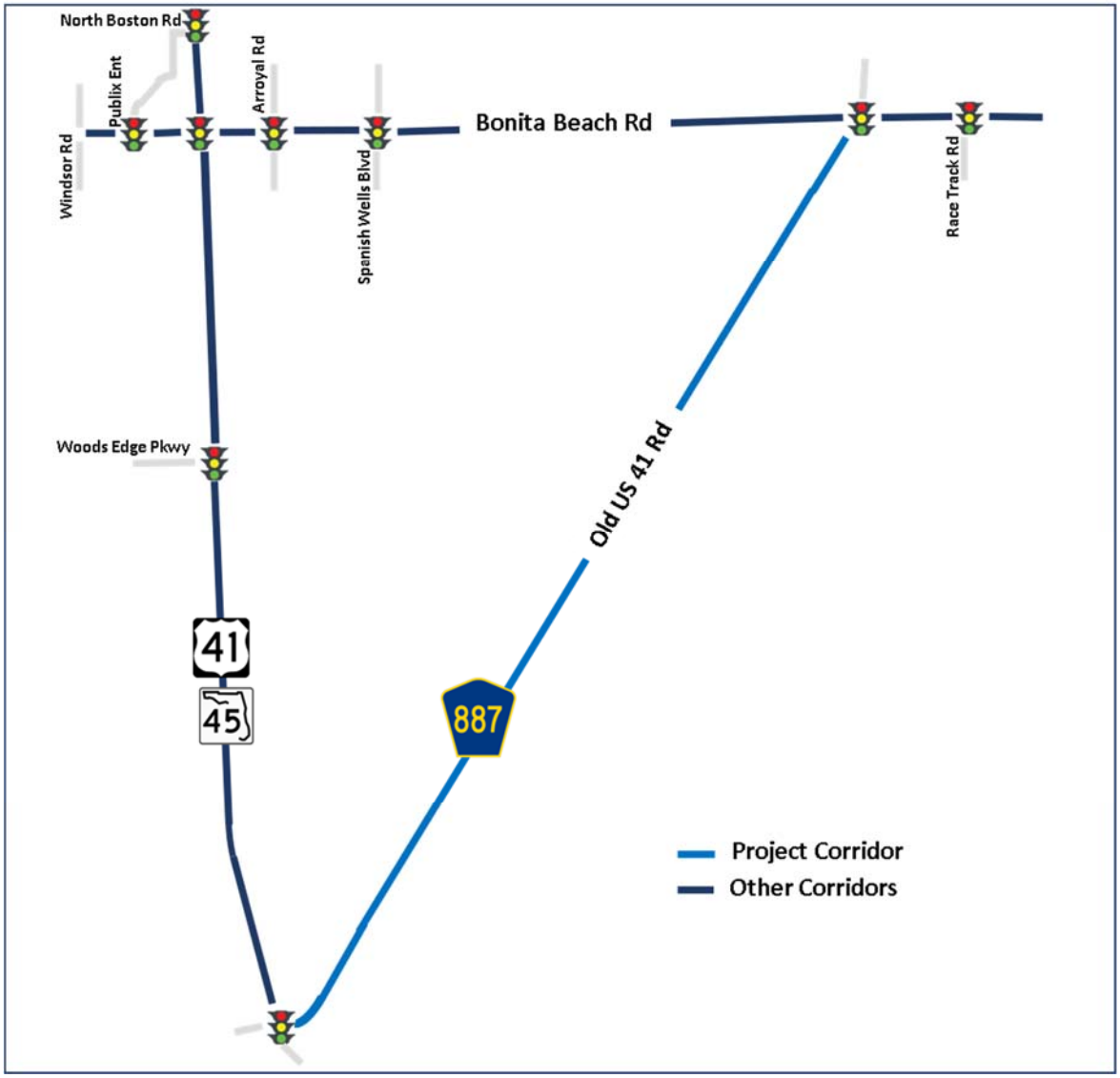
1.1 Study Corridors

The safety analysis for the CR 887 (Old US 41) PD&E Study from US 41 to Bonita Beach Road also included other major corridors within the vicinity of the project corridor. **Figure 1-1** shows the corridors along which the crash data was collected and analyzed. 5-Year crash data from 2014 to 2018 was obtained from Florida Department of Transportation (FDOT) – State Safety Office Geographic Information System (SSOGIS) and Signal Four Analytics for the following corridors:

- US 41 from CR 887 (Old US 41) to North Boston Road
- Bonita Beach Road from Windsor Road to Race Track Road
- CR 887 (Old US 41) from US 41 to Bonita Beach Road

The data revealed a total of 1179 crashes occurred along these roadway segments during the 5-year period. **Appendix A** presents the crash data collected for this study.

Figure 1-1: Crash Analysis Extent



1.1.1 Study Corridors - Crash by Type

Table 1-1 summarizes the annual crash frequency by crash type where the most frequent crash type was rear end (599 crashes or 50.8%) followed by sideswipes (146 crashes or 12.4%), and left turns (114 crashes or 9.7%). A total of thirteen (13) pedestrian and twenty-five (25) bicycle crashes were recorded over the five (5) year period.

It can be observed from Table 1-1 that the number of crashes for each crash type were largely consistent from the year 2014 to 2018. Most notable increase was the number of rear end collisions between 2014 and 2015, where 90 and 119 crashes were recorded, respectively. The frequency of rear end crashes stayed consistent from year 2015 to 2018. **Appendix B** - Table 1 shows the crashes by type for the CR 887 (Old US 41) project corridor.

Table 1-1: Study Corridors - Crashes by Type

Crash Type	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Rear End	90	119	127	127	136	599	50.8	119.8
Sideswipe	27	34	18	32	35	146	12.4	29.2
Unknown/Other	29	34	29	34	15	141	12.0	28.2
Left Turn	17	22	23	20	32	114	9.7	22.8
Angle	12	14	11	17	8	62	5.3	12.4
Head On	10	5	4	6	3	28	2.4	5.6
Off Road	6	4	2	2	13	27	2.3	5.4
Bicycle	1	4	7	7	6	25	2.1	5
Right Turn	2	3	2	9	3	19	1.6	3.8
Pedestrian	0	4	3	4	2	13	1.1	2.6
Rollover	2	0	0	0	2	4	0.3	0.8
Animal	0	1	0	0	0	1	0.1	0.2
TOTAL	**196**	**244**	**226**	**258**	**255**	**1179**	**100**	**235.8**

1.1.2 Study Corridors - Crash by Severity

Table 1-2 shows the total number of Property Damage Only (PDO), injury, and fatal crashes during the 2014-2018 analysis period. Four (4) fatal crashes were reported during the 5-year analysis period, while approximately 25.2% of the reported crashes resulted in an injury. **Appendix B** - Table 2 shows the crashes by severity for the CR 887 (Old US 41) project corridor.

Table 1-2: Study Corridors - Crashes by Severity

Crash Severity	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Property Damage Only	141	188	160	195	194	878	74.5	175.6
Injury	55	56	65	61	60	297	25.2	59.4
Fatality	0	0	1	2	1	4	0.3	0.8
TOTAL	**196**	**244**	**226**	**258**	**255**	**1179**	**100**	**235.8**

1.1.3 Study Corridors - Crash by Lighting Condition

Table 1-3 shows the annual crash frequency by lighting condition. The values presented in the table shows that a majority of the crashes (79.4%) occurred during daylight condition and 15.0% of the crashes occurred in the dark. **Appendix B** - Table 3 shows the crashes by lighting condition for the CR 887 (Old US 41) project corridor.

Table 1-3: Study Corridors - Crashes by Lighting Condition

Lighting Condition	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Daylight	143	201	179	212	201	936	79.4	187.2
Dark	29	35	34	41	38	177	15.0	35.4
Dusk	5	6	10	4	8	33	2.8	6.6
Dawn	5	2	3	1	7	18	1.5	3.6
Unknown	14	0	0	0	1	15	1.3	3
TOTAL	**196**	**244**	**226**	**258**	**255**	**1179**	**100**	**235.8**

1.1.4 Study Corridors - Crash by Surface Condition

Table 1-4 shows the annual crash frequency by surface condition. The data revealed that a majority of the crashes (87.0%) occurred during dry conditions and 11.8% of the crashes occurred during wet surface conditions. **Appendix B** - Table 4 shows the crashes by surface condition for the CR 887 (Old US 41) project corridor.

Table 1-4: Study Corridors – Crashes by Surface Condition

Surface Condition	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Dry	150	204	198	235	239	1026	87.0	205.2
Wet	32	40	28	23	16	139	11.8	27.8
Other/Unknown	14	0	0	0	0	14	1.2	2.8
TOTAL	**196**	**244**	**226**	**258**	**255**	**1179**	**100**	**235.8**

1.1.5 Study Corridors – Pedestrian and Bicycle Crashes

Table 1-5 shows the annual crash frequency of pedestrians and bicyclists. The data revealed that a few pedestrian and bicycle crashes occurred within the project area. **Appendix B** - Table 5 shows the pedestrian and bicycle crashes along the CR 887 (Old US 41) project corridor.

Table 1-5: Study Corridors – Pedestrian and Bicycle Crashes

Crash Type	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Pedestrian	0	4	3	4	2	13	34.2	2.6
Bicycle	1	4	7	7	6	25	65.8	5
TOTAL	**1**	**8**	**10**	**11**	**8**	**38**	**100**	**7.6**

1.1.6 Study Corridors – Economic Loss from Crashes

FDOT's Roadway Design Bulletin 14-12/State Safety Office Bulletin 14-01 (June 6, 2014), provides the unit costs for calculating the cost of crashes and injures. Based on these unit cost, the crashes within the study area for the 5-year study period resulted in an estimated economic loss of $103.5 million as shown in **Table 1-6**. **Appendix B** - Table 6 shows the economic loss from crashes for the CR 887 (Old US 41) project corridor.

Table 1-6: Study Corridors - Economic Loss from Crashes

Crash Severity	Number of Crashes	Comprehensive Crash Cost	Economic Loss
Fatality	4	$ 10,100,000	$ 40,400,000
Incapacitating	29	$ 818,636	$ 23,740,444
Non-Incapacitating	110	$ 163,254	$ 17,957,940
Possible Injury	158	$ 99,645	$ 15,743,910
Property Damage Only	878	$ 6,500	$ 5,707,000
		TOTAL	$ 103,549,294

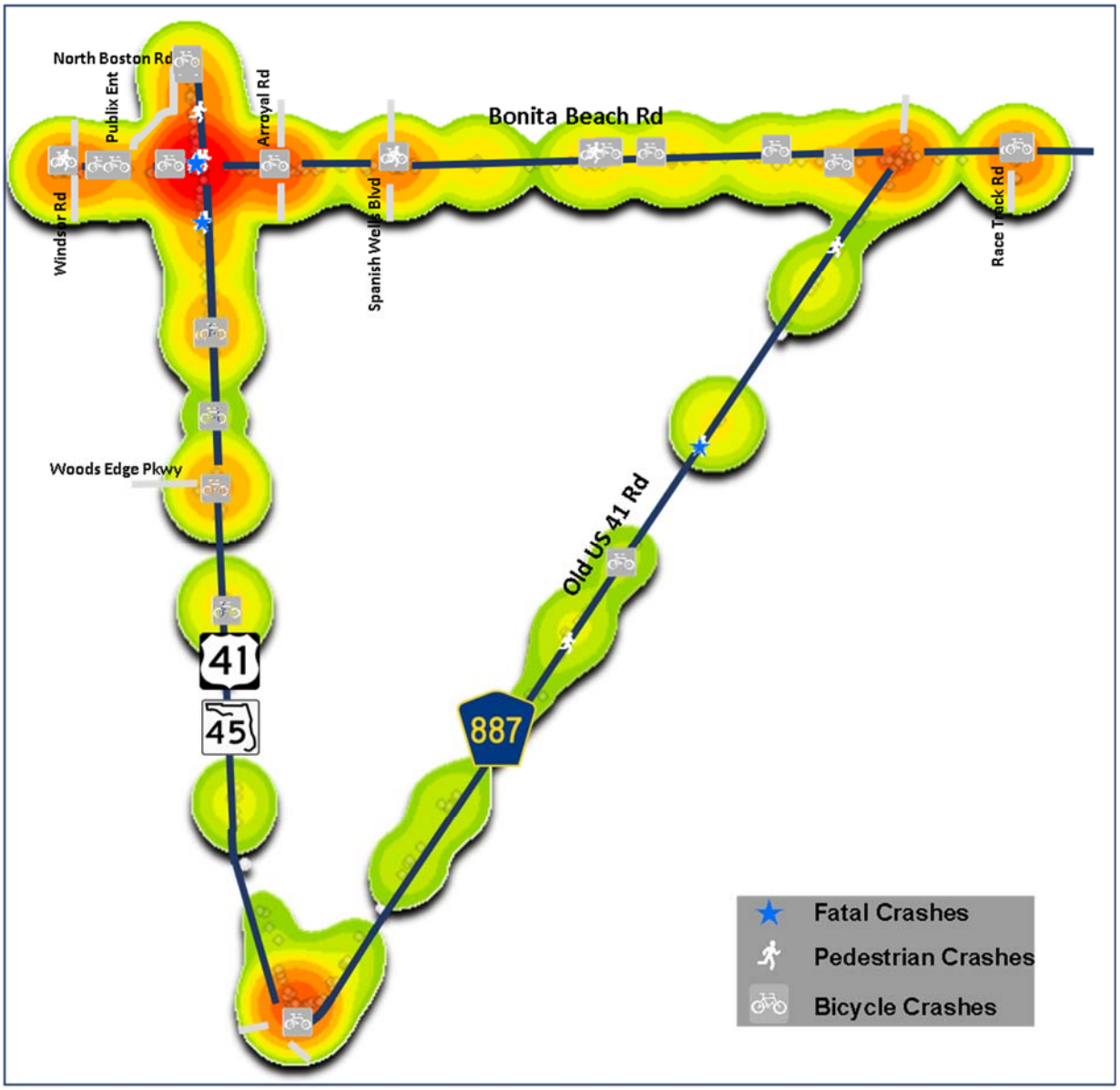
1.2 Crash Densities

A GIS kernel density analysis was performed to identify locations where the crash densities are high. **Figure 1-2** shows the 5-year crash densities along the study corridors and locations where the fatal, pedestrian and bicycle crashes occurred. The density analysis shows that the concentration of crashes is high along the following intersections:

- US 41 and Bonita Beach Road (along with supporting close-by signalized intersections along Bonita Beach Road at the Publix Entrance and Arroyal Road due west and east of the main intersection)
- US 41 and CR 887 (Old US 41)
- CR 887(Old US 41) and Bonita Beach Road

Crash densities were also noticeably high along the signalized intersection of Bonita Beach Road and Spanish Wells Boulevard, Bonita Beach Road and Race Track Road and along the unsignalized intersections of CR 887 (Old US 41).

Figure 2-2: Crash Densities



1.3 Crash Type by Location

Out of the total 1179 crashes reported, a total of 751 crashes were reported at the signalized intersections and 428 crashes were reported along the study segments. **Table 1-5** and **Table 1-6** provides a breakdown of crash types along the study area intersections and segments, respectively. A majority of the crashes were rear end crashes along both the segments and intersections (428 rear end crashes (57%) at the signalized intersections and 171 rear end crashes (40%) along the study segments). Sideswipe, left turn, and angle crashes are the next most common type of crashes among both the signalized intersections and segments. Along the CR 887 (Old US 41) project corridor, 149 crashes occurred at the signalized intersections which are located at the terminus points of the project corridor and 82 crashes occurred along the project corridor.

Table 1-7: Signalized Intersections - Crash Type

Signalized Intersections	Crash Type							
	Rear End	Sideswipe	Left Turn	Angle	Head On	Unknown	Other	TOTAL
CR 887 (Old US 41) and US 41	56	11	3	1	1	5	5	82
CR 887(Old US 41) and Bonita Beach Road	40	4	8	5	3	1	6	67
Bonita Beach Road and Publix Entrance	11	2	4	0	1	0	11	29
Bonita Beach Road and US 41	185	46	19	9	9	6	39	313
Bonita Beach Road and Arroyal Road	35	10	18	3	2	4	8	80
Bonita Beach Road and Spanish Wells Boulevard	22	4	3	3	1	0	16	49
Bonita Beach Road and Race Track Road	27	9	10	1	0	0	8	55
US 41 and Woods Edge Parkway	27	4	1	1	1	0	5	39
US 41 and North Boston Road	25	4	2	1	0	1	4	37
TOTAL	**428**	**94**	**68**	**24**	**18**	**17**	**102**	**751**

Table 1-8: Segments - Crash Type

Segments	Crash Type							
	Rear End	Sideswipe	Left Turn	Angle	Off Road	Unknown	Other	TOTAL
CR 887 (Old US 41) from US 41 to Bonita Beach Rd	35	7	5	3	1	5	26	82
Bonita Beach Road from Windsor Road to Publix Entrance	27	2	13	6	1	0	7	56
Bonita Beach Road from Arroyal Road to Spanish Wells Boulevard	2	2	0	0	3	1	2	10
Bonita Beach Road from Spanish Wells Boulevard to CR 887 (Old US 41)	43	15	11	6	2	4	22	103
Bonita Beach Road from CR 887 (Old US 41) to Race Track Road	1	0	1	0	0	0	1	3
US 41 from CR 887 (Old US 41) to Woods Edge Parkway	13	10	2	3	2	4	5	39
US 41 from Woods Edge Parkway to Bonita Beach Road	22	9	12	16	4	1	22	86
US 41 from Bonita Beach Road to North Boston Road	28	7	2	4	1	1	6	49
TOTAL	**171**	**52**	**46**	**38**	**14**	**16**	**91**	**428**

1.4 Safety Ratios

Safety ratios were calculated for the study corridors to identify segments and intersections where the crash rates are higher than the statewide average. **Table 1-7** and **Table 1-8** presents the safety ratios for the study intersections and segments. **Appendix C** presents the statewide average crash rates for the intersections and segments, AADT data and safety ratio calculations. The intersection safety ratio calculations indicate that the crash rates are higher than the statewide average at the following intersections:

- CR 887 (Old US 41) and Bonita Beach Road
- Bonita Beach Road and US 41
- Bonita Beach Road and Arroyal Road
- Bonita Beach Road and Spanish Wells Boulevard
- Bonita Beach Road and Race Track Road

Segment safety ratio calculations show that the crash rate along all the study segments are better than the statewide average crash rates for similar segments.

Table 1-9: Signalized Intersection Safety Ratios

Intersections	No. of Crashes	Total Entering Vehicles (Average)	Crash Rate	Safety Ratio
CR 887 (Old US 41) and US 41	82	54,900	0.82	0.91
CR 887 (Old US 41) and Bonita Beach Road	67	51,000	0.72	1.13
Bonita Beach Road and Publix Entrance	29	25,000	0.63	0.94
Bonita Beach Road and US 41	313	75,200	2.28	2.49
Bonita Beach Road and Arroyal Road	80	39,000	1.13	1.76
Bonita Beach Road and Spanish Wells Boulevard	49	37,300	0.80	1.10
Bonita Beach Rd and Race Track Road	55	37,300	0.71	1.25
US 41 and Woods Edge Parkway	39	38,100	0.56	0.61
US 41 and North Boston Road	37	52,900	0.38	0.42

Note: Intersections with safety ratio greater than 1.0 are highlighted.

Table 1-10: Segment Safety Ratios

Segments	No. of Crashes	Average Daily Traffic	Segment length (mi)	Crash Rate	Safety Ratio
CR 887 (Old US 41) from US 41 to Bonita Beach Road	82	15,400	2.73	1.07	0.29
Bonita Beach Road from Windsor Road to Publix Entrance	56	Not a complete segment. Safety ratio was not calculated.			
Bonita Beach Road from Arroyal Road to Spanish Wells Boulevard	10	37,300	0.29	0.50	0.13
Bonita Beach Road from Spanish Wells Boulevard to CR 887 (Old US 41)	103	37,300	1.19	1.27	0.34
Bonita Beach Road from CR 887 (Old US 41) to Race Track Road	3	37,300	0.27	0.17	0.05
US 41 from CR 887 (Old US 41) to Woods Edge Parkway	39	38,400	1.42	0.39	0.08
US 41 from Woods Edge Parkway to Bonita Beach Road	86	35,200	0.86	1.54	0.32
US 41 from Bonita Beach Road to North Boston Road	49	52,900	0.25	2.04	0.42

Note: 1. Crashes along the segments - Bonita Beach Road from Publix Entrance to US 41 and Bonita Beach Road from US 41 to Arroyal Road were included in the signalized intersection influence area and therefore not included as segment crashes
2. Segments with safety ratio greater than 1.0 are highlighted.

1.5 Conclusions and Recommendations

A summary of the crash analysis showed that the crash rates at the following intersections are greater than the statewide average crash rates:

- CR 887 (Old US 41) and Bonita Beach Road
- Bonita Beach Road and US 41
- Bonita Beach Road and Arroyal Road
- Bonita Beach Road and Spanish Wells Boulevard
- Bonita Beach Rd and Race Track Rd

Except the intersection of Bonita Beach Road and Publix Entrance, all the study intersections along Bonita Beach Road have a higher frequency of crashes when compared to similar intersections statewide.

Bonita Beach Road and US 41 Intersection – Out of the four (4) fatal crashes along the study corridors in the 5-year (2014-2018) analysis period, two (2) fatal crashes occurred at the intersection of Bonita Beach Road and US 41 and one (1) fatal crash just south of the intersection. This intersection has a crash rates that is 2.5 times higher than the statewide average crash rate for similar intersections. Therefore, it is recommended to evaluate the yellow clearance times at this signalized intersection. Additionally, installation of yellow signal back plates might help in the reduction of rear end crashes at this intersection.

Bonita Beach Road and Arroyal Road Intersection – The crash rates at the intersection of Bonita Beach Road and Arroyal Road is also higher than the statewide average. One possible reason might be the proximity (approx. 900 ft) of this signalized intersection to the signalized intersection of Bonita Beach Road and US 41. It is recommended to evaluate the removal of signalization at the intersection of Bonita Beach Road and Arroyal Road.

Bonita Beach Road and Spanish Wells Boulevard Intersection – Most of the crashes at this intersection are rear end crashes and the likely occurrence is due to the congestion along Bonita Beach Road

CR 887 (Old US 41) and Bonita Beach Road Intersection – Most of the crashes at this intersection are rear end crashes. The high number of crashes is probably due to the congestion along Bonita Beach Road. Installation of a flashing light with signal ahead warning sign is recommended in the interim

Bonita Beach Road and Race Track Road – Most of the crashes at this intersection are rear end crashes and the likely occurrence is due to the congestion along Bonita Beach Road

CR 887 (Old US 41) Project Corridor – A total of 231 crashes occurred along the project corridor. A breakdown of crashes by location and safety ratios is listed below:

- CR 887 (Old US 41) and US 41Intersection – 82 crashes (safety ratio of 0.91)
- CR 887(Old US 41) and Bonita Beach Road intersection – 67 crashes (safety ratio of 1.13)
- CR 887 (Old US 41) from US 41 to Bonita Beach Rd – 82 crashes (safety ratio of 0.29)

One (1) fatal crash occurred along the CR 887 (Old US 41) project corridor just north of the railroad crossing and it was reported as a pedestrian crash. It is recommended to look at improvements to sidewalk connectivity along the project corridor.

Appendix A

CRASH DATA

- US 41 from CR 887 (Old US 41) to North Boston Road
- Bonita Beach Road from Windsor Road to CR 887 (Old US 41)
- CR 887 (Old US 41) from US 41 to Bonita Beach Road

Source	Crash_No	CARS	S4	SSOGIS	Lat	Long	Year	Type	Severity	Light	Surface	Fatal	Incap	Non_Incap	Pos_Inj	PDO	Ped	Bicycle
S4_Final	88648370	No	Yes	No	26.29702	-81.80228	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88649919	No	Yes	No	26.29706	-81.80213	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87457217	No	Yes	No	26.29720	-81.80236	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86477129	No	Yes	No	26.29723	-81.80216	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86167774	No	Yes	No	26.29740	-81.80219	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88649749	No	Yes	No	26.29745	-81.80210	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84603494	No	Yes	No	26.29746	-81.80220	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88647258	No	Yes	No	26.29750	-81.80209	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84715230	No	Yes	No	26.29753	-81.80221	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86477130	Yes	Yes	Yes	26.29755	-81.80220	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88646951	No	Yes	No	26.29755	-81.80221	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88646323	No	Yes	No	26.29756	-81.80224	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84940084	Yes	Yes	Yes	26.29757	-81.80238	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84940373	No	Yes	No	26.29757	-81.80238	2015	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	85835374	No	Yes	No	26.29760	-81.80223	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84939583	No	Yes	No	26.29760	-81.80223	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85940115	No	Yes	No	26.29760	-81.80223	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86475780	No	Yes	No	26.29763	-81.80247	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84603342	No	Yes	No	26.29765	-81.80224	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87454305	No	Yes	No	26.29765	-81.80224	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84936765	No	Yes	No	26.29767	-81.80224	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87456055	Yes	Yes	Yes	26.29769	-81.80231	2017	Rear End	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
S4_Final	84715964	Yes	Yes	Yes	26.29770	-81.80242	2014	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86469809	Yes	Yes	Yes	26.29770	-81.80242	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84938499	No	Yes	No	26.29770	-81.80242	2014	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86166855	No	Yes	No	26.29770	-81.80242	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84940729	No	Yes	No	26.29770	-81.80242	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84603050	No	Yes	No	26.29770	-81.80242	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84603224	No	Yes	No	26.29770	-81.80242	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85939998	Yes	Yes	Yes	26.29772	-81.80241	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84938606	No	Yes	No	26.29773	-81.80243	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85939242	No	Yes	No	26.29773	-81.80243	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84603867	Yes	Yes	Yes	26.29773	-81.80225	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86471524	Yes	Yes	Yes	26.29773	-81.80225	2016	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86469428	Yes	Yes	Yes	26.29773	-81.80225	2016	Rear End	Injury	Dusk	Dry	No	No	No	Yes	No	No	No
S4_Final	86165486	No	Yes	No	26.29773	-81.80225	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86164443	No	Yes	No	26.29773	-81.80225	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84900994	Yes	Yes	Yes	26.29773	-81.80225	2015	Unknown	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	85834819	No	Yes	No	26.29774	-81.80222	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84603225	No	Yes	Yes	26.29774	-81.80222	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84715430	Yes	Yes	Yes	26.29774	-81.80240	2014	Left Turn	Injury	Dark - Lighted	Wet	No	No	Yes	No	No	No	No
S4_Final	84939470	Yes	Yes	Yes	26.29774	-81.80240	2014	Other	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	84936526	Yes	Yes	Yes	26.29774	-81.80240	2014	Sideswipe	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	84602851	No	Yes	Yes	26.29774	-81.80240	2014	Off Road	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84937212	Yes	Yes	Yes	26.29775	-81.80219	2014	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85835399	Yes	Yes	Yes	26.29775	-81.80216	2015	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	85243383	Yes	Yes	Yes	26.29775	-81.80243	2016	Rear End	Injury	Daylight	Dry	No	Yes	No	No	No	No	No
S4_Final	84604082	No	Yes	No	26.29775	-81.80213	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87460833	No	Yes	No	26.29776	-81.80205	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87462204	No	Yes	No	26.29776	-81.80207	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85835885	No	Yes	No	26.29778	-81.80227	2015	Sideswipe	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	85835784	No	Yes	No	26.29779	-81.80196	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86851866	No	Yes	Yes	26.29779	-81.80195	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86471379	No	Yes	No	26.29779	-81.80197	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87456793	No	Yes	Yes	26.29779	-81.80213	2017	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	86165448	Yes	Yes	Yes	26.29782	-81.80180	2015	Sideswipe	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86165714	Yes	Yes	Yes	26.29782	-81.80179	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	88648614	No	Yes	No	26.29785	-81.80246	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86165108	Yes	Yes	Yes	26.29787	-81.80157	2015	Head On	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	88646767	No	Yes	No	26.29788	-81.80246	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86477489	No	Yes	No	26.29790	-81.80160	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86166276	No	Yes	Yes	26.29790	-81.80141	2015	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	85938937	No	Yes	No	26.29790	-81.80247	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87454929	Yes	Yes	Yes	26.29791	-81.80245	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86848751	Yes	Yes	Yes	26.29791	-81.80225	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87457762	No	Yes	No	26.29791	-81.80244	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86163737	Yes	Yes	Yes	26.29794	-81.80248	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87456554	No	Yes	No	26.29794	-81.80248	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87458772	No	Yes	No	26.29794	-81.80251	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84941097	Yes	Yes	Yes	26.29796	-81.80248	2015	Sideswipe	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
S4_Final	87454789	Yes	Yes	Yes	26.29797	-81.80245	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	86168181	Yes	Yes	Yes	26.29798	-81.80249	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87463518	No	Yes	No	26.29799	-81.80235	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86848814	No	Yes	Yes	26.29806	-81.80115	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87455773	No	Yes	No	26.29810	-81.80253	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88647683	No	Yes	No	26.29811	-81.80249	2018	Rear End	Injury	Dawn	Wet	No	No	No	Yes	No	No	No
S4_Final	85940603	No	Yes	No	26.29814	-81.80259	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86470637	No	Yes	No	26.29828	-81.80237	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86851347	Yes	Yes	Yes	26.29837	-81.80256	2017	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86165468	No	Yes	Yes	26.29850	-81.80081	2015	Unknown	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	87455655	No	Yes	Yes	26.29868	-81.80089	2017	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86472444	No	Yes	No	26.29871	-81.80071	2016	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86850204	No	Yes	No	26.29878	-81.80278	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	83839288	Yes	Yes	Yes	26.29902	-81.80281	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84940686	No	Yes	No	26.29902	-81.80281	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87458304	No	Yes	No	26.29919	-81.80290	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86471962	No	Yes	Yes	26.29938	-81.80039	2016	Sideswipe	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87457822	No	Yes	Yes	26.29943	-81.80040	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86475343	No	Yes	Yes	26.29952	-81.80032	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84940605	No	Yes	No	26.29957	-81.80026	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86851986	Yes	Yes	Yes	26.30033	-81.80288	2017	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	88649324	No	Yes	No	26.30047	-81.79982	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88650062	No	Yes	No	26.30083	-81.80326	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86852583	No	Yes	No	26.30141	-81.80338	2017	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88647299	No	Yes	No	26.30148	-81.80358	2018	Sideswipe	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	87462142	No	Yes	No	26.30167	-81.79899	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	83752612	No	Yes	Yes	26.30290	-81.79817	2014	Rollover	Injury	Dark - Not Lighted	Dry	No	No	Yes	No	No	No	No
S4_Final	84940651	No	Yes	No	26.30290	-81.79817	2015	Animal	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	83826022	Yes	Yes	Yes	26.30333	-81.80416	2014	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	88647793	No	Yes	No	26.30334	-81.79794	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84939981	No	Yes	No	26.30345	-81.79781	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86474078	No	Yes	No	26.30345	-81.79781	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87459021	No	Yes	No	26.30350	-81.79788	2018	Unknown	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86164635	No	Yes	No	26.30402	-81.79744	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	87460499	No	Yes	No	26.30489	-81.80451	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88648294	No	Yes	No	26.30498	-81.80450	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87461859	No	Yes	No	26.30544	-81.80455	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87462624	No	Yes	No	26.30552	-81.79638	2018	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85940031	No	Yes	No	26.30561	-81.79639	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86468642	No	Yes	Yes	26.30561	-81.79639	2016	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84603291	No	Yes	No	26.30568	-81.79634	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88648123	No	Yes	No	26.30591	-81.80460	2018	Sideswipe	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	85835942	No	Yes	No	26.30595	-81.80465	2015	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85940105	No	Yes	No	26.30599	-81.80447	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84940813	No	Yes	No	26.30599	-81.80472	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86166111	No	Yes	No	26.30600	-81.80466	2015	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86474329	No	Yes	No	26.30600	-81.80466	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88647066	No	Yes	No	26.30605	-81.79609	2018	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87456890	No	Yes	Yes	26.30635	-81.80446	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84602813	No	Yes	No	26.30759	-81.79500	2014	Unknown	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84603182	No	Yes	No	26.30794	-81.79477	2014	Unknown	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	88648403	No	Yes	No	26.30848	-81.79438	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86470155	No	Yes	No	26.31003	-81.79335	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	83271201	No	Yes	No	26.31003	-81.79335	2014	Rear End	Injury	Dark - Not Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87457458	No	Yes	No	26.31074	-81.80480	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87460721	No	Yes	No	26.31147	-81.79220	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88646471	No	Yes	No	26.31222	-81.79186	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86472647	No	Yes	No	26.31237	-81.79179	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86477503	No	Yes	No	26.31287	-81.79143	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88649895	No	Yes	No	26.31296	-81.80498	2018	Sideswipe	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87458996	No	Yes	No	26.31298	-81.80485	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84940139	No	Yes	No	26.31309	-81.80500	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	88649082	No	Yes	No	26.31311	-81.79124	2018	Rear End	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	87461788	No	Yes	No	26.31327	-81.79112	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85301720	Yes	Yes	Yes	26.31348	-81.80502	2016	Rear End	Injury	Daylight	Dry	No	Yes	No	No	No	No	No
S4_Final	86476140	No	Yes	No	26.31348	-81.80502	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84940566	Yes	Yes	Yes	26.31348	-81.80502	2015	Angle	Injury	Dark - Lighted	Dry	No	Yes	No	No	No	No	No
S4_Final	86164436	Yes	Yes	Yes	26.31349	-81.80485	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86469060	Yes	Yes	Yes	26.31349	-81.80485	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85124380	Yes	Yes	Yes	26.31349	-81.80485	2016	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	85238175	No	Yes	Yes	26.31376	-81.80487	2017	Off Road	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	88646195	No	Yes	No	26.31376	-81.80487	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84939119	No	Yes	No	26.31378	-81.80504	2014	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86471629	No	Yes	No	26.31378	-81.80504	2016	Other	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	88649154	No	Yes	No	26.31378	-81.80508	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84939878	No	Yes	No	26.31380	-81.79078	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86168091	No	Yes	No	26.31506	-81.78995	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85315690	No	Yes	Yes	26.31535	-81.78977	2016	Bicycle	Injury	Dawn	Dry	No	No	Yes	No	No	No	Yes
S4_Final	86473092	No	Yes	No	26.31542	-81.78973	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84938739	No	Yes	No	26.31542	-81.78973	2014	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87462618	No	Yes	No	26.31585	-81.78926	2018	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86165058	No	Yes	No	26.31691	-81.80519	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84152819	Yes	Yes	Yes	26.31802	-81.80598	2014	Other	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87378742	No	Yes	No	26.31804	-81.80524	2017	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86830750	No	Yes	No	26.31806	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668543	Yes	Yes	Yes	26.31812	-81.80507	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099015	No	Yes	No	26.31812	-81.80507	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099013	No	Yes	No	26.31812	-81.80507	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86378923	Yes	Yes	Yes	26.31818	-81.80524	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86834740	Yes	Yes	Yes	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775118	Yes	Yes	Yes	26.31818	-81.80524	2015	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	84153180	Yes	Yes	Yes	26.31818	-81.80524	2014	Rear End	Injury	Dusk	Dry	No	No	Yes	No	No	No	No
S4_Final	86372522	Yes	Yes	Yes	26.31818	-81.80524	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87382348	No	Yes	Yes	26.31818	-81.80524	2017	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87721838	No	Yes	No	26.31818	-81.80524	2018	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87717786	No	Yes	No	26.31818	-81.80524	2018	Sideswipe	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	86099740	No	Yes	No	26.31818	-81.80524	2015	Head On	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86375570	No	Yes	No	26.31818	-81.80524	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86833329	No	Yes	Yes	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833754	No	Yes	Yes	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87720991	No	Yes	No	26.31818	-81.80524	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668336	No	Yes	Yes	26.31818	-81.80524	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87976270	No	Yes	No	26.31818	-81.80524	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84794266	No	Yes	No	26.31818	-81.80524	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86374406	No	Yes	No	26.31818	-81.80524	2016	Rear End	Property Damage Only	Dusk	Wet	No	No	No	No	Yes	No	No
S4_Final	87380637	No	Yes	No	26.31818	-81.80524	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102764	No	Yes	No	26.31818	-81.80524	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153492	No	Yes	No	26.31818	-81.80524	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833864	No	Yes	Yes	26.31818	-81.80524	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87976238	No	Yes	No	26.31818	-81.80524	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793658	No	Yes	No	26.31818	-81.80524	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85776663	No	Yes	No	26.31818	-81.80524	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87378833	No	Yes	No	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87378542	No	Yes	No	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381649	No	Yes	No	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87380382	No	Yes	No	26.31818	-81.80524	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85881707	No	Yes	No	26.31818	-81.80524	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996213	No	Yes	No	26.31818	-81.80524	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	81599178	No	Yes	Yes	26.31822	-81.80509	2014	Rear End	Injury	Daylight	Wet	No	Yes	No	Yes	No	No	No
S4_Final	87720995	No	Yes	No	26.31873	-81.80527	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979409	No	Yes	No	26.31959	-81.78687	2018	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	85414277	No	Yes	Yes	26.31977	-81.78676	2016	Pedestrian	Fatality	Dark - Not Lighted	Dry	Yes	No	No	No	No	Yes	No
S4_Final	85882775	No	Yes	Yes	26.32075	-81.78610	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85883302	No	Yes	No	26.32076	-81.78611	2015	Rear End	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	84995483	No	Yes	Yes	26.32076	-81.78611	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882943	No	Yes	Yes	26.32076	-81.78611	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668860	No	Yes	Yes	26.32076	-81.78611	2017	Head On	Injury	Dark - Lighted	Dry	No	Yes	No	No	No	No	No
S4_Final	86829985	No	Yes	No	26.32076	-81.78611	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100378	No	Yes	Yes	26.32076	-81.78611	2015	Other	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87718082	No	Yes	Yes	26.32076	-81.78611	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86831164	No	Yes	Yes	26.32076	-81.78611	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87378591	No	Yes	Yes	26.32076	-81.78611	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831707	No	Yes	Yes	26.32076	-81.78611	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	9510739	No	Yes	No	26.32076	-81.78611	2014	Left Turn	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87717872	No	Yes	No	26.32079	-81.78606	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85883062	Yes	Yes	Yes	26.32091	-81.80537	2015	Off Road	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86831567	Yes	Yes	Yes	26.32091	-81.80537	2017	Bicycle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	Yes
S4_Final	86102532	Yes	Yes	Yes	26.32091	-81.80537	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86372493	No	Yes	No	26.32091	-81.80537	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	83341086	No	Yes	Yes	26.32346	-81.80535	2014	Rollover	Injury	Dark - Lighted	Wet	No	No	Yes	No	No	No	No
S4_Final	86375734	Yes	Yes	Yes	26.32411	-81.80554	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87381743	Yes	Yes	Yes	26.32411	-81.80554	2017	Sideswipe	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86374912	Yes	Yes	Yes	26.32411	-81.80554	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86834041	No	Yes	Yes	26.32411	-81.80554	2017	Sideswipe	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87717949	No	Yes	No	26.32411	-81.80554	2018	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	84153083	No	Yes	No	26.32411	-81.80554	2014	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669511	No	Yes	No	26.32411	-81.80554	2018	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380290	No	Yes	No	26.32411	-81.80554	2017	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86100870	No	Yes	No	26.32411	-81.80554	2015	Right Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84152966	Yes	Yes	Yes	26.32413	-81.80536	2014	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84996327	No	Yes	No	26.32413	-81.80536	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102845	Yes	Yes	Yes	26.32413	-81.80536	2015	Angle	Injury	Daylight	Dry	No	Yes	No	No	No	No	No
S4_Final	85883632	Yes	Yes	Yes	26.32413	-81.80536	2015	Sideswipe	Property Damage Only	Dusk	Wet	No	No	No	No	Yes	No	No
S4_Final	87377770	Yes	Yes	Yes	26.32413	-81.80536	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	86379772	Yes	Yes	Yes	26.32413	-81.80536	2016	Angle	Injury	Daylight	Dry	No	Yes	No	No	No	No	No
S4_Final	86101442	Yes	Yes	Yes	26.32413	-81.80536	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86099921	Yes	Yes	Yes	26.32413	-81.80536	2015	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	81597582	No	Yes	Yes	26.32413	-81.80536	2014	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	81599536	No	Yes	Yes	26.32413	-81.80536	2014	Left Turn	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	87717909	No	Yes	No	26.32413	-81.80536	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376278	No	Yes	No	26.32413	-81.80536	2016	Angle	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	87718080	No	Yes	No	26.32413	-81.80536	2018	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669165	No	Yes	No	26.32413	-81.80536	2018	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980057	No	Yes	No	26.32419	-81.78374	2018	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	84994921	Yes	Yes	Yes	26.32419	-81.80539	2014	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	81601231	No	Yes	Yes	26.32419	-81.80539	2014	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87975751	No	Yes	No	26.32427	-81.80537	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614352	No	Yes	No	26.32438	-81.80555	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979679	No	Yes	No	26.32443	-81.80534	2018	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	85615007	Yes	Yes	Yes	26.32466	-81.80556	2015	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668826	No	Yes	No	26.32493	-81.80558	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793833	No	Yes	No	26.32534	-81.80542	2014	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103622	No	Yes	No	26.32548	-81.80560	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87976315	Yes	Yes	Yes	26.32588	-81.80544	2018	Off Road	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86377851	Yes	Yes	Yes	26.32588	-81.80544	2016	Head On	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669949	No	Yes	No	26.32589	-81.78261	2018	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	81046924	No	Yes	Yes	26.32609	-81.80563	2014	Sideswipe	Injury	Other	Wet	No	No	No	Yes	No	No	No
S4_Final	86379020	No	Yes	Yes	26.32612	-81.78245	2016	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	87670030	No	Yes	Yes	26.32612	-81.78245	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977819	No	Yes	No	26.32612	-81.78245	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87670029	No	Yes	No	26.32612	-81.78245	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86829884	No	Yes	No	26.32612	-81.78245	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775895	No	Yes	Yes	26.32612	-81.78245	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85615401	No	Yes	No	26.32616	-81.80545	2015	Left Turn	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	9513320	No	Yes	No	26.32616	-81.80545	2014	Other	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	9497451	No	Yes	No	26.32616	-81.80545	2014	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717568	No	Yes	No	26.32616	-81.80545	2018	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376035	No	Yes	No	26.32633	-81.78231	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81598558	No	Yes	Yes	26.32637	-81.80550	2014	Left Turn	Injury	Daylight	Wet	No	No	Yes	Yes	No	No	No
S4_Final	85615188	Yes	Yes	Yes	26.32644	-81.80565	2014	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	87978110	No	Yes	No	26.32690	-81.80568	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87721868	No	Yes	No	26.32692	-81.80547	2018	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87976724	No	Yes	No	26.32694	-81.80544	2018	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	9513328	No	Yes	No	26.32749	-81.78153	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87720680	No	Yes	No	26.32782	-81.80573	2018	Head On	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85613924	No	Yes	No	26.32784	-81.80556	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101081	No	Yes	No	26.32813	-81.80576	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380295	Yes	Yes	Yes	26.32853	-81.80580	2017	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87381287	No	Yes	No	26.32853	-81.80580	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85471590	No	Yes	Yes	26.32855	-81.80561	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099721	No	Yes	Yes	26.32862	-81.78077	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86832263	No	Yes	No	26.32903	-81.80585	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	83260556	Yes	Yes	Yes	26.32928	-81.80569	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376318	Yes	Yes	Yes	26.32935	-81.80588	2016	Left Turn	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87980168	No	Yes	No	26.32949	-81.78015	2018	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85228280	Yes	Yes	Yes	26.32962	-81.80570	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830437	No	Yes	Yes	26.32962	-81.80590	2017	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87976793	No	Yes	No	26.32990	-81.80593	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793561	No	Yes	Yes	26.33000	-81.77960	2014	Other	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	86829992	No	Yes	No	26.33010	-81.77979	2017	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85405489	No	Yes	No	26.33017	-81.80574	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979852	No	Yes	No	26.33027	-81.77473	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719480	No	Yes	No	26.33028	-81.77967	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372997	No	Yes	Yes	26.33029	-81.77474	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978338	No	Yes	No	26.33029	-81.77474	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84152126	Yes	Yes	Yes	26.33030	-81.80578	2014	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86102228	No	Yes	Yes	26.33049	-81.81145	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372204	No	Yes	Yes	26.33050	-81.81137	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996244	No	Yes	Yes	26.33050	-81.81119	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372467	No	Yes	No	26.33050	-81.81107	2016	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87976136	No	Yes	No	26.33050	-81.81107	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373829	No	Yes	Yes	26.33050	-81.81107	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86371424	No	Yes	Yes	26.33050	-81.81107	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86372230	No	Yes	Yes	26.33050	-81.81107	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86378329	No	Yes	No	26.33050	-81.81107	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381764	No	Yes	Yes	26.33050	-81.81107	2017	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87974692	No	Yes	No	26.33050	-81.81107	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978562	No	Yes	No	26.33050	-81.81107	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87975081	No	Yes	No	26.33050	-81.81107	2018	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	86372729	No	Yes	Yes	26.33050	-81.81107	2016	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87670232	No	Yes	Yes	26.33050	-81.81107	2018	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87718717	No	Yes	Yes	26.33050	-81.81104	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101976	No	Yes	No	26.33050	-81.81101	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84794806	No	Yes	No	26.33050	-81.81089	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87974635	No	Yes	No	26.33051	-81.81046	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376827	No	Yes	No	26.33051	-81.81038	2016	Right Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87381040	No	Yes	No	26.33051	-81.81016	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374424	No	Yes	Yes	26.33051	-81.80969	2016	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	87978624	No	Yes	No	26.33052	-81.80772	2018	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	85882538	No	Yes	No	26.33052	-81.80576	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85881733	No	Yes	No	26.33052	-81.80908	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87670321	No	Yes	No	26.33052	-81.80908	2018	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	86832961	No	Yes	No	26.33052	-81.80908	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86378799	No	Yes	No	26.33052	-81.80905	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	87975942	No	Yes	No	26.33053	-81.80959	2018	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84153199	No	Yes	Yes	26.33053	-81.80873	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372925	No	Yes	Yes	26.33055	-81.80783	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	83697270	No	Yes	No	26.33055	-81.80778	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980275	No	Yes	No	26.33055	-81.80891	2018	Other	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86379901	No	Yes	No	26.33055	-81.80751	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373393	No	Yes	No	26.33056	-81.80700	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718872	No	Yes	Yes	26.33056	-81.80700	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374510	No	Yes	Yes	26.33056	-81.80700	2016	Unknown	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
S4_Final	86378493	No	Yes	Yes	26.33056	-81.80700	2016	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	86373387	No	Yes	Yes	26.33056	-81.80700	2016	Rear End	Injury	Dark - Lighted	Dry	No	Yes	No	No	No	No	No
S4_Final	86379944	No	Yes	No	26.33056	-81.80700	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719412	No	Yes	No	26.33056	-81.80700	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	9513081	No	Yes	No	26.33056	-81.80700	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87719093	No	Yes	Yes	26.33056	-81.80700	2018	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	87719671	No	Yes	No	26.33056	-81.80700	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87380719	No	Yes	No	26.33056	-81.80700	2017	Head On	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85881739	No	Yes	Yes	26.33056	-81.80700	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372994	No	Yes	Yes	26.33056	-81.80700	2016	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	86372376	No	Yes	Yes	26.33056	-81.80700	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86377507	No	Yes	No	26.33056	-81.80700	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86102353	No	Yes	No	26.33056	-81.80700	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376210	No	Yes	Yes	26.33056	-81.80700	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87378775	No	Yes	No	26.33056	-81.80697	2017	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84870680	No	Yes	No	26.33057	-81.80675	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84866559	No	Yes	No	26.33057	-81.80660	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669269	No	Yes	No	26.33057	-81.80660	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381705	No	Yes	No	26.33058	-81.80629	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85414315	No	Yes	No	26.33058	-81.80408	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775087	No	Yes	Yes	26.33058	-81.80314	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86102196	Yes	Yes	Yes	26.33058	-81.80617	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85774775	No	Yes	Yes	26.33059	-81.80306	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86099039	No	Yes	No	26.33059	-81.80435	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882761	No	Yes	No	26.33059	-81.80435	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996189	No	Yes	No	26.33059	-81.80435	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87380686	No	Yes	No	26.33059	-81.80435	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099293	No	Yes	No	26.33059	-81.80435	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103557	No	Yes	Yes	26.33059	-81.80435	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85457541	No	Yes	Yes	26.33059	-81.80577	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719096	No	Yes	No	26.33059	-81.80614	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101391	No	Yes	No	26.33059	-81.80613	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793273	No	Yes	Yes	26.33059	-81.80299	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85615213	No	Yes	Yes	26.33059	-81.80299	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86100516	No	Yes	Yes	26.33059	-81.80283	2015	Other	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
S4_Final	86102744	No	Yes	No	26.33059	-81.80329	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84544284	No	Yes	No	26.33059	-81.80608	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87977062	No	Yes	No	26.33059	-81.80314	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	9510350	No	Yes	No	26.33059	-81.80314	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87976194	No	Yes	No	26.33059	-81.80308	2018	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85614015	No	Yes	No	26.33059	-81.80305	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374225	Yes	Yes	Yes	26.33059	-81.80599	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86101376	Yes	Yes	Yes	26.33059	-81.80599	2015	Rear End	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	84994892	Yes	Yes	Yes	26.33059	-81.80599	2014	Unknown	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86830889	Yes	Yes	Yes	26.33059	-81.80599	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995055	No	Yes	No	26.33059	-81.80599	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372465	No	Yes	No	26.33059	-81.80599	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381273	No	Yes	Yes	26.33059	-81.80599	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831271	No	Yes	No	26.33059	-81.80299	2017	Rear End	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86831619	No	Yes	No	26.33059	-81.80299	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775658	No	Yes	No	26.33059	-81.80599	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86378496	No	Yes	No	26.33059	-81.80599	2016	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87977022	No	Yes	No	26.33059	-81.80299	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379487	No	Yes	Yes	26.33059	-81.80299	2017	Sideswipe	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	87668628	No	Yes	No	26.33059	-81.80599	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87977805	No	Yes	No	26.33059	-81.80599	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374429	No	Yes	No	26.33059	-81.80599	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669876	No	Yes	No	26.33059	-81.80599	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380128	No	Yes	No	26.33059	-81.80599	2017	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	9510747	No	Yes	No	26.33059	-81.80599	2014	Rear End	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	86832427	No	Yes	No	26.33059	-81.80599	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718487	No	Yes	No	26.33059	-81.80299	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380211	No	Yes	No	26.33059	-81.80299	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100597	No	Yes	No	26.33059	-81.80299	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86831448	No	Yes	Yes	26.33059	-81.80299	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86832678	No	Yes	No	26.33059	-81.80299	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614725	No	Yes	No	26.33059	-81.80599	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84152996	No	Yes	No	26.33059	-81.80599	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86374158	No	Yes	No	26.33059	-81.80599	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87975821	No	Yes	No	26.33059	-81.80299	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86834541	No	Yes	No	26.33059	-81.80299	2017	Right Turn	Property Damage Only	Dusk	Wet	No	No	No	No	Yes	No	No
S4_Final	86103922	No	Yes	Yes	26.33059	-81.80299	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	9510667	No	Yes	No	26.33059	-81.80299	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87381863	No	Yes	No	26.33059	-81.80299	2017	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381539	No	Yes	Yes	26.33059	-81.80299	2017	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87979426	No	Yes	No	26.33059	-81.80599	2018	Left Turn	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
S4_Final	86377492	No	Yes	No	26.33059	-81.80599	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87974955	No	Yes	No	26.33059	-81.80599	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86103032	No	Yes	No	26.33059	-81.80599	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86379585	No	Yes	No	26.33059	-81.80599	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84795021	No	Yes	No	26.33059	-81.80299	2014	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979964	No	Yes	No	26.33059	-81.80299	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101787	No	Yes	No	26.33059	-81.80299	2015	Sideswipe	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86372726	No	Yes	Yes	26.33059	-81.80299	2016	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379235	No	Yes	No	26.33059	-81.80299	2017	Unknown	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	87718321	No	Yes	No	26.33059	-81.80599	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	83750143	No	Yes	No	26.33059	-81.80599	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376659	No	Yes	No	26.33059	-81.80599	2016	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86371431	No	Yes	Yes	26.33059	-81.80299	2016	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	86380606	No	Yes	No	26.33059	-81.80299	2017	Left Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86373303	No	Yes	Yes	26.33059	-81.80299	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84794355	No	Yes	Yes	26.33059	-81.80599	2014	Head On	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85615595	No	Yes	No	26.33059	-81.80299	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380212	No	Yes	Yes	26.33059	-81.80299	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830502	No	Yes	Yes	26.33059	-81.80299	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	9510665	No	Yes	Yes	26.33059	-81.80577	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	87977177	No	Yes	No	26.33059	-81.80220	2018	Off Road	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	86830662	No	Yes	No	26.33059	-81.80238	2017	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85615626	No	Yes	No	26.33059	-81.80299	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882040	No	Yes	No	26.33059	-81.80299	2015	Left Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85776615	No	Yes	No	26.33059	-81.80299	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614505	No	Yes	No	26.33059	-81.80299	2014	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85613994	No	Yes	No	26.33059	-81.80588	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100590	No	Yes	No	26.33059	-81.80191	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977202	No	Yes	No	26.33059	-81.80385	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153374	Yes	Yes	Yes	26.33059	-81.80577	2014	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	84793912	No	Yes	No	26.33059	-81.80577	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87720926	No	Yes	Yes	26.33060	-81.80146	2018	Off Road	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85614836	No	Yes	No	26.33060	-81.80700	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102700	No	Yes	Yes	26.33060	-81.79951	2015	Unknown	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86373440	No	Yes	Yes	26.33063	-81.78147	2016	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	86099020	No	Yes	Yes	26.33064	-81.79836	2015	Left Turn	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	87978849	No	Yes	No	26.33064	-81.79851	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882002	No	Yes	Yes	26.33064	-81.79845	2015	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87977454	No	Yes	No	26.33064	-81.79836	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87974634	No	Yes	No	26.33064	-81.79836	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87377607	No	Yes	No	26.33064	-81.79836	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669613	No	Yes	No	26.33064	-81.79836	2018	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85775438	No	Yes	No	26.33064	-81.79836	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87720560	No	Yes	No	26.33064	-81.79836	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101722	No	Yes	No	26.33064	-81.79836	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371129	No	Yes	No	26.33064	-81.79836	2016	Off Road	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87976874	No	Yes	No	26.33064	-81.79836	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102108	No	Yes	No	26.33064	-81.79836	2015	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371377	No	Yes	No	26.33064	-81.79845	2016	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830136	No	Yes	No	26.33065	-81.79815	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101601	Yes	Yes	Yes	26.33066	-81.80909	2015	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86371395	No	Yes	No	26.33066	-81.80909	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371958	No	Yes	Yes	26.33066	-81.80909	2016	Other	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
S4_Final	86373371	No	Yes	Yes	26.33066	-81.80909	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103968	No	Yes	Yes	26.33066	-81.80909	2016	Left Turn	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86375688	No	Yes	Yes	26.33066	-81.80909	2016	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86831415	No	Yes	No	26.33066	-81.80909	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717680	No	Yes	No	26.33066	-81.80909	2018	Off Road	Property Damage Only	Unknown	Dry	No	No	No	No	Yes	No	No
S4_Final	87381568	No	Yes	No	26.33066	-81.80909	2017	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87382024	No	Yes	No	26.33066	-81.80906	2017	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81598560	No	Yes	Yes	26.33066	-81.80915	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831585	No	Yes	No	26.33066	-81.80915	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376673	No	Yes	Yes	26.33066	-81.80889	2016	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85883031	No	Yes	Yes	26.33066	-81.80881	2015	Rear End	Injury	Daylight	Dry	No	Yes	No	Yes	No	No	No
S4_Final	84153088	No	Yes	No	26.33067	-81.80863	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980106	No	Yes	No	26.33067	-81.80909	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980484	No	Yes	No	26.33067	-81.80302	2018	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87381965	No	Yes	Yes	26.33067	-81.80969	2017	Head On	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830145	No	Yes	Yes	26.33068	-81.80985	2017	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153030	No	Yes	No	26.33069	-81.81107	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153091	No	Yes	No	26.33069	-81.81107	2014	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793847	No	Yes	No	26.33069	-81.81107	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719000	No	Yes	Yes	26.33069	-81.81107	2018	Rollover	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	86830047	No	Yes	No	26.33069	-81.81107	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376105	No	Yes	No	26.33069	-81.81107	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87717532	No	Yes	No	26.33069	-81.81107	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101527	No	Yes	Yes	26.33069	-81.81107	2015	Left Turn	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86373388	No	Yes	Yes	26.33069	-81.81107	2016	Angle	Injury	Dark - Lighted	Dry	No	Yes	No	No	No	No	No
S4_Final	87669978	No	Yes	No	26.33069	-81.81107	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831281	No	Yes	No	26.33069	-81.81107	2017	Head On	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86832920	No	Yes	Yes	26.33069	-81.81107	2017	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86370812	No	Yes	No	26.33069	-81.81107	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669145	No	Yes	Yes	26.33069	-81.81107	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87668982	No	Yes	Yes	26.33069	-81.81107	2018	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86372359	No	Yes	Yes	26.33069	-81.81107	2016	Left Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86378569	No	Yes	No	26.33069	-81.81107	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86833082	No	Yes	Yes	26.33069	-81.81107	2017	Left Turn	Injury	Dark - Unknown Lighting	Wet	No	No	No	Yes	No	No	No
S4_Final	87975077	No	Yes	No	26.33069	-81.81107	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373813	No	Yes	Yes	26.33069	-81.81107	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86103763	No	Yes	Yes	26.33069	-81.81107	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775758	No	Yes	Yes	26.33069	-81.81107	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86831329	No	Yes	Yes	26.33069	-81.81107	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87721633	No	Yes	No	26.33069	-81.81107	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718511	No	Yes	Yes	26.33069	-81.81107	2018	Pedestrian	Injury	Daylight	Dry	No	No	No	Yes	No	Yes	No
S4_Final	86370786	No	Yes	No	26.33069	-81.81107	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86370888	No	Yes	No	26.33069	-81.81107	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830068	No	Yes	No	26.33069	-81.81107	2017	Bicycle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	Yes
S4_Final	87378322	No	Yes	Yes	26.33069	-81.81107	2017	Left Turn	Injury	Daylight	Dry	No	Yes	No	No	No	No	No
S4_Final	85613740	No	Yes	No	26.33069	-81.81107	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882439	No	Yes	No	26.33069	-81.81107	2015	Angle	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85614290	No	Yes	No	26.33069	-81.81107	2014	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84996476	No	Yes	Yes	26.33069	-81.81107	2014	Left Turn	Injury	Dark - Lighted	Dry	No	No	Yes	Yes	No	No	No
S4_Final	85614718	No	Yes	Yes	26.33069	-81.80412	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85395235	No	Yes	No	26.33069	-81.80578	2016	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379249	No	Yes	No	26.33069	-81.79845	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84545212	No	Yes	No	26.33070	-81.80752	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374278	No	Yes	No	26.33070	-81.80397	2016	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775133	No	Yes	No	26.33070	-81.80397	2015	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81599213	No	Yes	Yes	26.33070	-81.80397	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87379616	No	Yes	Yes	26.33070	-81.80600	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100019	No	Yes	Yes	26.33070	-81.80297	2015	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85883235	No	Yes	Yes	26.33070	-81.80297	2015	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099818	No	Yes	Yes	26.33070	-81.80297	2015	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85775915	No	Yes	Yes	26.33070	-81.80297	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85346464	No	Yes	No	26.33070	-81.80355	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775377	No	Yes	No	26.33070	-81.80743	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102424	No	Yes	Yes	26.33070	-81.80291	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85146300	No	Yes	No	26.33071	-81.80487	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882999	No	Yes	No	26.33071	-81.80298	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84794751	No	Yes	Yes	26.33071	-81.80298	2014	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84152035	No	Yes	Yes	26.33071	-81.80298	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86380319	No	Yes	No	26.33071	-81.80298	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979914	No	Yes	No	26.33071	-81.80298	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103391	No	Yes	No	26.33071	-81.80298	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87377987	No	Yes	No	26.33071	-81.80298	2017	Left Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No

S4_Final	86380720	No	Yes	No	26.33071	-81.80298	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995372	No	Yes	No	26.33071	-81.80298	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84794754	No	Yes	Yes	26.33071	-81.80298	2014	Left Turn	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
S4_Final	86101545	No	Yes	No	26.33071	-81.80298	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86832256	No	Yes	Yes	26.33071	-81.80298	2017	Other	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85775606	No	Yes	No	26.33071	-81.80298	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86377862	No	Yes	No	26.33071	-81.80298	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102511	No	Yes	No	26.33071	-81.80298	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977818	No	Yes	No	26.33071	-81.80298	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719798	No	Yes	No	26.33071	-81.80298	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669315	No	Yes	No	26.33071	-81.80298	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979822	No	Yes	No	26.33071	-81.79963	2018	Off Road	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84995043	No	Yes	No	26.33071	-81.80298	2014	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84152881	No	Yes	No	26.33071	-81.80298	2014	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87979006	No	Yes	No	26.33071	-81.80279	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373286	No	Yes	No	26.33071	-81.80275	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85146294	No	Yes	No	26.33072	-81.80563	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718106	No	Yes	No	26.33072	-81.80252	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099365	Yes	Yes	Yes	26.33072	-81.80600	2015	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86376067	Yes	Yes	Yes	26.33072	-81.80600	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86379250	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	86372781	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86830063	Yes	Yes	Yes	26.33072	-81.80600	2017	Left Turn	Injury	Dark - Lighted	Dry	No	No	Yes	Yes	No	No	No
S4_Final	86099434	Yes	Yes	Yes	26.33072	-81.80600	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86103068	Yes	Yes	Yes	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373517	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	86372669	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86379596	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86378488	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Injury	Dusk	Dry	No	No	Yes	No	No	No	No
S4_Final	86832299	Yes	Yes	Yes	26.33072	-81.80600	2017	Other	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87977609	Yes	Yes	Yes	26.33072	-81.80600	2018	Angle	Injury	Dark - Lighted	Dry	No	Yes	No	No	No	No	No
S4_Final	86375230	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86377810	Yes	Yes	Yes	26.33072	-81.80600	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86370982	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099875	Yes	Yes	Yes	26.33072	-81.80600	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	83832254	Yes	Yes	Yes	26.33072	-81.80600	2014	Angle	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	87380396	Yes	Yes	Yes	26.33072	-81.80600	2017	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86375553	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86103618	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86833945	Yes	Yes	Yes	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86378852	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379225	Yes	Yes	Yes	26.33072	-81.80600	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372187	Yes	Yes	Yes	26.33072	-81.80600	2016	Rear End	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	87380906	Yes	Yes	Yes	26.33072	-81.80600	2017	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87668585	No	Yes	No	26.33072	-81.80600	2017	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87974551	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87720040	No	Yes	No	26.33072	-81.80600	2018	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86100733	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101718	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86370948	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373619	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380408	No	Yes	Yes	26.33072	-81.80600	2017	Sideswipe	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	9514201	No	Yes	No	26.33072	-81.80600	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	9510347	No	Yes	No	26.33072	-81.80600	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87978882	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099202	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87720650	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375718	No	Yes	No	26.33072	-81.80600	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86832681	No	Yes	No	26.33072	-81.80600	2017	Right Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86833057	No	Yes	Yes	26.33072	-81.80600	2017	Right Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87379822	No	Yes	No	26.33072	-81.80600	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87382261	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	87978377	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87974497	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669370	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380451	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099619	No	Yes	No	26.33072	-81.80600	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372589	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375885	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86379207	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833880	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87380926	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87382333	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87976832	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87719600	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719400	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669307	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84557444	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86099699	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	86102451	No	Yes	No	26.33072	-81.80600	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87721084	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86834133	No	Yes	No	26.33072	-81.80600	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379047	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668696	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668647	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87382122	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718069	No	Yes	No	26.33072	-81.80600	2018	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87669252	No	Yes	No	26.33072	-81.80600	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718818	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719051	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	87976489	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978366	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978281	No	Yes	No	26.33072	-81.80600	2018	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87977558	No	Yes	No	26.33072	-81.80600	2018	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87717327	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376162	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669014	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	87669002	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719195	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978186	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977959	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977941	No	Yes	No	26.33072	-81.80600	2018	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87979991	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371309	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103760	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	86374837	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	87669257	No	Yes	No	26.33072	-81.80600	2018	Right Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86376867	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380496	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978887	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100087	No	Yes	No	26.33072	-81.80600	2015	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86372054	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87721358	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	85587528	No	Yes	No	26.33072	-81.80600	2018	Rollover	Injury	Dark - Lighted	Dry	No	Yes	No	No	No	No	No
S4_Final	86375426	No	Yes	No	26.33072	-81.80600	2016	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374924	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376138	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833611	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87378559	No	Yes	Yes	26.33072	-81.80600	2017	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87979466	No	Yes	No	26.33072	-81.80600	2018	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87377425	No	Yes	Yes	26.33072	-81.80600	2017	Angle	Injury	Dark - Lighted	Dry	No	No	Yes	Yes	No	No	No
S4_Final	87977948	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86377915	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86830254	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	87975041	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86099833	No	Yes	No	26.33072	-81.80600	2015	Head On	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	86371906	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86372941	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371819	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833257	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	87379724	No	Yes	Yes	26.33072	-81.80600	2017	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87718072	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669183	No	Yes	No	26.33072	-81.80600	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87976217	No	Yes	No	26.33072	-81.80600	2018	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86834537	No	Yes	No	26.33072	-81.80600	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977945	No	Yes	No	26.33072	-81.80600	2018	Pedestrian	Injury	Dark - Not Lighted	Dry	No	No	Yes	Yes	No	Yes	No
S4_Final	86103752	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374369	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099585	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717511	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830900	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833544	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	87378934	No	Yes	No	26.33072	-81.80600	2017	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87718234	No	Yes	No	26.33072	-81.80600	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87976757	No	Yes	No	26.33072	-81.80600	2018	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86374051	No	Yes	No	26.33072	-81.80600	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373854	No	Yes	No	26.33072	-81.80600	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830578	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86833732	No	Yes	Yes	26.33072	-81.80600	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86832891	No	Yes	Yes	26.33072	-81.80600	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87717503	No	Yes	No	26.33072	-81.80600	2018	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87379925	No	Yes	No	26.33072	-81.80600	2017	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87381440	No	Yes	No	26.33072	-81.80600	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381095	No	Yes	Yes	26.33072	-81.80600	2017	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87381472	Yes	Yes	Yes	26.33072	-81.80597	2017	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381868	No	Yes	No	26.33072	-81.80597	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101730	No	Yes	No	26.33072	-81.79530	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85288954	No	Yes	No	26.33072	-81.80578	2016	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87173097	No	Yes	No	26.33072	-81.80578	2018	Head On	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85882194	Yes	Yes	Yes	26.33072	-81.80578	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85776440	Yes	Yes	Yes	26.33072	-81.80578	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84996627	No	Yes	No	26.33072	-81.80578	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85776361	No	Yes	No	26.33072	-81.80578	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614329	No	Yes	No	26.33072	-81.80578	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882989	No	Yes	No	26.33072	-81.80578	2015	Pedestrian	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	Yes	No
S4_Final	85614340	No	Yes	No	26.33072	-81.80578	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996596	No	Yes	No	26.33072	-81.80578	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85881852	No	Yes	No	26.33072	-81.80578	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84995281	Yes	Yes	Yes	26.33072	-81.80600	2014	Rear End	Injury	Dark - Lighted	Wet	No	No	No	Yes	No	No	No
S4_Final	85614597	Yes	Yes	Yes	26.33072	-81.80600	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85882830	Yes	Yes	Yes	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85615127	Yes	Yes	Yes	26.33072	-81.80600	2015	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84996575	Yes	Yes	Yes	26.33072	-81.80600	2014	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85615020	Yes	Yes	Yes	26.33072	-81.80600	2015	Pedestrian	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	Yes	No
S4_Final	85883579	No	Yes	No	26.33072	-81.80600	2015	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85882589	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996423	No	Yes	No	26.33072	-81.80600	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995739	No	Yes	No	26.33072	-81.80600	2014	Sideswipe	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	84995713	No	Yes	No	26.33072	-81.80600	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85774967	No	Yes	No	26.33072	-81.80600	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995424	No	Yes	No	26.33072	-81.80600	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85883665	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85615246	No	Yes	No	26.33072	-81.80600	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85614332	No	Yes	No	26.33072	-81.80600	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85883646	No	Yes	No	26.33072	-81.80600	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87378134	No	Yes	No	26.33072	-81.80603	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	83758988	Yes	Yes	Yes	26.33072	-81.80578	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84794090	Yes	Yes	Yes	26.33072	-81.80578	2014	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84153106	No	Yes	No	26.33072	-81.80578	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81601230	No	Yes	Yes	26.33072	-81.80578	2014	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	84152991	No	Yes	Yes	26.33072	-81.80578	2014	Left Turn	Injury	Dawn	Dry	No	No	No	Yes	No	No	No
S4_Final	85614230	Yes	Yes	Yes	26.33072	-81.80581	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995008	Yes	Yes	Yes	26.33072	-81.80581	2014	Off Road	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85613947	Yes	Yes	Yes	26.33072	-81.80581	2014	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84153974	Yes	Yes	Yes	26.33072	-81.80581	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614306	Yes	Yes	Yes	26.33072	-81.80581	2014	Rear End	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	84153873	Yes	Yes	Yes	26.33072	-81.80581	2014	Rear End	Injury	Dark - Lighted	Wet	No	No	No	Yes	No	No	No
S4_Final	84152169	No	Yes	Yes	26.33072	-81.80581	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980416	No	Yes	No	26.33072	-81.80297	2018	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87975245	No	Yes	No	26.33072	-81.80691	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719704	No	Yes	No	26.33072	-81.80691	2018	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	84152041	Yes	Yes	Yes	26.33072	-81.80600	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84153016	Yes	Yes	Yes	26.33072	-81.80600	2014	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	9509543	No	Yes	No	26.33072	-81.80600	2014	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84793947	No	Yes	No	26.33072	-81.80600	2014	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84793267	No	Yes	No	26.33072	-81.80600	2014	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153871	No	Yes	No	26.33072	-81.80600	2014	Other	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	84793252	No	Yes	No	26.33072	-81.80600	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84994859	No	Yes	No	26.33072	-81.80600	2014	Rear End	Property Damage Only	Dusk	Wet	No	No	No	No	Yes	No	No
S4_Final	84794608	No	Yes	No	26.33072	-81.80600	2014	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No

S4_Final	86103186	No	Yes	No	26.33072	-81.80630	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375405	No	Yes	Yes	26.33073	-81.80207	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85146279	No	Yes	No	26.33073	-81.80676	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775940	No	Yes	No	26.33073	-81.80205	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830833	No	Yes	No	26.33073	-81.80661	2017	Sideswipe	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87975839	No	Yes	No	26.33073	-81.80262	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372203	No	Yes	Yes	26.33075	-81.79330	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87721128	No	Yes	No	26.33076	-81.80057	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87380499	No	Yes	Yes	26.33076	-81.80042	2017	Other	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86101663	Yes	Yes	Yes	26.33077	-81.80600	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86831091	No	Yes	Yes	26.33077	-81.80600	2017	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85774801	No	Yes	No	26.33079	-81.79922	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103641	No	Yes	No	26.33079	-81.80601	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85615236	No	Yes	Yes	26.33080	-81.79115	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86370795	No	Yes	Yes	26.33081	-81.79091	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668411	No	Yes	Yes	26.33081	-81.79085	2017	Rear End	Injury	Dusk	Dry	No	No	No	Yes	No	No	No
S4_Final	86376636	No	Yes	Yes	26.33082	-81.79055	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102766	No	Yes	Yes	26.33083	-81.79829	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85882772	No	Yes	No	26.33083	-81.79846	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100003	No	Yes	No	26.33083	-81.79837	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85613900	No	Yes	No	26.33083	-81.79837	2014	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882432	No	Yes	No	26.33083	-81.79837	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719364	No	Yes	No	26.33083	-81.79846	2018	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717773	No	Yes	Yes	26.33083	-81.79846	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379424	No	Yes	Yes	26.33083	-81.79846	2017	Left Turn	Injury	Daylight	Dry	No	Yes	No	Yes	No	No	No
S4_Final	86831571	No	Yes	Yes	26.33083	-81.79846	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830950	No	Yes	Yes	26.33083	-81.79846	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379943	No	Yes	Yes	26.33083	-81.79846	2017	Other	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	87977790	No	Yes	No	26.33083	-81.79846	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87668893	No	Yes	No	26.33083	-81.79846	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84795031	No	Yes	No	26.33083	-81.79846	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87377778	No	Yes	Yes	26.33083	-81.79846	2017	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	86831216	No	Yes	Yes	26.33083	-81.79846	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381588	No	Yes	Yes	26.33083	-81.79846	2017	Pedestrian	Injury	Daylight	Dry	No	Yes	No	No	No	Yes	No
S4_Final	87381590	No	Yes	Yes	26.33083	-81.79846	2017	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	87669830	No	Yes	No	26.33083	-81.79846	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376478	No	Yes	Yes	26.33083	-81.79846	2016	Angle	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86380216	No	Yes	No	26.33083	-81.79846	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87670211	No	Yes	Yes	26.33083	-81.79846	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374934	No	Yes	No	26.33083	-81.79846	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831522	No	Yes	Yes	26.33083	-81.79846	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102767	No	Yes	No	26.33083	-81.79846	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87720477	No	Yes	No	26.33083	-81.79846	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381673	No	Yes	Yes	26.33083	-81.79831	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979868	No	Yes	No	26.33083	-81.77916	2018	Rear End	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	86371880	No	Yes	Yes	26.33083	-81.79825	2016	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86830129	No	Yes	Yes	26.33084	-81.79785	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102924	No	Yes	No	26.33085	-81.80601	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830620	No	Yes	No	26.33085	-81.80601	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775801	No	Yes	No	26.33085	-81.80601	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153632	Yes	Yes	Yes	26.33088	-81.80583	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87975613	No	Yes	No	26.33088	-81.78787	2018	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85615360	No	Yes	Yes	26.33088	-81.78787	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980370	No	Yes	No	26.33089	-81.79303	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373281	No	Yes	Yes	26.33089	-81.79561	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614737	No	Yes	Yes	26.33090	-81.79530	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87976250	No	Yes	No	26.33090	-81.79536	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775411	No	Yes	No	26.33090	-81.79531	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717723	No	Yes	Yes	26.33090	-81.79531	2018	Rear End	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	86102127	No	Yes	No	26.33090	-81.79531	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86832366	No	Yes	Yes	26.33090	-81.79531	2017	Right Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87718189	No	Yes	No	26.33090	-81.79531	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831560	No	Yes	No	26.33090	-81.79531	2017	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86370789	No	Yes	Yes	26.33090	-81.79531	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375624	No	Yes	Yes	26.33090	-81.79531	2016	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86830462	No	Yes	No	26.33090	-81.79516	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381167	No	Yes	No	26.33091	-81.79531	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376004	No	Yes	No	26.33092	-81.80298	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775140	No	Yes	No	26.33093	-81.80602	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84153203	No	Yes	No	26.33094	-81.78388	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87378549	No	Yes	No	26.33094	-81.78388	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100908	No	Yes	Yes	26.33095	-81.78298	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85775508	No	Yes	Yes	26.33096	-81.78227	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102980	No	Yes	Yes	26.33097	-81.77474	2015	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86371371	No	Yes	No	26.33097	-81.77474	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	9513483	No	Yes	No	26.33097	-81.77474	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375711	No	Yes	No	26.33097	-81.77474	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669848	No	Yes	No	26.33097	-81.77474	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099354	No	Yes	No	26.33097	-81.77474	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85775241	No	Yes	Yes	26.33097	-81.77481	2015	Sideswipe	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87668646	No	Yes	Yes	26.33097	-81.77477	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87976373	No	Yes	No	26.33097	-81.77930	2018	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86100656	No	Yes	Yes	26.33098	-81.77922	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371630	No	Yes	Yes	26.33098	-81.79177	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86373265	No	Yes	No	26.33098	-81.78143	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977617	No	Yes	No	26.33098	-81.78134	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102921	No	Yes	No	26.33098	-81.78134	2015	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717520	No	Yes	No	26.33098	-81.78134	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831759	No	Yes	No	26.33098	-81.78134	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86374743	No	Yes	Yes	26.33098	-81.78134	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85614651	No	Yes	Yes	26.33098	-81.78134	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996001	No	Yes	No	26.33098	-81.78077	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102734	No	Yes	Yes	26.33099	-81.77967	2015	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85775670	No	Yes	Yes	26.33099	-81.77921	2015	Other	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	85883627	No	Yes	Yes	26.33099	-81.77921	2015	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85776366	No	Yes	Yes	26.33099	-81.77921	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86101439	No	Yes	Yes	26.33099	-81.77921	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101115	No	Yes	Yes	26.33099	-81.77937	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882307	No	Yes	Yes	26.33099	-81.77921	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830078	No	Yes	No	26.33099	-81.80602	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85774954	No	Yes	No	26.33099	-81.80602	2015	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	85615457	No	Yes	No	26.33099	-81.77923	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995391	No	Yes	No	26.33099	-81.77923	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614913	No	Yes	No	26.33099	-81.77923	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101835	No	Yes	No	26.33099	-81.77922	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	9511625	No	Yes	No	26.33099	-81.77772	2014	Other	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87379637	No	Yes	No	26.33099	-81.77922	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099194	No	Yes	Yes	26.33100	-81.79086	2015	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84794780	No	Yes	Yes	26.33100	-81.77680	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996533	No	Yes	Yes	26.33100	-81.77880	2014	Rear End	Injury	Dawn	Wet	No	No	No	Yes	No	No	No
S4_Final	84995009	No	Yes	Yes	26.33100	-81.77920	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614410	No	Yes	Yes	26.33100	-81.77940	2014	Rear End	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	85614071	No	Yes	Yes	26.33100	-81.77910	2014	Left Turn	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	84152926	No	Yes	Yes	26.33100	-81.77920	2014	Sideswipe	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	81594133	No	Yes	Yes	26.33100	-81.77920	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85613799	No	Yes	Yes	26.33100	-81.77940	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84152872	No	Yes	Yes	26.33100	-81.77910	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81597437	No	Yes	Yes	26.33100	-81.77910	2014	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	81046923	No	Yes	Yes	26.33100	-81.78340	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614203	No	Yes	Yes	26.33100	-81.79090	2014	Angle	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84794502	No	Yes	Yes	26.33100	-81.78740	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	85613922	No	Yes	Yes	26.33100	-81.79090	2014	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84152754	No	Yes	Yes	26.33100	-81.79530	2014	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	84152887	No	Yes	Yes	26.33100	-81.79530	2014	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84794105	No	Yes	Yes	26.33100	-81.80300	2014	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84152402	No	Yes	Yes	26.33100	-81.80290	2014	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	84152125	No	Yes	Yes	26.33100	-81.80300	2014	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86101876	No	Yes	No	26.33100	-81.79086	2015	Pedestrian	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	Yes	No
S4_Final	86371870	No	Yes	No	26.33100	-81.79086	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87976370	No	Yes	No	26.33100	-81.79086	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86834016	No	Yes	Yes	26.33100	-81.79086	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978488	No	Yes	No	26.33100	-81.79086	2018	Rear End	Property Damage Only	Dark - Not Lighted	Wet	No	No	No	No	Yes	No	No
S4_Final	86372847	No	Yes	Yes	26.33100	-81.79086	2016	Bicycle	Injury	Daylight	Dry	No	No	No	Yes	No	No	Yes
S4_Final	86375813	No	Yes	Yes	26.33100	-81.79086	2016	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	85615016	No	Yes	Yes	26.33100	-81.79061	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831643	No	Yes	Yes	26.33100	-81.79061	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372275	No	Yes	No	26.33100	-81.79061	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84996692	No	Yes	Yes	26.33101	-81.77475	2014	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099694	No	Yes	Yes	26.33101	-81.79027	2015	Bicycle	Injury	Daylight	Wet	No	No	Yes	No	No	No	Yes
S4_Final	87980203	No	Yes	No	26.33102	-81.78789	2018	Left Turn	Injury	Dusk	Dry	No	No	Yes	No	No	No	No
S4_Final	86830987	No	Yes	No	26.33103	-81.77475	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	9513311	No	Yes	No	26.33103	-81.80602	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	86380718	No	Yes	No	26.33104	-81.79530	2017	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85776610	No	Yes	Yes	26.33104	-81.78863	2015	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	85882627	No	Yes	Yes	26.33106	-81.78786	2015	Sideswipe	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85776292	No	Yes	No	26.33106	-81.78787	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995619	No	Yes	No	26.33106	-81.78787	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86379711	No	Yes	Yes	26.33106	-81.78787	2016	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86830910	No	Yes	Yes	26.33106	-81.78787	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87978373	No	Yes	No	26.33106	-81.78787	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977986	No	Yes	No	26.33106	-81.78787	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86373622	No	Yes	No	26.33106	-81.78787	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86830303	No	Yes	Yes	26.33106	-81.78787	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977705	No	Yes	No	26.33106	-81.78781	2018	Rear End	Property Damage Only	Dawn	Wet	No	No	No	No	Yes	No	No
S4_Final	84794407	No	Yes	No	26.33106	-81.78787	2014	Unknown	Property Damage Only	Daylight	Oil	No	No	No	No	Yes	No	No
S4_Final	84153652	No	Yes	Yes	26.33106	-81.78787	2014	Angle	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	84794263	No	Yes	Yes	26.33106	-81.78787	2014	Other	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86830201	No	Yes	Yes	26.33107	-81.78744	2017	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979978	No	Yes	No	26.33107	-81.78589	2018	Sideswipe	Property Damage Only	Dawn	Dry	No	No	No	No	Yes	No	No
S4_Final	85882681	No	Yes	Yes	26.33109	-81.78673	2015	Off Road	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87978117	No	Yes	No	26.33109	-81.77903	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375640	No	Yes	Yes	26.33111	-81.78490	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86374875	No	Yes	No	26.33111	-81.78490	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86103941	No	Yes	No	26.33111	-81.78490	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831458	No	Yes	No	26.33111	-81.78490	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85882091	No	Yes	No	26.33111	-81.78460	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101890	No	Yes	Yes	26.33112	-81.78388	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099433	No	Yes	Yes	26.33112	-81.78388	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775948	No	Yes	No	26.33112	-81.78388	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718016	No	Yes	Yes	26.33112	-81.78388	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830285	No	Yes	No	26.33112	-81.78388	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102773	No	Yes	Yes	26.33112	-81.78388	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380110	No	Yes	Yes	26.33112	-81.78388	2017	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	86374935	No	Yes	No	26.33112	-81.78388	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85110469	No	Yes	No	26.33113	-81.80603	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86830378	No	Yes	Yes	26.33113	-81.80603	2017	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87980409	No	Yes	No	26.33114	-81.77920	2018	Left Turn	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	85883615	No	Yes	Yes	26.33115	-81.78178	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84995027	No	Yes	Yes	26.33115	-81.78178	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87722228	No	Yes	No	26.33115	-81.78178	2018	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87974464	No	Yes	No	26.33115	-81.78178	2018	Rear End	Injury	Daylight	Wet	No	No	No	Yes	No	No	No
S4_Final	86834098	No	Yes	No	26.33115	-81.78178	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87975678	No	Yes	No	26.33115	-81.78178	2018	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614835	No	Yes	No	26.33116	-81.78134	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977057	No	Yes	No	26.33116	-81.77476	2018	Right Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85775839	No	Yes	Yes	26.33116	-81.77476	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86371591	No	Yes	No	26.33116	-81.77476	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831184	No	Yes	No	26.33116	-81.77476	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379417	No	Yes	No	26.33116	-81.77476	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996626	No	Yes	Yes	26.33116	-81.77476	2014	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87975740	No	Yes	No	26.33116	-81.77476	2018	Rear End	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
S4_Final	87669994	No	Yes	Yes	26.33116	-81.77476	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87378143	No	Yes	Yes	26.33116	-81.77476	2017	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	87977058	No	Yes	No	26.33116	-81.77476	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669471	No	Yes	No	26.33116	-81.77476	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380306	No	Yes	No	26.33116	-81.77476	2017	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86375727	No	Yes	Yes	26.33116	-81.77476	2016	Rear End	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
S4_Final	86832350	No	Yes	Yes	26.33116	-81.77476	2017	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87380662	No	Yes	Yes	26.33116	-81.77476	2017	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87978757	No	Yes	No	26.33116	-81.77476	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85615699	No	Yes	No	26.33116	-81.77476	2015	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	87722294	No	Yes	No	26.33116	-81.77476	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831820	No	Yes	Yes	26.33116	-81.77476	2017	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	84995477	No	Yes	No	26.33116	-81.77476	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718733	No	Yes	Yes	26.33116	-81.77476	2018	Bicycle	Injury	Daylight	Dry	No	Yes	No	No	No	No	Yes
S4_Final	9511401	No	Yes	No	26.33116	-81.77476	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379887	No	Yes	Yes	26.33116	-81.77476	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87668623	No	Yes	No	26.33116	-81.77476	2017	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84995684	No	Yes	No	26.33116	-81.77476	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718652	No	Yes	Yes	26.33116	-81.77476	2018	Right Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	84152200	No	Yes	No	26.33116	-81.77476	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86378004	No	Yes	No	26.33116	-81.77476	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87380656	No	Yes	No	26.33116	-81.77476	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87977050	No	Yes	No	26.33116	-81.77476	2018	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86380650	No	Yes	Yes	26.33116	-81.77476	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372199	No	Yes	No	26.33116	-81.77476	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375749	No	Yes	Yes	26.33116	-81.77476	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87717777	No	Yes	Yes	26.33116	-81.77476	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719034	No	Yes	No	26.33116	-81.77476	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87722179	No	Yes	No	26.33116	-81.77476	2018	Left Turn	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	86373000	No	Yes	Yes	26.33116	-81.77476	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376205	No	Yes	No	26.33116	-81.77476	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86377683	No	Yes	Yes	26.33116	-81.78134	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87718314	No	Yes	Yes	26.33116	-81.78134	2018	Sideswipe	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	86376201	No	Yes	Yes	26.33116	-81.78134	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86831240	No	Yes	No	26.33116	-81.78134	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87980263	No	Yes	No	26.33116	-81.77461	2018	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	87380326	No	Yes	No	26.33116	-81.77485	2017	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85881879	No	Yes	Yes	26.33116	-81.77959	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86102082	No	Yes	Yes	26.33117	-81.77913	2015	Angle	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	85882582	No	Yes	Yes	26.33117	-81.77913	2015	Head On	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	85775944	No	Yes	Yes	26.33117	-81.77913	2015	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85614219	Yes	Yes	Yes	26.33117	-81.80586	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85881967	No	Yes	Yes	26.33117	-81.77882	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793292	No	Yes	Yes	26.33118	-81.77923	2014	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	84152085	No	Yes	No	26.33118	-81.77929	2014	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980213	No	Yes	No	26.33120	-81.77459	2018	Bicycle	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	Yes
S4_Final	84995991	No	Yes	No	26.33121	-81.77477	2014	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86101623	No	Yes	No	26.33123	-81.78175	2015	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775806	No	Yes	Yes	26.33126	-81.80299	2015	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87980265	No	Yes	No	26.33127	-81.77919	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372826	No	Yes	No	26.33127	-81.80604	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87976353	No	Yes	No	26.33133	-81.80605	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979765	No	Yes	No	26.33139	-81.80615	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979751	No	Yes	No	26.33150	-81.77895	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381843	No	Yes	Yes	26.33154	-81.80606	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85613905	No	Yes	No	26.33154	-81.80606	2014	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381157	No	Yes	Yes	26.33182	-81.80608	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979685	No	Yes	No	26.33186	-81.80608	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86380180	No	Yes	Yes	26.33209	-81.80610	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81600387	No	Yes	Yes	26.33209	-81.80611	2014	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	85614099	Yes	Yes	Yes	26.33218	-81.80596	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84794324	No	Yes	No	26.33249	-81.80594	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372340	Yes	Yes	Yes	26.33257	-81.80595	2016	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87382373	No	Yes	No	26.33257	-81.80595	2017	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	9513236	No	Yes	No	26.33257	-81.80595	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	87380978	No	Yes	No	26.33257	-81.80595	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831920	No	Yes	No	26.33257	-81.80595	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669316	No	Yes	No	26.33257	-81.80595	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831001	No	Yes	No	26.33257	-81.80595	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718100	No	Yes	No	26.33257	-81.80595	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380530	No	Yes	No	26.33257	-81.80595	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86833053	No	Yes	No	26.33257	-81.80595	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87381957	No	Yes	No	26.33257	-81.80595	2017	Pedestrian	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	Yes	No
S4_Final	86371594	No	Yes	No	26.33257	-81.80595	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86375202	No	Yes	No	26.33257	-81.80595	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85775051	No	Yes	No	26.33257	-81.80595	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86101392	No	Yes	No	26.33257	-81.80595	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86100001	No	Yes	No	26.33257	-81.80595	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85615486	Yes	Yes	Yes	26.33257	-81.80595	2015	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
S4_Final	85881894	Yes	Yes	Yes	26.33257	-81.80595	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85614574	Yes	Yes	Yes	26.33257	-81.80595	2015	Other	Injury	Dark - Lighted	Dry	No	No	No	Yes	No	No	No
S4_Final	85882966	No	Yes	No	26.33257	-81.80595	2015	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87721719	No	Yes	No	26.33257	-81.80589	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85613857	Yes	Yes	Yes	26.33262	-81.80600	2014	Off Road	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	9513248	No	Yes	No	26.33263	-81.80615	2014	Head On	Property Damage Only	Unknown	Unknown	No	No	No	No	Yes	No	No
S4_Final	85145231	Yes	Yes	Yes	26.33272	-81.80616	2015	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	84152667	Yes	Yes	Yes	26.33276	-81.80602	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	86371048	Yes	Yes	Yes	26.33283	-81.80617	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85397170	No	Yes	Yes	26.33291	-81.80599	2017	Sideswipe	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	84794006	No	Yes	No	26.33330	-81.80621	2014	Other	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87380964	No	Yes	No	26.33330	-81.80622	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85233076	No	Yes	No	26.33338	-81.80623	2015	Other	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86834636	No	Yes	No	26.33353	-81.80606	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81597651	No	Yes	Yes	26.33353	-81.80606	2014	Off Road	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85547794	No	Yes	No	26.33361	-81.80625	2017	Sideswipe	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86380317	No	Yes	Yes	26.33401	-81.80629	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669856	No	Yes	No	26.33401	-81.80629	2018	Left Turn	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	85775046	Yes	Yes	Yes	26.33419	-81.80631	2015	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
S4_Final	86372214	Yes	Yes	Yes	26.33419	-81.80631	2016	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719588	Yes	Yes	Yes	26.33419	-81.80631	2018	Bicycle	Injury	Daylight	Dry	No	Yes	No	No	No	No	Yes
S4_Final	86379390	Yes	Yes	Yes	26.33419	-81.80631	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	86373862	No	Yes	No	26.33419	-81.80631	2016	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87717654	No	Yes	No	26.33419	-81.80631	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87379230	No	Yes	No	26.33419	-81.80631	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85881953	No	Yes	No	26.33419	-81.80631	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86379016	No	Yes	No	26.33419	-81.80631	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719615	No	Yes	No	26.33419	-81.80631	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86099262	No	Yes	No	26.33419	-81.80631	2015	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
S4_Final	87719461	No	Yes	No	26.33419	-81.80631	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86376505	No	Yes	No	26.33419	-81.80631	2016	Unknown	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
S4_Final	86831085	Yes	Yes	Yes	26.33420	-81.80614	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86379324	Yes	Yes	Yes	26.33420	-81.80614	2016	Left Turn	Injury	Daylight	Dry	No	No	Yes	Yes	No	No	No
S4_Final	87976528	No	Yes	No	26.33420	-81.80614	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84793526	No	Yes	No	26.33430	-81.80615	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87719587	No	Yes	No	26.33432	-81.80632	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86380490	No	Yes	No	26.33446	-81.80633	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	85881818	Yes	Yes	Yes	26.33451	-81.80634	2015	Bicycle	Injury	Daylight	Dry	No	No	Yes	No	No	No	Yes
S4_Final	86830718	No	Yes	No	26.33451	-81.80634	2017	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87718990	No	Yes	No	26.33451	-81.80634	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	84996351	No	Yes	No	26.33451	-81.80634	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87979133	No	Yes	No	26.33451	-81.80634	2018	Sideswipe	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87975037	No	Yes	No	26.33468	-81.80639	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86372955	No	Yes	No	26.33474	-81.80636	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	87669280	No	Yes	No	26.33474	-81.80636	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

S4_Final	86374189	Yes	Yes	Yes	26.33475	-81.80619	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	86831309	No	Yes	No	26.33485	-81.80637	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
S4_Final	81597430	No	Yes	Yes	26.33485	-81.80637	2014	Rear End	Injury	Daylight	Dry	No	No	No	Yes	No	No	No
S4_Final	87379768	No	Yes	No	26.33497	-81.80638	2017	Other	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87978639	Yes	No	Yes	26.32918	-81.80586	2018	Unknown	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86372886	Yes	No	Yes	26.33174	-81.80607	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86830955	Yes	No	Yes	26.32860	-81.80581	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85148226	Yes	No	Yes	26.33071	-81.80600	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85440431	Yes	No	Yes	26.33104	-81.80602	2016	Rear End	Injury	Dawn	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86830752	Yes	No	Yes	26.32844	-81.80579	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86831008	Yes	No	Yes	26.32842	-81.80560	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87381128	Yes	No	Yes	26.33023	-81.80574	2017	Right Turn	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86376431	Yes	No	Yes	26.33063	-81.80599	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	84715425	Yes	No	Yes	26.29775	-81.80243	2014	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85293982	Yes	No	Yes	26.32918	-81.80586	2016	Left Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	85834899	Yes	No	Yes	26.29775	-81.80243	2015	Unknown	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86831593	Yes	No	Yes	26.33258	-81.80595	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86374420	Yes	No	Yes	26.32830	-81.80559	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	87378227	Yes	No	Yes	26.33299	-81.80600	2017	Rear End	Injury	Daylight	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	86375241	Yes	No	Yes	26.32836	-81.80560	2016	Head On	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85589950	Yes	No	Yes	26.33063	-81.80599	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85511912	Yes	No	Yes	26.32835	-81.80578	2017	Angle	Fatality	Dark - Lighted	Dry	Yes	Yes	Yes	No	No	No	No
SSOGIS_Final	85615641	Yes	No	Yes	26.33175	-81.80608	2015	Angle	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	84939305	Yes	No	Yes	26.29771	-81.80224	2014	All Other (Explain in Narrative)	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85422020	Yes	No	Yes	26.32835	-81.80578	2016	Pedestrian	Injury	Daylight	Dry	No	Yes	Yes	No	No	Yes	No
SSOGIS_Final	87978184	Yes	No	Yes	26.32815	-81.80558	2018	All Other (Explain in Narrative)	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	87457786	Yes	No	Yes	26.29743	-81.80219	2017	Unknown	Injury	Dark - Lighted	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	85184000	Yes	No	Yes	26.33174	-81.80607	2015	Left Turn	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85775622	Yes	No	Yes	26.33064	-81.80577	2015	Head On	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	84940470	Yes	No	Yes	26.31231	-81.80496	2015	Unknown	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87265461	Yes	No	Yes	26.33063	-81.80599	2018	Rear End	Injury	Dark - Lighted	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	83782898	Yes	No	Yes	26.33058	-81.80577	2014	Rear End	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85341504	Yes	No	Yes	26.33064	-81.80577	2016	Angle	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	84786945	Yes	No	Yes	26.31353	-81.80485	2015	Left Turn	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87717444	Yes	No	Yes	26.33251	-81.80613	2018	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86379323	Yes	No	Yes	26.33354	-81.80624	2016	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86370927	Yes	No	Yes	26.31813	-81.80507	2016	All Other (Explain in Narrative)	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85775619	Yes	No	Yes	26.33209	-81.80610	2015	Rear End	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
SSOGIS_Final	86372039	Yes	No	Yes	26.32919	-81.80566	2016	All Other (Explain in Narrative)	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86374287	Yes	No	Yes	26.33338	-81.80604	2016	Rear End	Property Damage Only	Dusk	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86380248	Yes	No	Yes	26.33064	-81.80577	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86375360	Yes	No	Yes	26.32129	-81.80523	2016	Rear End	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
SSOGIS_Final	85139020	Yes	No	Yes	26.33064	-81.80577	2015	Angle	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86377298	Yes	No	Yes	26.33064	-81.80577	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85939296	Yes	No	Yes	26.31730	-81.80503	2015	Unknown	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	85139088	Yes	No	Yes	26.33174	-81.80607	2015	Angle	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	84561633	Yes	No	Yes	26.32871	-81.80562	2015	All Other (Explain in Narrative)	Injury	Dark - Not Lighted	Wet	No	Yes	Yes	No	No	No	No
SSOGIS_Final	85578806	Yes	No	Yes	26.33063	-81.80599	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85881859	Yes	No	Yes	26.33063	-81.80599	2015	Unknown	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	85836621	Yes	No	Yes	26.29784	-81.80228	2015	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85288987	Yes	No	Yes	26.33199	-81.80589	2016	Angle	Injury	Daylight	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	87204076	Yes	No	Yes	26.33068	-81.80599	2018	Rear End	Fatality	Dark - Lighted	Dry	Yes	Yes	Yes	No	No	No	No
SSOGIS_Final	87380107	Yes	No	Yes	26.32831	-81.80578	2017	Pedestrian	Injury	Dark - Not Lighted	Dry	No	Yes	Yes	No	No	Yes	No
SSOGIS_Final	85484511	Yes	No	Yes	26.32891	-81.80584	2017	Rear End	Injury	Daylight	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	86164505	Yes	No	Yes	26.31353	-81.80485	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	85471609	Yes	No	Yes	26.33056	-81.80598	2017	Pedestrian	Fatality	Dark - Lighted	Dry	Yes	No	No	No	No	Yes	No
SSOGIS_Final	84995634	No	No	Yes	26.33063	-81.79854	2014	Rear End	Property Damage Only	Dawn	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	81596390	No	No	Yes	26.33080	-81.78388	2014	All Other (Explain in Narrative)	Property Damage Only	Dark - Not Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	83733465	No	No	Yes	26.29791	-81.80135	2014	All Other (Explain in Narrative)	Injury	Dark - Lighted	Wet	No	No	Yes	No	No	No	No
SSOGIS_Final	84716152	No	No	Yes	26.30996	-81.79285	2014	Angle	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	84900880	No	No	Yes	26.33065	-81.79769	2015	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	85774940	No	No	Yes	26.33182	-81.77895	2015	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86163486	No	No	Yes	26.31225	-81.79187	2015	Pedestrian	Injury	Daylight	Dry	No	No	Yes	No	No	Yes	No
SSOGIS_Final	85614830	No	No	Yes	26.33077	-81.79231	2015	Unknown	Injury	Dark - Not Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86100648	No	No	Yes	26.33070	-81.80304	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	83696223	No	No	Yes	26.33074	-81.80119	2014	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86375834	No	No	Yes	26.33117	-81.77913	2016	Angle	Injury	Daylight	Wet	No	No	Yes	No	No	No	No
SSOGIS_Final	86371911	No	No	Yes	26.33099	-81.77921	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86103827	No	No	Yes	26.33117	-81.77913	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	86103993	No	No	Yes	26.33084	-81.79776	2016	Head On	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	86472838	No	No	Yes	26.30561	-81.79638	2016	All Other (Explain in Narrative)	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86375476	No	No	Yes	26.33099	-81.77944	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86379114	No	No	Yes	26.32460	-81.78350	2016	All Other (Explain in Narrative)	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86371321	No	No	Yes	26.33099	-81.77922	2016	Angle	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86372335	No	No	Yes	26.33099	-81.77934	2016	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86379920	No	No	Yes	26.33116	-81.77760	2016	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86376056	No	No	Yes	26.33117	-81.77888	2016	All Other (Explain in Narrative)	Injury	Dark - Lighted	Wet	No	No	Yes	No	No	No	No
SSOGIS_Final	86371558	No	No	Yes	26.33099	-81.77929	2016	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	86373079	No	No	Yes	26.33099	-81.77921	2016	Rear End	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86371162	No	No	Yes	26.32588	-81.78261	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86372241	No	No	Yes	26.33108	-81.78660	2016	All Other (Explain in Narrative)	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86378963	No	No	Yes	26.33099	-81.77921	2016	Head On	Injury	Dark - Lighted	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	85331473	No	No	Yes	26.31241	-81.79193	2016	All Other (Explain in Narrative)	Injury	Dusk	Dry	No	Yes	Yes	No	No	No	No
SSOGIS_Final	85367335	No	No	Yes	26.32863	-81.80581	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86380615	No	No	Yes	26.32835	-81.80578	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86380339	No	No	Yes	26.32849	-81.80579	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87668835	No	No	Yes	26.33116	-81.77852	2017	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86832649	No	No	Yes	26.32823	-81.80559	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87378500	No	No	Yes	26.33098	-81.77983	2017	Rear End	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	87377413	No	No	Yes	26.33143	-81.77904	2017	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87378951	No	No	Yes	26.33117	-81.77882	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86832567	No	No	Yes	26.32836	-81.80560	2017	Angle	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86829793	No	No	Yes	26.33090	-81.79530	2017	Angle	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85538827	No	No	Yes	26.33064	-81.80577	2017	Angle	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85544338	No	No	Yes	26.32833	-81.80559	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86380056	No	No	Yes	26.32823	-81.80559	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86832158	No	No	Yes	26.33074	-81.80130	2017	All Other (Explain in Narrative)	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86832168	No	No	Yes	26.32836	-81.80560	2017	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86478005	No	No	Yes	26.31235	-81.79181	2017	All Other (Explain in Narrative)	Injury	Dark - Lighted	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	87455468	No	No	Yes	26.30574	-81.79666	2017	Unknown	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87379577	No	No	Yes	26.33099	-81.77952	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86849245	No	No	Yes	26.29958	-81.80029	2017	All Other (Explain in Narrative)	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86833388	No	No	Yes	26.33117	-81.77913	2017	Angle	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	87668902	No	No	Yes	26.33117	-81.77904	2018	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87721118	No	No	Yes	26.33143	-81.77904	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

SSOGIS_Final	87719472	No	No	Yes	26.33117	-81.77913	2018	All Other (Explain in Narrative)	Property Damage Only	Dark - Lighted	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	87717795	No	No	Yes	26.33117	-81.77882	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87670269	No	No	Yes	26.33099	-81.77922	2018	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87669262	No	No	Yes	26.33116	-81.77852	2018	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	87718228	No	No	Yes	26.33116	-81.78127	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87719868	No	No	Yes	26.33099	-81.77921	2018	Head On	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	83751999	No	No	Yes	26.33284	-81.80617	2014	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	84153518	No	No	Yes	26.33069	-81.81106	2014	Angle	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	84793396	No	No	Yes	26.33049	-81.81143	2014	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	85882991	No	No	Yes	26.33051	-81.80935	2015	Rear End	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	85882785	No	No	Yes	26.33052	-81.80897	2015	Right Turn	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	86379415	No	No	Yes	26.32739	-81.78159	2016	Pedestrian	Injury	Dark - Lighted	Dry	No	Yes	Yes	No	No	Yes	No
SSOGIS_Final	86371874	No	No	Yes	26.33096	-81.77923	2016	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86375543	No	No	Yes	26.33068	-81.77941	2016	All Other (Explain in Narrative)	Property Damage Only	Daylight	Wet	No	No	No	No	Yes	No	No
SSOGIS_Final	86378778	No	No	Yes	26.33066	-81.80909	2016	Rear End	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86833738	No	No	Yes	26.32835	-81.80578	2017	Head On	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87377772	No	No	Yes	26.32836	-81.80560	2017	Angle	Property Damage Only	Dark - Lighted	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87379871	No	No	Yes	26.33099	-81.77957	2017	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	86830705	No	No	Yes	26.32895	-81.78054	2017	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	86831277	No	No	Yes	26.32836	-81.80560	2017	Head On	Injury	Dark - Lighted	Wet	No	No	Yes	No	No	No	No
SSOGIS_Final	87718569	No	No	Yes	26.33069	-81.77940	2018	Rear End	Injury	Daylight	Dry	No	No	Yes	No	No	No	No
SSOGIS_Final	87717697	No	No	Yes	26.33093	-81.77925	2018	All Other (Explain in Narrative)	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87668939	No	No	Yes	26.33066	-81.77942	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87669833	No	No	Yes	26.33039	-81.77959	2018	Rear End	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No
SSOGIS_Final	87718755	No	No	Yes	26.33051	-81.77952	2018	Left Turn	Property Damage Only	Daylight	Dry	No	No	No	No	Yes	No	No

Appendix B

- CR 887 (Old US 41) Project Corridor – General Crash Tables

CR 87 (Old US 41) from US 41 to Bonita Beach Road - Crash Tables

Table 1

Crash Type	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Rear End	18	31	22	21	39	131	56.7	26.2
Unknown/Other	11	8	7	6	6	38	16.5	7.6
Sideswipe	10	6	2	3	1	22	9.5	4.4
Left Turn	3	4	2	3	4	16	6.9	3.2
Angle	1	1	4	2	1	9	3.9	1.8
Head On	1	2	1	1	1	6	2.6	1.2
Pedestrian	0	1	2	0	0	3	1.3	0.6
Bicycle	0	0	1	1	0	2	0.9	0.4
Off Road	1	0	0	0	1	2	0.9	0.4
Animal	0	1	0	0	0	1	0.4	0.2
Rollover	1	0	0	0	0	1	0.4	0.2
TOTAL	**46**	**54**	**41**	**37**	**53**	**231**	**100**	**46.2**

Table 2

Crash Severity	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Property Damage Only	33	36	25	24	38	156	67.5	31.2
Injury	13	18	15	13	15	74	32.0	14.8
Fatality	0	0	1	0	0	1	0.4	0.2
TOTAL	**46**	**54**	**41**	**37**	**53**	**231**	**100**	**46.2**

Table 3

Lighting Condition	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Daylight	31	43	28	30	43	175	75.8	35
Dark	10	9	9	7	5	40	17.3	8
Dawn	3	1	1	0	3	8	3.5	1.6
Dusk	0	1	3	0	2	6	2.6	1.2
Unknown	2	0	0	0	0	2	0.9	0.4
TOTAL	**46**	**54**	**41**	**37**	**53**	**231**	**100**	**46.2**

Table 4

Surface Condition	Year					5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Dry	34	48	36	36	51	205	88.7	41
Wet	10	6	5	1	2	24	10.4	4.8
Other/Unknown	2	0	0	0	0	2	0.9	0.4
TOTAL	**46**	**54**	**41**	**37**	**53**	**231**	**100**	**46.2**

Table 5

Pedestrian & Bicycle Crashes						5 Year Total	Percent	Average Per Year
	2014	2015	2016	2017	2018			
Pedestrian	0	1	2	0	0	3	60.0	0.6
Bicycle	0	0	1	1	0	2	40.0	0.4
TOTAL	**0**	**1**	**3**	**1**	**0**	**5**	**100**	**1**

Table 6

Crash Severity	Number of Crashes	Comprehensive Crash Cost	Economic Loss
Fatality	1	$ 10,100,000	$ 10,100,000
Incapacitating	7	$ 818,636	$ 5,730,452
Non-Incapacitating	34	$ 163,254	$ 5,550,636
Possible Injury	33	$ 99,645	$ 3,288,285
Property Damage Only	156	$ 6,500	$ 1,014,000
		TOTAL	$ 25,683,373

Appendix C

- Statewide Average Crash Rates (Spots & Segments)
- Annual Average Daily Traffic (AADT) Data
- Safety Ratio Calculations

Florida Average Crash Rates for Urban Spots Crash Rates Per Million Vehicle Miles							
CC	**Category**	**2012**	**2013**	**2014**	**2015**	**2016**	**5 Year Average**
40	One Way 3 Legs	*0.750*	*0.822*	*0.994*	*0.982*	*1.031*	*0.937*
40	One Way 4 Legs	*0.778*	*0.900*	*1.053*	*1.064*	*1.064*	*0.988*
40	One Way 5 Legs	*1.091*	*1.578*	*1.842*	*1.602*	*1.615*	*1.390*
40	One Way 6 Legs	*1.510*	*2.169*	*1.616*	*0.802*	*0.856*	*0.383*
10	2-3 Lanes 2wy Div Rasd 3 Legs	*0.495*	*0.631*	*0.667*	*0.714*	*0.664*	*0.601*
10	2-3 Lanes 2wy Div Rasd 4 Legs	*0.423*	*0.551*	*0.587*	*0.528*	*0.633*	*0.562*
10	2-3 Lanes 2wy Div Rasd 5 Legs	*0.295*	*0.270*	*0.308*	*0.208*	*0.509*	*0.268*
10	2-3 Lanes 2wy Div Rasd 6 Legs	*0.000*	*0.000*	*0.660*	*0.000*	*0.694*	*0.462*
11	2-3 Lanes 2wy Div Pavd 3 Legs	*0.284*	*0.321*	*0.376*	*0.409*	*0.441*	*0.381*
11	2-3 Lanes 2wy Div Pavd 4 Legs	*0.457*	*0.507*	*0.614*	*0.690*	*0.742*	*0.623*
11	2-3 Lanes 2wy Div Pavd 5 Legs	*0.963*	*1.134*	*1.762*	*1.199*	*1.655*	*1.464*
11	2-3 Lanes 2wy Div Pavd 6 Legs	*0.000*	*0.209*	*0.412*	*0.200*	*0.000*	*0.000*
12	2-3 Lanes 2wy Undivided 3 Legs	*0.230*	*0.288*	*0.331*	*0.302*	*0.337*	*0.303*
12	2-3 Lanes 2wy Undivided 4 Legs	*0.303*	*0.367*	*0.335*	*0.326*	*0.344*	*0.315*
12	2-3 Lanes 2wy Undivided 5 Legs	*0.144*	*0.059*	*0.241*	*0.181*	*0.330*	*0.262*
12	2-3 Lanes 2wy Undivided 6 Legs	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
20	4-5 Lanes 2wy Div Rasd 3 Legs	*0.310*	*0.356*	*0.390*	*0.431*	*0.436*	*0.394*
20	4-5 Lanes 2wy Div Rasd 4 Legs	*0.461*	*0.528*	*0.604*	*0.643*	*0.653*	*0.587*
20	4-5 Lanes 2wy Div Rasd 5 Legs	*0.676*	*0.789*	*0.756*	*0.817*	*0.801*	*0.707*
20	4-5 Lanes 2wy Div Rasd 6 Legs	*0.739*	*0.950*	*1.131*	*1.008*	*1.191*	*1.051*
21	4-5 Lanes 2wy Div Pavd 3 Legs	*0.392*	*0.431*	*0.504*	*0.503*	*0.509*	*0.472*
21	4-5 Lanes 2wy Div Pavd 4 Legs	*0.585*	*0.653*	*0.737*	*0.803*	*0.804*	*0.722*
21	4-5 Lanes 2wy Div Pavd 5 Legs	*0.850*	*0.925*	*1.124*	*1.065*	*1.153*	*1.095*
21	4-5 Lanes 2wy Div Pavd 6 Legs	*0.824*	*0.975*	*1.004*	*1.134*	*0.998*	*0.897*
22	4-5 Lanes 2wy Undivided 3 Legs	*0.440*	*0.508*	*0.536*	*0.603*	*0.586*	*0.540*
22	4-5 Lanes 2wy Undivided 4 Legs	*0.623*	*0.727*	*0.767*	*0.774*	*0.805*	*0.738*
22	4-5 Lanes 2wy Undivided 5 Legs	*0.877*	*0.795*	*0.530*	*0.912*	*0.641*	*0.739*
22	4-5 Lanes 2wy Undivided 6 Legs	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
30	6+ Lanes 2wy Div Rasd 3 Legs	*0.350*	*0.397*	*0.444*	*0.467*	*0.519*	*0.451*
30	6+ Lanes 2wy Div Rasd 4 Legs	*0.667*	*0.754*	*0.843*	*0.913*	*0.939*	*0.826*
30	6+ Lanes 2wy Div Rasd 5 Legs	*0.900*	*0.894*	*1.010*	*1.111*	*1.271*	*1.051*
30	6+ Lanes 2wy Div Rasd 6 Legs	*0.380*	*0.636*	*0.707*	*0.883*	*0.788*	*0.741*

31	6+ Lanes 2wy Div Pavd 3 Legs	*0.349*	*0.424*	*0.473*	*0.456*	*0.531*	*0.446*
31	6+ Lanes 2wy Div Pavd 4 Legs	*0.624*	*0.667*	*0.750*	*0.782*	*0.730*	*0.668*
31	6+ Lanes 2wy Div Pavd 5 Legs	*0.375*	*0.511*	*0.848*	*0.854*	*1.041*	*0.920*
31	6+ Lanes 2wy Div Pavd 6 Legs	*4.259*	*2.884*	*0.000*	*0.000*	*0.000*	*0.000*
32	6+ Lanes 2wy Undivided 3 Legs	*4.049*	*3.730*	*4.168*	*2.559*	*2.426*	*2.889*
32	6+ Lanes 2wy Undivided 4 Legs	*3.313*	*4.162*	*5.841*	*5.317*	*4.904*	*4.188*
32	6+ Lanes 2wy Undivided 5 Legs	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
32	6+ Lanes 2wy Undivided 6 Legs	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
1	Interstate 3 Legs	*0.132*	*0.159*	*0.165*	*0.172*	*0.173*	*0.158*
1	Interstate 4 Legs	*0.140*	*0.152*	*0.126*	*0.143*	*0.132*	*0.131*
3	Toll Road 3 Legs	*0.122*	*0.156*	*0.156*	*0.146*	*0.139*	*0.142*
3	Toll Road 4 Legs	*0.199*	*0.207*	*0.150*	*0.101*	*0.102*	*0.110*
7	Ramp 3 Legs	*1.245*	*1.381*	*1.618*	*1.578*	*1.536*	*1.511*
7	Ramp 4 Legs	*0.753*	*0.434*	*1.305*	*1.526*	*1.285*	*1.187*
7	Ramp 5 Legs	*3.546*	*3.113*	*0.000*	*0.000*	*4.416*	*3.789*
5	Other Limited access 3 Legs	*0.308*	*0.295*	*0.312*	*0.288*	*0.275*	*0.297*
5	Other Limited access 4 Legs	*1.393*	*1.406*	*1.490*	*1.760*	*1.479*	*1.563*
5	Other Limited access 5 Legs	*0.518*	*0.000*	*0.000*	*5.177*	*3.653*	*5.782*

Florida Average Crash Rates for Urban Segments Crash Rates Per Million Vehicle							
CC	**Category**	**2012**	**2013**	**2014**	**2015**	**2016**	**5 Year Average**
40	One Way	*8.357*	*10.061*	*10.940*	*10.757*	*11.074*	*10.202*
10	2-3 Lanes 2wy Div Rasd	*4.857*	*6.004*	*6.267*	*7.535*	*8.169*	*6.575*
11	2-3 Lanes 2wy Div Pavd	*4.018*	*4.654*	*5.428*	*6.238*	*6.661*	*5.391*
12	2-3 Lanes 2wy Undivided	*2.685*	*3.198*	*3.461*	*3.452*	*3.892*	*3.330*
20	4-5 Lanes 2wy Div Rasd	*2.756*	*3.168*	*3.495*	*3.753*	*3.799*	*3.412*
21	4-5 Lanes 2wy Div Pavd	*4.665*	*5.141*	*5.795*	*6.162*	*6.156*	*5.600*
22	4-5 Lanes 2wy Undivided	*5.228*	*6.067*	*6.263*	*6.992*	*7.043*	*6.319*
30	6+ Lanes 2wy Div Rasd	*3.570*	*4.085*	*4.511*	*4.867*	*5.019*	*4.431*
31	6+ Lanes 2wy Div Pavd	*4.197*	*4.760*	*5.175*	*5.493*	*5.394*	*5.026*
32	6+ Lanes 2wy Undivided	*39.769*	*54.148*	*71.186*	*68.039*	*68.097*	*58.784*
1	Interstate	*0.771*	*0.888*	*0.907*	*0.991*	*1.039*	*0.924*
3	Toll Road	*0.609*	*0.766*	*0.761*	*0.779*	*0.739*	*0.736*
7	Ramp	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
5	Other Limited access	*1.873*	*1.803*	*1.928*	*2.089*	*1.983*	*1.935*

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0018 - SR45/US41, N OF CR846/IMMOKALEE RD/111TH AV CC564

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	52500 C	S 25500	N 27000	9.00	53.70	4.00
2017	56500 C	S 29500	N 27000	9.00	56.20	2.90
2016	61000 C	S 30000	N 31000	9.00	56.80	3.10
2015	56500 C	S 28000	N 28500	9.00	55.90	3.10
2014	53500 C	S 26500	N 27000	9.00	56.20	3.10
2013	53500 C	S 26500	N 27000	9.00	55.70	2.80
2012	51500 C	S 25500	N 26000	9.00	55.60	2.80
2011	53500 C	S 26500	N 27000	9.00	55.20	2.30
2010	59000 C	S 29000	N 30000	10.26	55.44	2.10
2009	57000 C	S 27500	N 29500	10.94	55.85	2.20
2008	60000 C	S 29500	N 30500	10.83	56.26	3.10
2007	61000 C	S 30000	N 31000	10.40	55.47	3.20
2006	61500 C	S 30500	N 31000	10.22	56.00	2.70
2005	58500 C	S 28500	N 30000	10.30	57.10	7.20
2004	52000 C	S 27000	N 25000	10.00	57.10	7.20
2003	53500 C	S 26500	N 27000	9.90	56.70	7.20

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 0179 - SR-45/US-41, N OF CR 887/OLD US 41

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	39000 C	S 19500	N 19500	9.00	53.70	4.10
2017	39000 C	S 19000	N 20000	9.00	56.20	2.90
2016	38500 C	S 19000	N 19500	9.00	56.80	2.90
2015	39500 C	S 19500	N 20000	9.00	55.90	2.90
2014	36000 C	S 17500	N 18500	9.00	56.20	3.00
2013	35500 C	S 17500	N 18000	9.00	55.70	2.70
2012	35500 C	S 17500	N 18000	9.00	55.60	2.70
2011	36500 C	S 18000	N 18500	9.00	55.20	2.20
2010	37000 C	S 18500	N 18500	10.26	55.44	2.60

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 03 - COLLIER

SITE: 4152 - CR-887/OLD 41 RD, 260 FT E OF US-41/TAMIAMI TRL

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	15900 C	N	8200	S	7700	9.00	56.50	5.20
2017	16000 T	N	8000	S	8000	9.00	56.80	3.00
2016	15600 S	N	7800	S	7800	9.00	57.40	6.00
2015	15000 F	N	7500	S	7500	9.00	57.20	6.00
2014	14400 C	N	7200	S	7200	9.00	56.50	6.00
2013	12500 S		0		0	9.00	56.00	2.70
2012	12500 F		0		0	9.00	56.20	2.70
2011	12500 C	N	0	S	0	9.00	56.50	2.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 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
2018	51000 C	N 25000	S 26000	9.00	53.30	4.10
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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 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
2018	38000 C	E 19000	W 19000	9.00	53.30	4.10
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

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 12 - LEE

SITE: 4641 - C.R. 887, NORTH OF BONITA BEACH ROAD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	11500 C	N	5600	S	5900	9.00	53.30	4.80
2017	14400 E	N		S		9.00	59.80	4.20
2016	14400 S	N	7100	S	7300	9.00	58.80	5.20
2015	14000 F	N	6900	S	7100	9.00	55.50	5.20
2014	13400 C	N	6600	S	6800	9.00	55.20	5.20
2013	13000 S		0		0	9.00	55.00	3.30
2012	13000 F		0		0	9.00	55.30	2.90
2011	13000 C	N	0	S	0	9.00	55.20	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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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
2018 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
2018	25080 C	0	0	9.00	52.80	2.60
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

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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
2018 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6016 - OLD 41 RD/CR 887, 300' N OF COLLIER CO/L, PTMS 2016, LCPR 16

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	14656 C		0		0	9.00	64.70	4.10
2017	14200 F		0		0	9.00	64.70	4.20
2016	13708 C	N	7156	S	6552	9.00	64.70	4.00
2015	13731 C	N	7096	S	6635	9.00	62.90	2.50
2014	12920 C	N	6657	S	6263	9.00	62.80	2.90
2013	11946 C	N	6175	S	5771	9.00	60.60	3.30
2012	11526 C	N	5933	S	5593	9.00	59.80	2.90
2011	11765 C	N	6037	S	5728	9.00	59.40	2.80
2010	11488 C	N	5924	S	5564	11.31	59.49	2.80
2009	10983 C	N	5784	S	5199	11.73	61.68	3.20
2008	11605 C	N	5943	S	5662	11.38	62.14	5.40

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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
2018 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
2018	33153 C	0	0	9.00	57.80	4.10
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

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

No.	Intersection	No. of Crashes				
		2014	2015	2016	2017	2018
1	Old US 41 and US 41	20	24	11	14	13
2	Old US 41 and Bonita Beach Rd	12	17	12	8	18
3	Bonita Beach Rd and Publix Ent	3	5	9	7	5
4	Bonita Beach Rd and US 41	54	62	67	65	65
5	Bonita Beach Rd and Arroyal Rd	15	22	9	18	16
6	Bonita Beach Rd and Spanish Wells Blvd	3	12	6	16	12
7	Bonita Beach Rd and Race Track Rd	8	5	10	14	18
8	US 41 and Woods Edge Pkwy	7	7	5	14	6
9	US 41 and North Boston Rd	4	4	9	9	11

No.	Intersection	2014 AADT				
		North Leg	South Leg	East Leg	West Leg	Total Entering Vehicles
1	Old US 41 and US 41	36000	53500	14400		51950
2	Old US 41 and Bonita Beach Rd	13400	12900	35500	35500	48650
3	Bonita Beach Rd and Publix Ent	0	0	24400	24400	24400
4	Bonita Beach Rd and US 41	47000	34100	35500	24400	70500
5	Bonita Beach Rd and Arroyal Rd	3100	0	35500	35500	37050
6	Bonita Beach Rd and Spanish Wells Blvd	0	0	35500	35500	35500
7	Bonita Beach Rd and Race Track Rd		0	35500	35500	35500
8	US 41 and Woods Edge Pkwy	34100	36000		2600	36350
9	US 41 and North Boston Rd	47000	47000	0	0	47000

Note: AADT volumes along minor cross-streets were not available for intersections 2, 5, 6 & 8. The total entering vehicles will be higher

No.	Intersection	2015 AADT				
		North Leg	South Leg	East Leg	West Leg	Total Entering Vehicles
1	Old US 41 and US 41	39500	56500	15000		55500
2	Old US 41 and Bonita Beach Rd	14000	13700	37000	37000	50850
3	Bonita Beach Rd and Publix Ent	0	0	25200	25200	25200
4	Bonita Beach Rd and US 41	56500	34900	37000	25200	76800
5	Bonita Beach Rd and Arroyal Rd	3100	0	37000	37000	38550
6	Bonita Beach Rd and Spanish Wells Blvd	0	0	37000	37000	37000
7	Bonita Beach Rd and Race Track Rd		0	37000	37000	37000
8	US 41 and Woods Edge Pkwy	34900	39500		2600	38500
9	US 41 and North Boston Rd	56500	56500	0	0	56500

Note: AADT volumes along minor cross-streets were not available for intersections 2, 5, 6,7 & 9. The total entering vehicles will be higher

No.	Intersection	2016 AADT				
		North Leg	South Leg	East Leg	West Leg	Total Entering Vehicles
1	Old US 41 and US 41	38500	61000	15600		57550
2	Old US 41 and Bonita Beach Rd	14400	13700	38000	38000	52050
3	Bonita Beach Rd and Publix Ent	0	0	25300	25300	25300
4	Bonita Beach Rd and US 41	57500	36500	38000	25300	78650
5	Bonita Beach Rd and Arroyal Rd	3300	0	38000	38000	39650
6	Bonita Beach Rd and Spanish Wells Blvd	0	0	38000	38000	38000
7	Bonita Beach Rd and Race Track Rd		0	38000	38000	38000
8	US 41 and Woods Edge Pkwy	36500	38500		2600	38800
9	US 41 and North Boston Rd	57500	57500	0	0	57500

Note: AADT volumes along minor cross-streets were not available for intersections 2, 5, 6,7 & 9. The total entering vehicles will be higher

No.	Intersection	2017 AADT				
		North Leg	South Leg	East Leg	West Leg	Total Entering Vehicles
1	Old US 41 and US 41	39000	56500	16000		55750
2	Old US 41 and Bonita Beach Rd	14400	14200	38000	38000	52300
3	Bonita Beach Rd and Publix Ent	0	0	25000	25000	25000
4	Bonita Beach Rd and US 41	52500	37500	38000	25000	76500
5	Bonita Beach Rd and Arroyal Rd	3300	0	38000	38000	39650
6	Bonita Beach Rd and Spanish Wells Blvd	0	0	38000	38000	38000
7	Bonita Beach Rd and Race Track Rd		0	38000	38000	38000
8	US 41 and Woods Edge Pkwy	37500	39000		2600	39550
9	US 41 and North Boston Rd	52500	52500	0	0	52500

Note: AADT volumes along minor cross-streets were not available for intersections 2, 5, 6,7 & 9. The total entering vehicles will be higher

No.	Intersection	2018 AADT				
		North Leg	South Leg	East Leg	West Leg	Total Entering Vehicles
1	Old US 41 and US 41	39000	52500	15900		53700
2	Old US 41 and Bonita Beach Rd	11500	14700	38000	38000	51100
3	Bonita Beach Rd and Publix Ent	0	0	25100	25100	25100
4	Bonita Beach Rd and US 41	51000	33200	38000	25100	73650
5	Bonita Beach Rd and Arroyal Rd	3700	0	38000	38000	39850
6	Bonita Beach Rd and Spanish Wells Blvd	0	0	38000	38000	38000
7	Bonita Beach Rd and Race Track Rd		0	38000	38000	38000
8	US 41 and Woods Edge Pkwy	33200	39000		2600	37400
9	US 41 and North Boston Rd	51000	51000	0	0	51000

Note: AADT volumes along minor cross-streets were not available for intersections 2, 5, 6,7 & 9. The total entering vehicles will be higher

No.	Intersection	No. of Crashes				
		2014	2015	2016	2017	2018
1	Old US 41 and US 41	20	24	11	14	13
2	Old US 41 and Bonita Beach Rd	12	17	12	8	18
3	Bonita Beach Rd and Publix Ent	3	5	9	7	5
4	Bonita Beach Rd and US 41	54	62	67	65	65
5	Bonita Beach Rd and Arroyal Rd	15	22	9	18	16
6	Bonita Beach Rd and Spanish Wells Blvd	3	12	6	16	12
7	Bonita Beach Rd and Race Track Rd	8	5	10	14	18
8	US 41 and Woods Edge Pkwy	7	7	5	14	6
9	US 41 and North Boston Rd	4	4	9	9	11

No.	Intersection	Total Entering Vehicles					
		2014	2015	2016	2017	2018	Average
1	Old US 41 and US 41	51950	55500	57550	55750	53700	54900
2	Old US 41 and Bonita Beach Rd	48650	50850	52050	52300	51100	51000
3	Bonita Beach Rd and Publix Ent	24400	25200	25300	25000	25100	25000
4	Bonita Beach Rd and US 41	70500	76800	78650	76500	73650	75200
5	Bonita Beach Rd and Arroyal Rd	37050	38550	39650	39650	39850	39000
6	Bonita Beach Rd and Spanish Wells Blvd	35500	37000	38000	38000	38000	37300
7	Bonita Beach Rd and Race Track Rd	35500	37000	38000	38000	38000	37300
8	US 41 and Woods Edge Pkwy	36350	38500	38800	39550	37400	38100
9	US 41 and North Boston Rd	47000	56500	57500	52500	51000	52900

No.	Intersection	Crash Rate					
		2014	2015	2016	2017	2018	Average
1	Old US 41 and US 41	1.05	1.18	0.52	0.69	0.66	0.82
2	Old US 41 and Bonita Beach Rd	0.68	0.92	0.63	0.42	0.97	0.72
3	Bonita Beach Rd and Publix Ent	0.34	0.54	0.97	0.77	0.55	0.63
4	Bonita Beach Rd and US 41	2.10	2.21	2.33	2.33	2.42	2.28
5	Bonita Beach Rd and Arroyal Rd	1.11	1.56	0.62	1.24	1.10	1.13
6	Bonita Beach Rd and Spanish Wells Blvd	0.23	0.89	0.43	1.15	0.87	0.71
7	Bonita Beach Rd and Race Track Rd	0.62	0.37	0.72	1.01	1.30	0.80
8	US 41 and Woods Edge Pkwy	0.53	0.50	0.35	0.97	0.44	0.56
9	US 41 and North Boston Rd	0.23	0.19	0.43	0.47	0.59	0.38

No.	Intersection	Statewide Average Crash Rates					
		2014	2015	2016	2017	2018	Average
1	Old US 41 and US 41	0.84	0.91	0.94	0.94	0.94	0.91
2	Old US 41 and Bonita Beach Rd	0.60	0.64	0.65	0.65	0.65	0.64
3	Bonita Beach Rd and Publix Ent	0.67	0.71	0.66	0.66	0.66	0.67
4	Bonita Beach Rd and US 41	0.84	0.91	0.94	0.94	0.94	0.91
5	Bonita Beach Rd and Arroyal Rd	0.60	0.64	0.65	0.65	0.65	0.64
6	Bonita Beach Rd and Spanish Wells Blvd	0.60	0.64	0.65	0.65	0.65	0.64
7	Bonita Beach Rd and Race Track Rd	0.60	0.64	0.65	0.65	0.65	0.64
8	US 41 and Woods Edge Pkwy	0.84	0.91	0.94	0.94	0.94	0.91
9	US 41 and North Boston Rd	0.84	0.91	0.94	0.94	0.94	0.91

Note: . Statewide average crash rate was not available for the years 2017 & 2018. Therefore, year 2016 statewide average crash rates was assumed for the years 2017 & 2018

No.	Intersection	Safety Ratio					
		2014	2015	2016	2017	2018	Average
1	Old US 41 and US 41	1.25	1.30	0.56	0.73	0.71	0.91
2	Old US 41 and Bonita Beach Rd	1.12	1.42	0.97	0.64	1.48	1.13
3	Bonita Beach Rd and Publix Ent	0.51	0.76	1.47	1.16	0.82	0.94
4	Bonita Beach Rd and US 41	2.49	2.42	2.49	2.48	2.58	2.49
5	Bonita Beach Rd and Arroyal Rd	1.84	2.43	0.95	1.90	1.68	1.76
6	Bonita Beach Rd and Spanish Wells Blvd	0.38	1.38	0.66	1.77	1.32	1.10
7	Bonita Beach Rd and Race Track Rd	1.02	0.58	1.10	1.55	1.99	1.25
8	US 41 and Woods Edge Pkwy	0.63	0.55	0.38	1.03	0.47	0.61
9	US 41 and North Boston Rd	0.28	0.21	0.46	0.50	0.63	0.42

Note: Intersections with crash rates higher than the statewide average crash rates are highlighted in red.

No.	Intersection	Crash Type														
		Angle	Animal	Bicycle	Head On	Left Turn	Off Road	edestria	Rear End	Right Turn	Rollover	Sideswipe	Unknown	Other	Explain in	TOTAL
1	Old US 41 and US 41	1	0	1	1	3	1	0	56	0	0	11	5	2	1	82
2	Old US 41 and Bonita Beach Rd	5	0	0	3	8	0	0	40	0	0	4	1	2	4	67
3	Bonita Beach Rd and Publix Ent	0	0	2	1	4	2	0	11	3	0	2	0	4	0	29
4	Bonita Beach Rd and US 41	9	0	2	9	19	1	4	185	6	1	46	6	25	0	313
5	Bonita Beach Rd and Arroyal Rd	3	0	1	2	18	1	0	35	2	0	10	4	4	0	80
6	Bonita Beach Rd and Spanish Wells Blvd	3	0	2	1	3	7	1	22	0	0	4	0	6	0	49
7	Bonita Beach Rd and Race Track Rd	1	0	3	0	10	0	0	27	2	0	9	0	3	0	55
8	US 41 and Woods Edge Pkwy	1	0	1	1	1	0	0	27	0	0	4	0	3	1	39
9	US 41 and North Boston Rd	1	0	2	0	2	1	0	25	0	0	4	1	1	0	37
		24	**0**	**14**	**18**	**68**	**13**	**5**	**428**	**13**	**1**	**94**	**17**	**50**	**6**	**751**

No.	Roadway	From	To	Segment Length (mi)	No. of Crashes				
					2014	2015	2016	2017	2018
1	Old US 41	US 41	Bonita Beach Rd	2.73	14	13	18	15	22
2	Bonita Beach Rd	Windsor	Publix Entrance	0.12	10	5	17	9	15
3	Bonita Beach Rd	Publix Ent	US 41	0.19					
4	Bonita Beach Rd	US 41	Arroyal Rd	0.18					
5	Bonita Beach Rd	Arroyal Rd	Spanish Wells Blvd	0.29	1	3	1	2	3
6	Bonita Beach Rd	Spanish Wells Blvd	Old US 41	1.19	14	27	23	19	20
7	Bonita Beach Rd	Old US 41	Race Track Rd	0.27	2	0	1	0	0
8	US 41	Old US 41	Woods Edge Pkwy	1.42	2	14	6	6	11
9	US 41	Woods Edge Pkwy	Bonita Beach Rd	0.86	17	11	15	28	15
10	US 41	Bonita Beach Rd	North Boston Rd	0.25	10	13	7	14	5

Note: Crashes along segments 2 & 3 were included in the intersections as the segments are short and the crashes fall under intersection influence area

				AADT					
No.	Roadway	From	To	2014	2015	2016	2017	2018	Average
1	Old US 41	US 41	Bonita Beach Rd	14400	15000	15600	16000	15900	15400
2	Bonita Beach Rd	Windsor	Publix Entrance	24400	25200	25300	25000	25100	25000
3	Bonita Beach Rd	Publix Ent	US 41	24400	25200	25300	25000	25100	25000
4	Bonita Beach Rd	US 41	Arroyal Rd	35500	37000	38000	38000	38000	37300
5	Bonita Beach Rd	Arroyal Rd	Spanish Wells Blvd	35500	37000	38000	38000	38000	37300
6	Bonita Beach Rd	Spanish Wells Blvd	Old US 41	35500	37000	38000	38000	38000	37300
7	Bonita Beach Rd	Old US 41	Race Track Rd	35500	37000	38000	38000	38000	37300
8	US 41	Old US 41	Woods Edge Pkwy	36000	39500	38500	39000	39000	38400
9	US 41	Woods Edge Pkwy	Bonita Beach Rd	34100	34900	36500	37500	33200	35200
10	US 41	Bonita Beach Rd	North Boston Rd	47000	56500	57500	52500	51000	52900

Note: For segments with no AADT volume data, adjacent segment AADT volume data was assumed

				Crash Rate					
No.	Roadway	From	To	2014	2015	2016	2017	2018	Average
1	Old US 41	US 41	Bonita Beach Rd	0.98	0.87	1.16	0.94	1.39	1.07
2	Bonita Beach Rd	Windsor	Publix Entrance	9.36	4.53	15.34	8.22	13.64	10.22
3	Bonita Beach Rd	Publix Ent	US 41	0.00	0.00	0.00	0.00	0.00	0.00
4	Bonita Beach Rd	US 41	Arroyal Rd	0.00	0.00	0.00	0.00	0.00	0.00
5	Bonita Beach Rd	Arroyal Rd	Spanish Wells Blvd	0.27	0.77	0.25	0.50	0.75	0.50
6	Bonita Beach Rd	Spanish Wells Blvd	Old US 41	0.91	1.68	1.39	1.15	1.21	1.27
7	Bonita Beach Rd	Old US 41	Race Track Rd	0.57	0.00	0.27	0.00	0.00	0.17
8	US 41	Old US 41	Woods Edge Pkwy	0.11	0.68	0.30	0.30	0.54	0.39
9	US 41	Woods Edge Pkwy	Bonita Beach Rd	1.59	1.00	1.31	2.38	1.44	1.54
10	US 41	Bonita Beach Rd	North Boston Rd	2.33	2.52	1.33	2.92	1.07	2.04

				Statewide Average Crash Rates					
No.	Roadway	From	To	2014	2015	2016	2017	2018	Average
1	Old US 41	US 41	Bonita Beach Rd	3.46	3.45	3.89	3.89	3.89	3.72
2	Bonita Beach Rd	Windsor	Publix Entrance	3.50	3.75	3.80	3.80	3.80	3.73
3	Bonita Beach Rd	Publix Ent	US 41	3.50	3.75	3.80	3.80	3.80	3.73
4	Bonita Beach Rd	US 41	Arroyal Rd	3.50	3.75	3.80	3.80	3.80	3.73
5	Bonita Beach Rd	Arroyal Rd	Spanish Wells Blvd	3.50	3.75	3.80	3.80	3.80	3.73
6	Bonita Beach Rd	Spanish Wells Blvd	Old US 41	3.50	3.75	3.80	3.80	3.80	3.73
7	Bonita Beach Rd	Old US 41	Race Track Rd	3.50	3.75	3.80	3.80	3.80	3.73
8	US 41	Old US 41	Woods Edge Pkwy	4.51	4.87	5.02	5.02	5.02	4.89
9	US 41	Woods Edge Pkwy	Bonita Beach Rd	4.51	4.87	5.02	5.02	5.02	4.89
10	US 41	Bonita Beach Rd	North Boston Rd	4.51	4.87	5.02	5.02	5.02	4.89

Note: . Statewide average crash rate was not available for the years 2017 & 2018. Therefore, year 2016 statewide average crash rates was assumed for the years 2017 & 2018

				Safety Ratio					
No.	Roadway	From	To	2014	2015	2016	2017	2018	Average
1	Old US 41	US 41	Bonita Beach Rd	0.28	0.25	0.30	0.24	0.36	0.29
2	Bonita Beach Rd	Windsor	Publix Entrance	2.68	1.21	4.04	2.16	3.59	2.74
3	Bonita Beach Rd	Publix Ent	US 41	0.00	0.00	0.00	0.00	0.00	0.00
4	Bonita Beach Rd	US 41	Arroyal Rd	0.00	0.00	0.00	0.00	0.00	0.00
5	Bonita Beach Rd	Arroyal Rd	Spanish Wells Blvd	0.08	0.20	0.07	0.13	0.20	0.13
6	Bonita Beach Rd	Spanish Wells Blvd	Old US 41	0.26	0.45	0.37	0.30	0.32	0.34
7	Bonita Beach Rd	Old US 41	Race Track Rd	0.16	0.00	0.07	0.00	0.00	0.05
8	US 41	Old US 41	Woods Edge Pkwy	0.02	0.14	0.06	0.06	0.11	0.08
9	US 41	Woods Edge Pkwy	Bonita Beach Rd	0.35	0.21	0.26	0.47	0.29	0.32
10	US 41	Bonita Beach Rd	North Boston Rd	0.52	0.52	0.27	0.58	0.21	0.42

Note: Segments with crash rates higher than the statewide average crash rates are highlighted in red.

				Crash Type														
No.	Roadway	From	To	Angle	Animal	Bicycle	Head On	Left Turn	Off Road	edestria	Rear End	Right Turn	Rollover	Sideswipe	Unknown	Other	Explain in	TOTAL
1	Old US 41	US 41	Bonita Beach Rd	3	1	1	2	5	1	3	35	0	1	7	5	12	6	82
2	Bonita Beach Rd	Windsor	Publix Entrance	6	0	1	1	13	1	1	27	1	1	2	0	2	0	56
3	Bonita Beach Rd	Publix Ent	US 41															
4	Bonita Beach Rd	US 41	Arroyal Rd															
5	Bonita Beach Rd	Arroyal Rd	Spanish Wells Blvd	0	0	0	0	0	3	0	2	0	0	2	1	1	1	10
6	Bonita Beach Rd	Spanish Wells Blvd	Old US 41	6	0	5	0	11	2	1	43	3	0	15	4	11	2	103
7	Bonita Beach Rd	Old US 41	Race Track Rd	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3
8	US 41	Old US 41	Woods Edge Pkwy	3	0	1	0	2	2	0	13	0	0	10	4	4	0	39
9	US 41	Woods Edge Pkwy	Bonita Beach Rd	16	0	3	5	12	4	2	22	2	1	9	1	6	3	86
10	US 41	Bonita Beach Rd	North Boston Rd	4	0	0	2	2	1	1	28	0	0	7	1	3	0	49
				38	**1**	**11**	**10**	**46**	**14**	**8**	**171**	**6**	**3**	**52**	**16**	**40**	**12**	**428**

Appendix D: Existing Conditions Update and Future Year No Build Analysis Technical Memorandum

MEMORANDUM

402 S. Kentucky Avenue
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Date: December 1, 2022

To: Steven Andrews

From: Stuart Samberg, PE, PTOE, PTP, RSP (RK&K)

CC: File

Re: CR 887 (Old US 41) Project Development and Environment Study
Collier and Lee Counties, Florida
Financial Project ID: 435110-1-22-01 & 435347-1-22-01
Existing Conditions Update and Future Year No Build Memo

INTRODUCTION

The Florida Department of Transportation (FDOT), District 1, is conducting a Project Development and Environment (PD&E) study for potential improvements to Old US 41 / County Road (CR) 887 from US 41 / Tamiami Trail to CR 865 / Bonita Beach Road in Collier and Lee Counties, approximately 2.73 miles. The study area is shown in **Figure 1**.

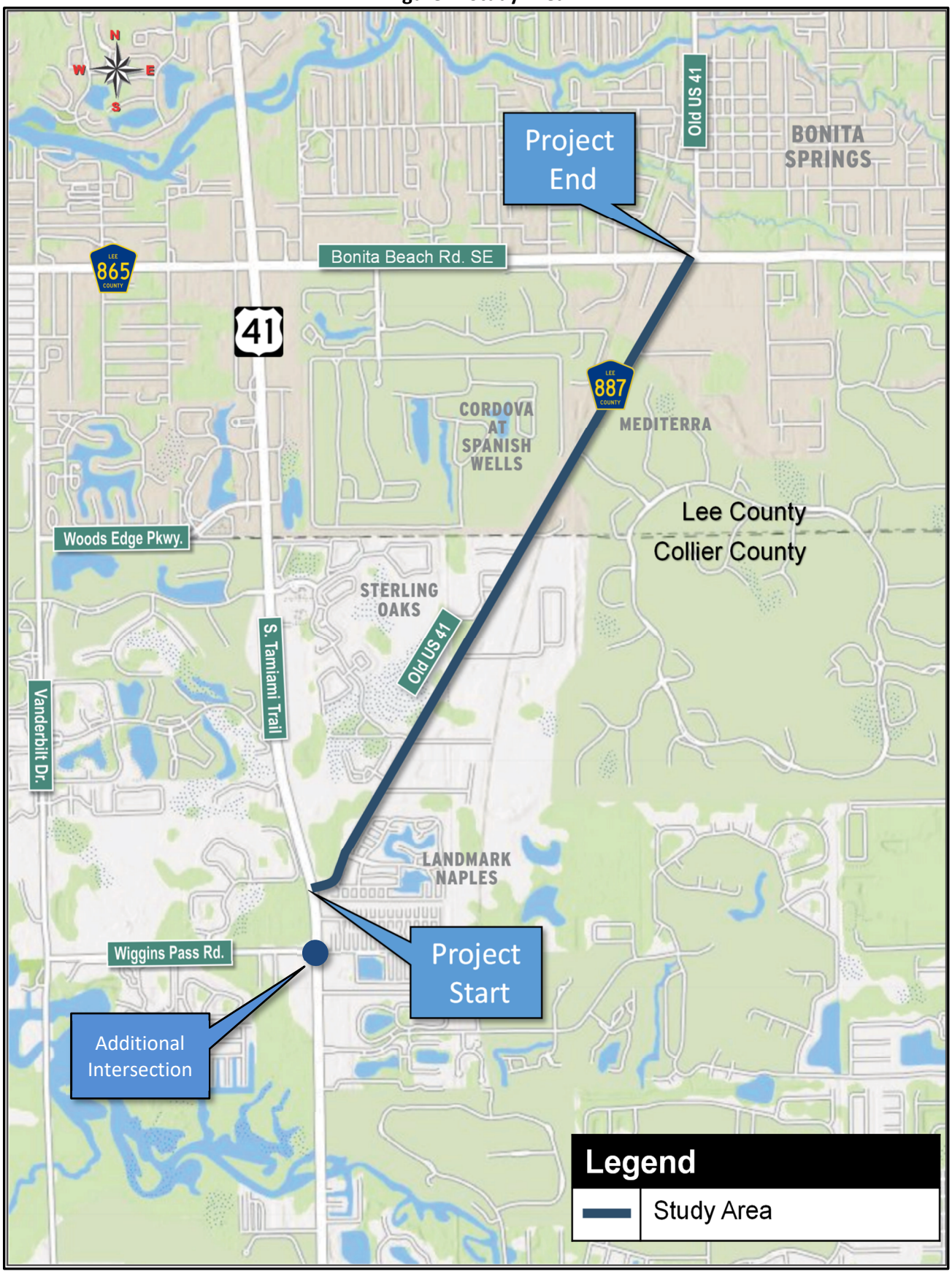
The purpose of this PD&E study is to evaluate, and document potential engineering and environmental effects of improvements needed to relieve existing congestion and accommodate future travel demand from projected population and employment growth in the area.

This memorandum is an update to the memorandum from June 2020, which included model calibration and Existing Conditions analysis results. Upon FDOT request, an additional intersection was added to the study network – US 41 at Wiggins Pass Road. It must be noted that the model calibration and results for the Existing Conditions were approved by FDOT on June 4, 2020, and as part of the revised scope, the only change included the additional intersection which was calibrated for traffic volumes only. Additionally, this document presents the results of the future year (2045) no build conditions

The existing condition model calibration and analysis results developed based on the procedure and assumptions presented in the "*Traffic Analysis Methodology Report"* submitted to FDOT in January 2020 are presented in **Appendix A**.

For the purposes of this memorandum, Old US 41 is assumed to run in the north-south direction except at its intersection with US 41, where it is assumed to be oriented in the east-west direction.

Figure 1. Study Area



DATA COLLECTION

To generate and calibrate the *VISSIM* model, existing data including five (5) 72-hour bi-directional volume counts, three (3) 7-day vehicle classification counts, nine (9) 12-hour turning movement counts, and a 4-hour queue survey, were collected. The locations for traffic counts are shown in **Figure 2.** Travel time runs were also performed on Old US 41 from US 41 to Bonita Beach Road along both northbound and southbound directions. These data were used to calibrate and validate the existing conditions *VISSIM* model.

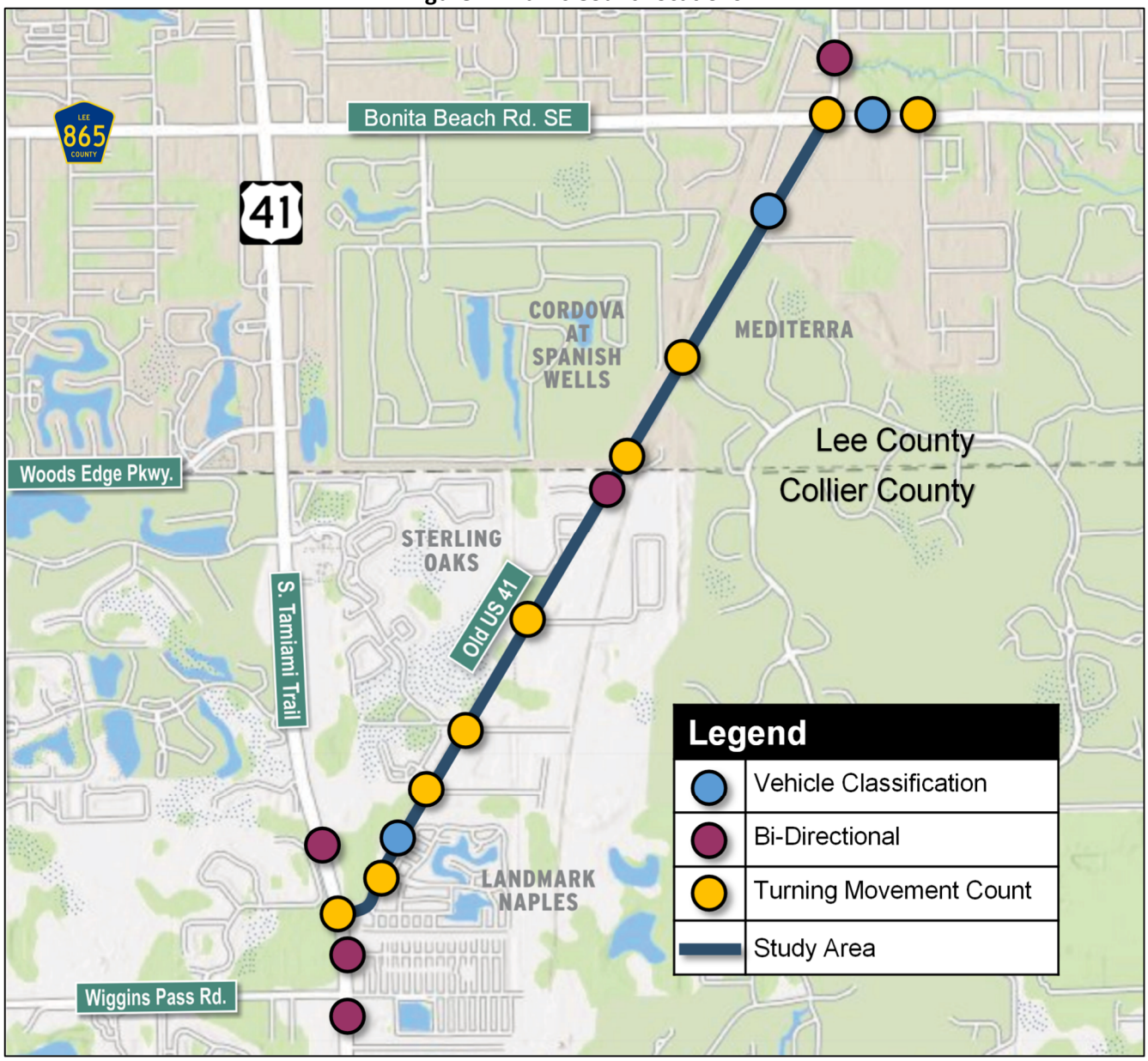
- Five (5) 72-hour bi-directional volume counts
  - US 41 south of Wiggins Pass Road
  - US 41 between Wiggins Pass Road and Old US 41
  - US 41 north of Old US 41
  - Old US 41 south of the Collier County line
  - Old US 41 north of Bonita Beach Road

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

- Nine (9) 12-hour turning movement counts
  - US 41 at Old US 41
  - Old US 41 at Gulf Coast Drive
  - Old US 41 at Collier Center Way
  - Old US 41 at Sun Century Road
  - Old US 41 at Rail Head Boulevard
  - Old US 41 at Via Palacio Avenue
  - Old US 41 at Mediterra Drive
  - Bonita Beach Road at Old US 41
  - Bonita Beach Road at Race Track Road

- One (1) 4-hour queue survey
  - Bonita Beach Road at Old US 41

Figure 2. Traffic Count Locations



TRAFFIC VOLUME DEVELOMENT

Traffic data was collected as mentioned in the previous section. The *2019 FDOT Project Traffic Forecasting Handbook* guidance is to convert short-term traffic counts to an estimated AADT (Section 2.10) using seasonal and axle factors, and this process ensures that data collection periods address seasonal volumes and truck traffic on a corridor. The collected data was therefore adjusted to develop an initial 2019 Annual Average Daily Traffic (AADT); the adjustments included peak season and axle factors. The initial AADT's were developed from the turning movement count approach volumes and bi-directional and vehicle classification counts, except for the intersection of US 41 at Wiggins Pass Road; since no turning movement counts were collected at this location, AADT's from FDOT's Florida Traffic Online Application were utilized to develop initial AADT's on US 41 south of Wiggins Pass Road and Wiggins Pass Road west of US 41. The tables used to calculate these initial AADT's are shown in **Appendix B**.

The initial 2019 AADT's were balanced throughout the corridor to minimize volume differences between intersections, and the balanced corridor AADT's were referred to as the recommended AADT. The Standard-K and Directional Factors were applied to the recommended AADT's to develop a directional volume. The directional volume was then multiplied by existing turning movement volume percentages to develop 2019 design hour turning movement volumes (DHTMV), for the intersection of US 41 at Wiggins Pass Road (where not turning movement counts were collected), the turning movement volume percentages from the adjacent intersection of US 41 at Old US 41 were utilized. The DHTMV's are used for the analysis instead of field counts to mitigate data collection variability that could have an outsize influence on a project. The 2019 DHTMV were therefore used in the development of existing AM and PM microsimulation models. The existing condition 2019 traffic volumes and the related tables are presented in **Appendix B**. **Appendix C** presents the comparison of field collected traffic data versus the model input data based on DHTMV.

MODEL DEVELOPMENT

The microsimulation model was developed utilizing *VISSIM* Version 11.00-06. The model development and calibration followed the guidelines presented in *FDOT's Traffic Analysis Handbook* from March 2014.

The *VISSIM* network was developed based on aerial and street-level imagery of the study area, which were used to identify and verify lane geometry, medians, signal types, pedestrian crossings, and speed limits. The railway crossing south of Mediterra Drive was observed to not impact peak hour traffic operations and was therefore not included in the model.

Existing AM and PM signal timings were coded into the model based on signal timing data provided by Lee and Collier Counties, which included signal timing data for the intersections of US 41 at Old US 41 and Bonita Beach Road at Race Track Road. No signal timing plans were provided for the Old US 41 intersection at Bonita Beach Road. Additionally, the timing plan provided for the T-intersection at Bonita Beach Road at Race Track Road indicated the presence of phase 8 for southbound operations, which is inconsistent based on existing geometry. Therefore, splits for the Bonita Beach Road intersections at Old US 41 and Race Track Road were based on optimized timings from *Synchro*. Signal phasing for the intersection of Old US 41 at Bonita Beach Road were coded based on data collected during field observations and further confirmed by Google Streetview.

The model was run with a 30-minute seeding period and a one-hour evaluation period with volumes loaded in 15-minute increments. The turning movement volumes were coded using Static Routing Decisions within *VISSIM* and the decision points were combined using the "combine routes" option, which essentially provides vehicles pre-established paths. Model verification was completed by loading 50% and 100% demand to find and correct any initial coding errors prior to calibration. In both the AM and PM peak hour models, demand violation issues were observed at northbound US 41 at Old US 41 in which several vehicles were removed from the northbound approach link at the intersection after waiting for a lane change. Upon checking the box for "cooperative lane change" (under driving behavior settings as suggested by the *FDOT Traffic Analysis Handbook*), increasing lane change distance, and extending the link further upstream, the number of vehicles removed from the link was greatly reduced during follow-up simulation runs. No other issues were observed.

Model Calibration Parameters

The existing condition AM and PM peak hour models were calibrated using turning movement volumes and field travel times. In order to ensure the base year (2019) *VISSIM* models accurately reflect existing conditions (based on field data and observations), minor adjustments to speed distribution curves and driver behavior were applied (within *VISSIM*) for certain segments during calibration. One additional type of driver behavior was included in both AM and PM peak hour models. It is noted that changing the additive part of the safety distance could have substantial impact on driver behavior, and it has therefore been applied to the fewest possible number of segments,

to replicate driver behavior observed in the field. **Table 1** shows the parameters adjusted for the additional driver behavior characteristics and **Table 2** shows the segments for which the new driver behavior was applied during AM and PM peak hours. **Table 3** presents the calibration targets set in *FDOT's Traffic Analysis Handbook* for traffic volumes, travel time and speed.

Table 1: Additional Driver Behavior Parameters

Wiedemann 74 Model Parameters			
Parameter	***VISSIM* Default**	**FDOT Suggested Range**	**Type 1 (Passive)**
Car Following Model			
Average Standstill Distance (ft.)	6.56	>3.28 ft	9.00
Additive Part of Safety Distance (ft.)	2.00	1 – 3.5	3.50
Multiplic. Part of Safety Distance (ft.)	3.00	2.00 – 4.50	4.50
Lane Change Behavior			
Maximum deceleration - own vehicle (ft/s^2)	-13.12	<-12.00	-12.00
Maximum deceleration - trailing vehicle (ft/s^2)	-9.84	<-8.00	-8.00
Accepted deceleration - own vehicle (ft/s^2)	-3.28	<-2.50	-2.50
Accepted deceleration - trailing vehicle (ft/s^2)	-3.28	<-1.50	-1.50
Minimum headway (front/rear) (ft)	1.64	1.5 – 6.0	4.0
Safety distance reduction factor	0.60	0.1 – 0.9	0.30
Maximum deceleration for cooperative braking (ft/s^2)	-9.84	-32.2 to -3 ft/s^2	-4.00

Table 2. Driver Behavior Adjustments (Segments)

Segment	Direction	Driver Behavior Type
AM and PM Peak Hour		
Old US 41 Northbound approach at Bonita Beach Road	NB	Type 1
Old US 41 Southbound approach at Bonita Beach Road	SB	Type 1
Bonita Beach Eastbound Approach at Old US 41	EB	Type 1
Bonita Beach Westbound Approach at Old US 41	WB	Type 1

Table 3: FDOT Model Calibration Targets

Calibration Item	Calibration Target/ Goal
Traffic Volume	Simulated and measured link volumes for more than 85% of links to be: • Within 100 vph for volumes less than 700 vph • Within 15% for volumes between 700 vph and 2,700 vph • Within 400 vph, for volumes greater than 2,700 vph
Travel Time	Simulated travel time within +/- 1 minute for routes with observed travel times less than 7-minutes for all routes identified in the data collection plan
	Simulated travel time within +/- 15% for routes with observed travel times greater than 7-minutes for all routes identified in the data collection plan
Speed	Modeled average link speeds to be within the +/- 10mph of field measured speeds on at least 85% of all network links

Model Calibration Results

The comparison of model input and output traffic volumes are presented in **Table 4**. The results indicate that the percentage difference between the model input and output traffic volumes are within 15% during both peak hours. Additionally, the model input and output traffic volumes on a turning movement level is presented in **Appendix D**.

The second parameter used for model calibration is travel time, along Old US 41. A travel time study was conducted on December 2019 to measure field travel times and speeds along the Old US 41 corridor from US 41 to Bonita Beach Road. The placement of travel time data collection points in *VISSIM* were matched with the data collection points in the field. **Table 5** presents travel time results which indicate that the overall segment travel time between field and model calibrated data along Old US 41 is within +/- 1 minute along both northbound and southbound directions during both AM and PM peak hours, satisfying FDOT calibration targets.

In the northbound direction along Old US 41 in the PM peak hour, more than 50% of the travel time was a result of delays at the signal at Bonita Beach Road. The driver behavior for the northbound approach leading up to the intersection were adjusted (as discussed under "Model Calibration Parameters" section) to reflect the delay and travel time.

Field collected speed data (not used for model calibration) was used for model validation and the results are presented in **Table 6**. The results indicate that the model outputs for speeds along Old US 41 meet the calibration threshold of +/- 10 mph on at least 85% of the links in the corridor, satisfying FDOT calibration targets. Speed results for segments near the signal vary with field collected data due to the associated stop and go traffic.

Table 4. Volume Comparison

Roadway	Location	Input Traffic Volumes		Model Traffic Volumes		% Difference		GEH Statistic	
		AM	PM	AM	PM	AM	PM	AM	PM
US 41	South of Wiggins Pass Rd	4,489	4,475	4,472	4,474	0%	0%	0.3	0.0
	North of Old US 41	3,470	3,325	3,496	3,332	1%	0%	0.4	0.1
	South of Old US 41	4,437	4,357	4,431	4,359	0%	0%	0.1	0.0
Old US 41	East of US 41	1,430	1,416	1,394	1,415	-3%	0%	1.0	0.0
	North of Gulf Coast Drive	1,398	1,382	1,370	1,380	-2%	0%	0.8	0.1
	North of Sterling Oaks Drive	1,348	1,359	1,326	1,361	-2%	0%	0.6	0.1
	North of Rail Head Road	1,416	1,420	1,397	1,426	-1%	0%	0.5	0.2
	North of Mediterra Drive	1,407	1,420	1,391	1,424	-1%	0%	0.4	0.1
	North of Bonita Beach Road	817	821	809	830	-1%	1%	0.3	0.3
Bonita Beach Road	East of Race Track Road	3,093	3,239	3,095	3,271	0%	1%	0.0	0.6
	East of Old US 41	3,133	3,235	3,133	3,272	0%	1%	0.0	0.6
	West of Old US 41	2,377	2,462	2,383	2,497	0%	1%	0.1	0.7
Race Track Road	South of Bonita Beach Road	728	670	725	674	0%	1%	0.1	0.2

Table 5. Travel Time Comparison

Route	From	To	Average Field Data (min)		Model Data (min)		Difference (min)		Difference (%)	
			AM	PM	AM	PM	AM	PM	AM	PM
Old US 41 NB	US 41	Bonita Beach Rd	4.64	5.94	4.53	5.22	-0.10	-0.72	-2%	-12%
Old US 41 SB	Bonita Beach Rd	US 41	5.58	5.17	5.48	5.22	-0.10	0.05	-2%	1%

Table 6. Speed Comparison

Link		Avg. Field Speed (mph)		Avg. Simulation Speed (mph)		Difference (mph)	
From	To	AM	PM	AM	PM	AM	PM
Old US 41 Northbound							
US 41	Gulf Coast Dr	32.7	33.3	39.8	39.4	7.1	6.1
Gulf Coast Dr	Collier Center Way	44.7	43.6	46.9	45.4	2.2	1.8
Collier Center Way	Sun Century Rd	46.5	45.6	45.8	45.1	-0.7	-0.5
Sun Century Rd	Rail Head Blvd	48.1	46.2	46.7	45.1	-1.4	-1.1
Rail Head Blvd	Via Palacio Ave	45.5	43.4	46.7	44.9	1.2	1.5
Via Palacio Ave	Mediterra Dr	44.7	44.0	46.8	44.3	2.1	0.3
Mediterra Dr	Bonita Beach Rd	23.7	14.8	39.6	32.6	15.9	17.8
Old US 41 Southbound							
Bonita Beach Rd	Mediterra Dr	30.6	41.1	39.8	39.9	9.2	-1.2
Mediterra Dr	Via Palacio Ave	47.4	45.5	46.1	45.0	-1.3	-0.5
Via Palacio Ave	Rail Head Blvd	46.1	47.4	46.2	45.3	0.1	-2.1
Rail Head Blvd	Sun Century Rd	45.7	47.3	45.9	44.9	0.2	-2.4
Sun Century Rd	Collier Center Way	46.3	47.4	44.0	44.8	-2.3	-2.6
Collier Center Way	Gulf Coast Dr	32.2	45.3	27.9	41.3	-4.3	-4.0
Gulf Coast Dr	US 41	21.8	31.1	10.0	13.1	-11.8	-18.0

Number of Simulation Runs

The minimum number of simulation runs was calculated in accordance with the formula found in the *FDOT Traffic Analysis Handbook*, Section 7.4.4:

$$n = \left(\frac{s * t_{\propto/2}}{\mu * \varepsilon}\right)^2$$

Where:

n is the required number of simulation runs;
s is the standard deviation of the system performance measure based on previously conducted simulation runs;
$t_{\propto/2}$ is the critical value of a two-sided Student's t-statistic at the confidence level of $\propto$ and $n - 1$ degrees of freedom;
μ is the mean of the system performance measure;
ε is the tolerable error, specified as a fraction of μ;

The system performance measure used in the calculation of the minimum number of simulation runs was total network traffic volume. The error specified by the *FDOT Traffic Analysis Handbook* was 10%, and an $\propto$ of 5% was used. The calculation of minimum simulation runs was done for the calibrated AM and PM models.

Table 7. Parameters for the Number of Simulation Runs

Parameter	AM Value	PM Value
s	28	41
$t_{\propto/2}$	2.821	2.821
μ	8,059	8,029
ε	10%	10%
n	10	10
Minimum n	**10 runs are Satisfactory**	**10 runs are Satisfactory**

EXISTING CONDITION (2019) ANALYSIS RESULTS

Traffic operational analysis was conducted to evaluate the overall performance of the study corridor under existing (2019) AM and PM peak hour conditions. The intent of the existing conditions analyses is to provide a general understanding of the baseline traffic operations as a starting point for developing future improvement strategies. The calibrated and validated VISSIM models were utilized for the performance of existing condition analyses.

The analysis results for existing conditions (2019), based on an average of ten (10) simulation runs, are presented in **Table 8**. The results indicate that the signalized intersection of Old US 41 at US 41 is currently operating at an overall LOS C during both peak hours, with multiple individual movements failing at LOS F. The signalized intersections at Bonita Beach Road at Old US 41 and Race Track Road are operating at LOS C/D and B/A during the AM/PM peak hours, respectively. Lastly, the signalized intersection of US 41 at Wiggins Pass Road is operating at overall LOS C during both peak hours.

Individual movements at the unsignalized intersections are operating at LOS D or better during both peak hours, with the following exceptions:

- Old US 41 at Collier Center Way:
    - Westbound left turn movement (LOS E, PM)

Maximum queue results presented in **Table 8** indicate queue lengths exceeding 1,000' at the following locations:

- Old US 41 at US 41:
    - Westbound approach (AM)
- Bonita Beach Road at Old US 41:
    - Northbound approach (PM)

It is noted that in the PM peak hour, the delay and queueing at the northbound approach of Bonita Beach Road at Old US 41 is a result of the northbound right turning volume which produces queue spillback exceeding the available storage and blocking through traffic

FUTURE NO BUILD (2045) ANALYSIS RESULTS

Traffic operational analysis was conducted to evaluate the overall performance of the study corridor under future year no build (2045) AM and PM peak hour conditions. The volumes for the no build (2045) VISSIM model were obtained from the "*CR 887 (Old US 41 Road) Future Volumes Technical Memorandum"* document, submitted to FDOT in March 2021 and is presented in **Appendix E**. Additionally, Veterans Memorial Extension was included in the analysis after discussion with Collier County staff; the roadway was added as a four-lane roadway which creates a 3-leg intersection at US 41 and a 4-leg intersection at Old US 41.

The analysis results for future no build (2045), based on an average of ten (10) simulation runs, are presented in **Table 9**. The results indicate the following:

- The signalized intersection of Old US 41 at US 41 will operate at LOS E/E during the AM/PM peak hours. Several individual movements will operate at LOS F during both peak hours. The southbound through maximum queues will exceed 1,500 feet and spillback onto the intersection of Veterans Memorial Extension. The westbound left-turn maximum queue will exceed 1,000 feet and spillback onto the intersection of Gulf Coast Drive. The northbound through and right-turn queues will exceed 1,200 feet and spillback onto the intersection of Wiggins Pass Road.
- The signalized intersection of Bonita Beach Road at Old US 41 will operate at LOS E/F during the AM/PM peak hours. Several individual movements will operate at LOS F, especially during the PM peak hour. The

westbound through maximum queues will exceed 1,400 feet and spillback onto the intersection of Race Track Road.

- The signalized intersection of Bonita Beach Road at Race Track Road will operate at LOS E/B during the AM/PM peak hours. The westbound through movement will operate at LOS F during the AM peak hour.
- The signalized intersection of US 41 at Wiggins Pass Road will operate at LOS D/F during the AM/PM peak hours. Several individual movements will operate at LOS F, especially during the PM peak hour. The southbound through maximum queues will exceed 1,200 feet and spillback onto the intersection of Old US 41.
- The signalized intersection of US 41 at Veterans Memorial Extension will operate at LOS D/F during the AM/PM peak hours. The southbound left-turn movement will operate at LOS F during the PM peak hour.
- The signalized intersection of Old US 41 at Veterans Memorial Extension will operate at LOS F/E during the AM/PM peak hours. Several individual movements will operate at LOS F during both peak hours. The northbound through maximum queues will exceed 1,000 feet and spillback onto the intersection of Gulf Coast Drive. The eastbound left-turn and through maximum queues will exceed 1,300 feet and spillback onto the intersection of US 41.
- At least one individual movement at every unsignalized intersection will operate at LOS F during the AM or PM peak hours. Notably, several individual movements will fail at the intersections of Old US 41 at Gulf Coast Drive and Collier Center Way.

Table 8. Existing Condition (2019) Analysis Results

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at US 41 (Signalized)	US 41	SBL	105	60.1	E	180	62	88.6	F	160
		SBT	1,963	24.1	C	605	1,284	27.2	C	450
		SBR	54	4.3	A	80	55	3.4	A	80
	Old US 41	WBL	695	88.6	F	1,070	504	90.4	F	950
		WBT	29	88.1	F	230	52	90.6	F	305
		WBR	59	52.4	D	265	53	52.7	D	315
	US 41	NBL	13	53.6	D	60	29	67.7	E	100
		NBT	1,283	21.4	C	355	1,813	22.6	C	585
		NBR	459	9.3	A	200	699	18.0	B	575
	Old US 41	EBL	32	57.4	E	95	65	84.8	F	165
		EBT	47	66.4	E	145	45	87.7	F	185
		EBR	18	33.2	C	195	30	45.2	D	235
	Overall		**4,756**	**33.4**	**C**	-	**4,690**	**34.2**	**C**	-
Old US 41 at Gulf Coast Dr	Old US 41	SBL	13	14.7	B	35	22	9.2	A	40
		SBT	756	24.9	C	920	584	4.6	A	200
	Gulf Coast Dr	WBL	40	32.5	D	80	24	18.7	C	65
		WBR	18	8.2	A	85	12	9.7	A	70
	Old US 41	NBT	583	0.6	A	75	762	0.3	A	0
		NBR	25	0.8	A	0	44	0.8	A	0
Old US 41 at Collier Center Way	Old US 41	SBL	62	3.8	A	60	12	6.5	A	35
		SBT	732	2.3	A	95	549	0.2	A	0
	Collier Center Way	WBL	42	26.8	D	135	57	38.1	E	165
		WBR	35	10.5	B	140	51	15.5	C	185
	Old US 41	NBT	507	0.2	A	0	759	0.2	A	0
		NBR	92	0.8	A	0	15	0.6	A	0
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	45	6.6	A	65	17	14.4	B	50
		SBT	748	0.9	A	30	520	0.3	A	0
		SBR	8	1.0	A	0	11	1.0	A	0
	Sun Century Rd	WBL	19	10.2	B	75	25	10.4	B	55
		WBT	0	0.0	A	70	0	0.0	A	55
		WBR	19	7.8	A	100	33	10.4	B	90
	Old US 41	NBL	6	3.9	A	30	28	4.2	A	50
		NBT	501	0.5	A	0	775	0.2	A	0
		NBR	36	0.7	A	0	9	0.6	A	0
	Sterling Oaks Dr	EBL	5	10.4	B	35	5	11.0	B	30
		EBT	0	0.0	A	25	0	0.0	A	0
		EBR	26	8.4	A	65	14	7.3	A	45
Old US 41 at Rail Head Blvd	Old US 41	SBL	120	5.2	A	105	33	7.9	A	65
		SBT	760	0.8	A	0	498	0.2	A	0
	Rail Head Blvd	WBL	42	28.1	D	185	48	34.0	D	210
		WBR	60	12.4	B	205	103	18.3	C	240
	Old US 41	NBT	457	0.4	A	0	792	0.5	A	0
		NBR	69	1.0	A	0	22	0.7	A	0

Table 8. Existing Condition (2019) Analysis Results (Continued)

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at Via Palacio Ave	Old US 41	SBT	853	0.5	A	0	514	0.1	A	0
		SBR	2	0.6	A	0	17	0.6	A	0
	Old US 41	NBL	10	9.9	A	40	31	5.4	A	45
		NBT	510	0.3	A	0	864	0.2	A	0
	Via Palacio Ave	EBL	10	11.4	B	40	8	10.9	B	35
		EBR	28	8.6	A	50	17	7.9	A	40
Old US 41 at Mediterra Dr	Old US 41	SBL	43	3.7	A	70	27	11.2	B	65
		SBT	834	0.5	A	0	500	0.2	A	0
	Mediterra Dr	WBL	22	11.5	B	60	31	15.6	C	65
		WBR	32	6.4	A	60	48	13.7	B	70
	Old US 41	NBT	482	0.3	A	0	849	0.8	A	90
		NBR	38	0.7	A	0	23	0.7	A	0
Bonita Beach Rd at Old US 41 (Signalized)	Old US 41	SBL	153	52.8	D	295	151	84.6	F	325
		SBT	248	73.0	E	720	97	54.8	D	235
		SBR	86	9.3	A	70	80	4.4	A	70
	Bonita Beach Rd	WBL	490	75.1	E	405	346	78.9	E	305
		WBT	1,228	17.7	B	680	833	22.2	C	525
		WBR	157	3.2	A	35	143	6.6	A	75
	Old US 41	NBL	86	60.4	E	220	123	72.6	E	270
		NBT	93	60.1	E	215	238	86.7	F	1,035
		NBR	336	11.3	B	50	542	70.5	E	120
	Bonita Beach Rd	EBL	72	69.6	E	190	121	75.1	E	275
		EBT	769	28.9	C	485	1,257	28.6	C	895
		EBR	142	9.8	A	110	83	5.3	A	50
	Overall		**3,860**	**33.5**	**C**	-	**4,013**	**44.6**	**D**	-
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	248	16.1	B	205	122	23.4	C	125
		WBT	1,692	6.5	A	345	1,127	6.0	A	250
	Race Track Rd	NBL	184	65.4	E	435	189	64.0	E	395
		NBR	96	6.8	A	100	220	9.4	A	175
	Bonita Beach Rd	EBU	0	0.0	A	0	0	0.0	A	0
		EBT	1,059	7.0	A	200	1,802	5.4	A	220
		EBR	197	3.5	A	95	143	2.8	A	80
	Overall		**3,476**	**10.3**	**B**	-	**3,603**	**9.4**	**A**	-
US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	90	75.0	E	165	143	118.0	F	320
		SBT	2,191	20.6	C	575	1,358	13.1	B	355
		SBR	295	14.6	B	215	222	7.4	A	120
	Wiggins Pass Road	WBL	212	52.2	D	345	97	77.3	E	215
		WBT	27	49.7	D	155	15	69.7	E	190
		WBR	76	16.0	B	180	98	28.4	C	215
	US 41	NBL	477	82.5	F	425	380	72.8	E	330
		NBT	1,256	17.4	B	325	2,203	20.2	C	755
		NBR	152	4.0	A	95	253	5.6	A	150
	Wiggins Pass Road	EBL	69	46.8	D	145	188	100.6	F	700
		EBT	7	45.4	D	35	22	90.6	F	95
		EBR	184	12.4	B	150	183	27.3	C	310
	Overall		**5,036**	**27.3**	**C**	-	**5,161**	**28.5**	**C**	-

Table 9. Future No Build (2045) Analysis Results

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at US 41 (Signalized)	US 41	SBL	102	134.4	F	220	73	165.5	F	270
		SBT	2,581	106.0	F	1,555	1,626	23.7	C	545
		SBR	65	66.9	E	85	68	4.2	A	80
	Old US 41	WBL	633	136.5	F	1,075	445	167.1	F	1,020
		WBT	28	120.8	F	140	48	133.4	F	255
		WBR	59	84.0	F	175	50	94.1	F	270
	US 41	NBL	30	73.3	E	100	52	117.5	F	150
		NBT	1,700	22.4	C	415	2,256	49.4	D	1,230
		NBR	479	12.7	B	335	701	113.9	F	1,265
	Old US 41	EBL	47	72.6	E	130	100	88.7	F	255
		EBT	45	119.5	F	240	52	88.8	F	215
		EBR	25	81.3	F	290	44	44.1	D	265
	Overall		**5,794**	**76.6**	**E**	-	**5,515**	**63.1**	**E**	-
Old US 41 at Gulf Coast Dr	Old US 41	SBL	13	40.8	E	25	20	35.4	E	55
		SBT	701	80.5	F	1,000	533	41.3	E	595
	Gulf Coast Dr	WBL	17	1510.8	F	1,470	7	1405.4	F	1,250
		WBR	7	1579.2	F	1,490	4	1874.7	F	1,270
	Old US 41	NBT	599	1.5	A	265	783	82.8	F	975
		NBR	26	0.9	A	0	44	37.9	E	0
Old US 41 at Collier Center Way	Old US 41	SBL	102	46.9	E	95	53	8.8	A	60
		SBT	866	63.5	F	1,100	633	4.6	A	220
	Collier Center Way	WBL	18	1072.2	F	1,325	76	89.7	F	655
		WBR	23	771.6	F	1,345	119	65.4	F	670
	Old US 42	NBT	594	0.7	A	45	828	0.7	A	5
		NBR	83	0.3	A	0	19	0.2	A	0
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	49	48.2	E	70	19	18.9	C	55
		SBT	914	64.8	F	1,790	634	1.4	A	90
		SBR	9	48.8	E	0	11	0.8	A	0
	Sun Century Rd	WBL	25	57.3	F	155	33	15.3	C	90
		WBT	0	0.0	A	155	0	0.0	A	90
		WBR	29	23.5	C	180	42	15.2	C	125
	Old US 41	NBL	7	15.7	C	45	33	7.8	A	70
		NBT	574	1.1	A	110	905	0.5	A	0
		NBR	35	1.3	A	110	10	0.7	A	0
	Sterling Oaks Dr	EBL	6	30.1	D	40	6	16.0	C	30
		EBT	0	0.0	A	80	0	0.0	A	0
		EBR	37	63.8	F	90	19	9.8	A	45
Old US 41 at Rail Head Blvd	Old US 41	SBL	140	21.3	C	135	98	14.7	B	150
		SBT	934	24.0	C	1,500	561	0.3	A	0
	Rail Head Blvd	WBL	65	273.8	F	1,470	102	197.4	F	1,065
		WBR	98	248.1	F	1,500	185	190.5	F	1,095
	Old US 41	NBT	530	0.6	A	0	821	2.6	A	225
		NBR	78	1.0	A	0	136	1.4	A	0

Table 9. Future No Build (2045) Analysis Results (Continued)

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
Old US 41 at Via Palacio Ave	Old US 41	SBT	1,057	4.6	A	250	637	1.9	A	160
		SBR	4	1.4	A	0	22	0.6	A	0
	Old US 41	NBL	13	15.8	C	60	36	32.8	D	55
		NBT	618	0.4	A	0	958	35.8	E	2,240
	Via Palacio Ave	EBL	12	19.2	C	45	10	121.1	F	45
		EBR	33	39.1	E	75	22	9.0	A	45
Old US 41 at Mediterra Dr	Old US 41	SBL	58	7.2	A	60	33	36.0	E	80
		SBT	1,037	5.0	A	375	628	0.8	A	65
	Mediterra Dr	WBL	26	14.8	B	75	30	80.5	F	90
		WBR	40	6.9	A	65	35	420.4	F	855
	Old US 41	NBT	597	0.3	A	0	929	35.5	E	1,135
		NBR	35	0.8	A	0	25	20.9	C	0
Bonita Beach Rd at Old US 41 (Signalized)	Old US 41	SBL	212	129.6	F	480	159	704.8	F	4,070
		SBT	318	178.8	F	2,570	104	410.3	F	290
		SBR	124	88.8	F	100	86	332.5	F	115
	Bonita Beach Rd	WBL	613	80.3	F	505	459	78.9	E	400
		WBT	1,617	85.9	F	1,485	1,033	22.1	C	785
		WBR	205	48.0	D	85	259	6.5	A	120
	Old US 41	NBL	108	86.8	F	285	102	128.5	F	215
		NBT	114	56.7	E	250	265	163.7	F	3,125
		NBR	417	14.6	B	70	571	166.4	F	3,195
	Bonita Beach Rd	EBL	89	84.9	F	215	136	207.4	F	300
		EBT	966	36.0	D	730	1,507	180.4	F	5,910
		EBR	166	17.4	B	160	98	139.3	F	95
	Overall		**4,948**	**72.9**	**E**	-	**4,780**	**148.2**	**F**	-
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	321	59.6	E	410	160	43.6	D	215
		WBT	2,212	92.0	F	1,790	1,502	6.8	A	340
	Race Track Rd	NBL	231	70.3	E	670	248	67.2	E	550
		NBR	118	9.2	A	120	271	13.7	B	255
	Bonita Beach Rd	EBU	0	0.0	A	0	0	0.0	A	0
		EBT	1,347	12.6	B	280	2,068	4.7	A	245
		EBR	258	4.7	A	135	173	2.9	A	95
	Overall		**4,486**	**57.4**	**E**	-	**4,422**	**10.8**	**B**	-
US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	97	93.2	F	215	135	373.2	F	810
		SBT	2,792	41.3	D	1,210	1,751	27.4	C	695
		SBR	344	28.4	C	275	215	15.4	B	115
	Wiggins Pass Road	WBL	236	63.0	E	460	127	83.3	F	335
		WBT	35	55.4	E	245	21	101.7	F	375
		WBR	138	27.8	C	265	132	83.4	F	395
	US 41	NBL	483	116.2	F	630	449	127.1	F	415
		NBT	1,833	21.3	C	530	2,665	116.2	F	5,620
		NBR	191	4.5	A	90	268	84.1	F	160
	Wiggins Pass Road	EBL	236	125.9	F	1,675	229	447.9	F	1,710
		EBT	10	100.2	F	40	14	439.0	F	55
		EBR	306	84.2	F	1,690	232	341.3	F	1,245
	Overall		**6,700**	**45.9**	**D**	-	**6,240**	**112.1**	**F**	-

Table 9. Future No Build (2045) Analysis Results (Continued)

Intersection	Approach	Movement	AM Peak				PM Peak			
			Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)	Volume	Delay (s/veh)	LOS	Maximum Queue (ft.)
US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	631	63.3	E	570	861	321.2	F	4,195
		SBT	2,692	37.5	D	1,430	1,618	28.2	C	200
	Veterans Memorial Extension	WBL	115	67.7	E	135	150	42.9	D	140
		WBR	834	36.3	D	665	587	21.7	C	360
	US 41	NBT	1,668	22.6	C	785	2,309	58.0	E	1,365
		NBR	137	24.6	C	170	107	46.8	D	90
	Overall		6,076	36.2	D	-	5,632	85.3	F	-
Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	273	68.7	E	550	174	50.3	D	375
		SBT	414	63.3	E	565	297	45.1	D	470
		SBR	195	8.4	A	130	237	6.7	A	195
	Veterans Memorial Extension	WBL	293	330.1	F	4,525	244	135.5	F	615
		WBT	744	198.5	F	4,525	490	37.8	D	295
		WBR	178	160.1	F	170	200	9.7	A	120
	Old US 41	NBL	6	91.6	F	40	8	165.9	F	40
		NBT	296	58.7	E	715	435	122.3	F	1,035
		NBR	306	11.6	B	190	336	77.0	E	505
	Veterans Memorial Extension	EBL	202	44.9	D	1,350	211	44.3	D	1,380
		EBT	555	81.2	F	1,350	743	105.8	F	1,470
		EBR	8	15.8	B	30	13	9.8	A	35
	Overall		**3,472**	**113.7**	**F**	-	**3,387**	**72.6**	**E**	-

APPENDIX A: Traffic Analysis Methodology

Final Traffic Analysis Methodology Report

Florida Department of Transportation

District One

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

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

Lee and Collier Counties, Florida

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

ETDM Number: 10563

February 2020

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

Prepared by:

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402 S Kentucky Ave, Suite 400
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1.0 INTRODUCTION

This traffic analysis methodology report is prepared to document the project limits, assumptions and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the CR 887 / Old US 41 Project Development and Environment (PD&E) study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this traffic analysis methodology report.

2.0 PROJECT DESCRIPTION

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

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

3.0 TRAFFIC ANALYSIS OBJECTIVE

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

4.0 TRAFFIC ANALYSIS ASSUMPTIONS

4.1 Study Area

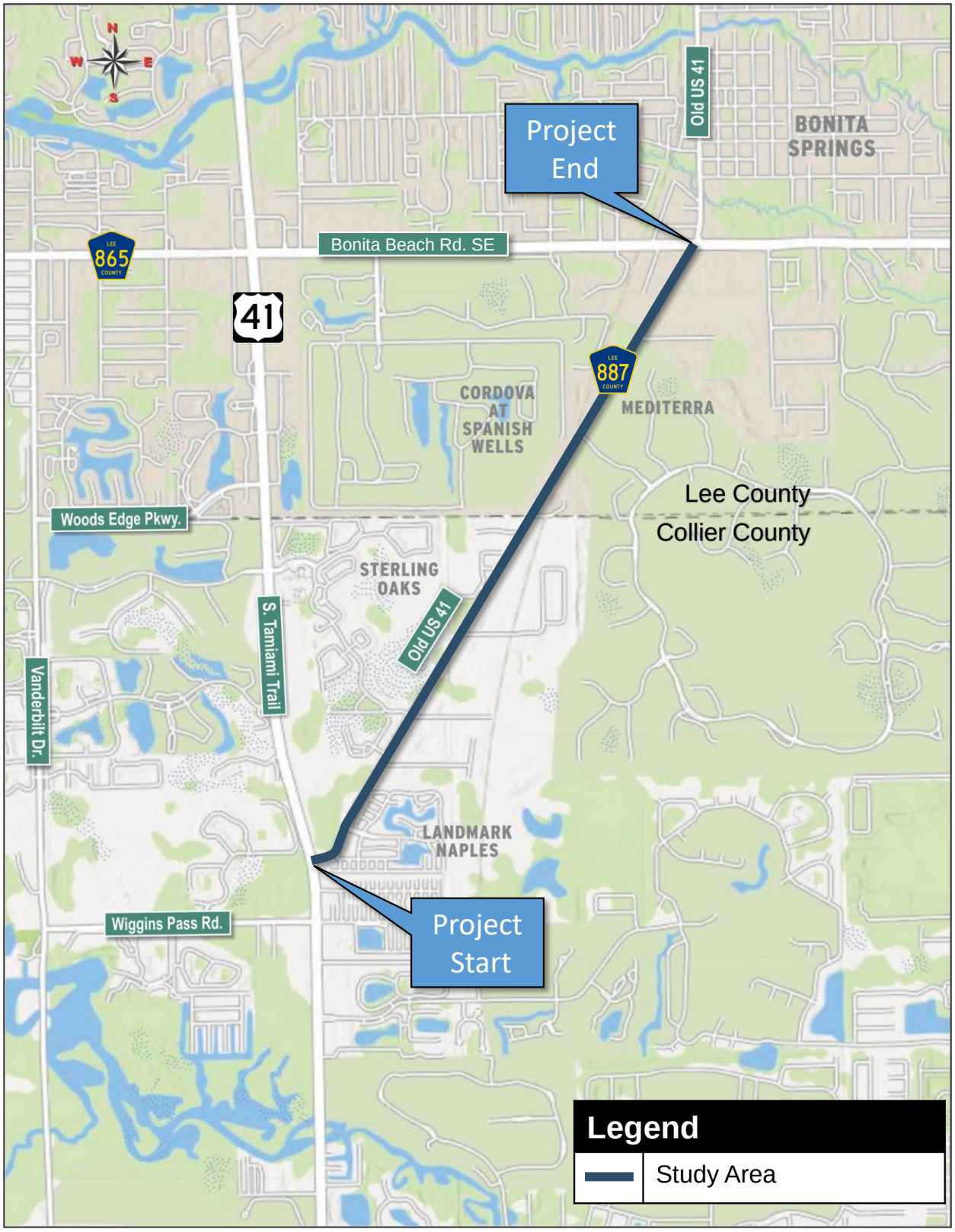
The study area begins at the intersection of Old US 41 and US 41 and continues northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. It contains the roadway segments between the intersections and includes the intersections listed below. A map of the study area is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

Study Area Intersections

- US 41 at Old US 41 (Signalized)

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

Figure 4-1: Old US 41 Study Area



4.2 Analysis Periods and Years

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

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

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

4.3 Project Alternatives

Operational analyses for opening, interim, and design years will include an evaluation of a no-build alternative as well as two build alternatives in Lee County and two build alternatives in Collier County identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network with the addition of the Collier MPO's 2040 Long Range Transportation Plan's Veterans Memorial Boulevard from Livingston Road to Old US 41[1], slated for construction and opening before 2023, while the build will reflect the no-build condition with modified future roadway network alternatives. Potential build concepts include a quadrant system on the northern portion of the corridor and varying roadway alignments on the southern portion of the corridor.

5.0 TRAFFIC ANALYSIS TOOLS

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

PTV Group's VISSIM 11 software shall be calibrated and validated following the *2014 FDOT Traffic Analysis Handbook's* section 7.2.3 VISSIM Modeling Guidelines to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in Synchro and then exported to VISSIM.

The HCM 6th Edition's level of service will be used for pedestrian and bicycle level of service assessments.

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

[1] http://www.colliermpo.org/wp-content/uploads/FY2020-FY2024-TIP-Complete.pdf

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

6.0 TRAFFIC DATA COLLECTION

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

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

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

- Nine (9) 12-hour turning movement counts from 7:00 AM to 7:00 PM, the intersections were identified as having significant volumes to impact the corridor, based on aerial imagery and initial data analysis, and solicit a turning movement count:
    - US 41 at Old US 41 Road
    - Old US 41 at Gulf Coast Drive
    - Old US 41 at Collier Center Way
    - Old US 41 at Sun Century Road
    - Old US 41 at Rail Head Boulevard
    - Old US 41 at Via Palacio Avenue
    - Old US 41 at Mediterra Drive
    - Bonita Beach Road at Old US 41
    - Bonita Beach Road at Race Track Road

- One (1) 4-hour Queue Survey
    - Bonita Beach Road at Old US 41

- Speed Data from Regional Integrated Transportation Information System (RITIS)

Additional traffic data will include traffic counts from the Florida Traffic Information Online (FTIO) database, traffic signal timings, concurrent Bonita Beach Road at US 41 / Tamiami Trail PD&E Study, a Streetlight Analytics data pull for origins and destinations, Regional Integrated Transportation Information System (RITIS) speed data, any additional available data within the study area, and IdealSpot traffic information.

Turning movement counts (TMCs) will include pedestrian, bicycle, and heavy vehicle counts reported separately. The count data will be used to support the existing traffic analysis of the study area and used in the development of future volumes for alternatives analyses. A map of count locations is shown in **Figure 6-1.**

Appropriate traffic adjustment factors (seasonal and axle correction) will be applied to the traffic counts and balanced to obtain 2019 Annual Average Daily Traffic (AADT) Volumes. The 2019 AADT volumes will be used in the development of design hour volumes.

6.1 Traffic Factors

This study will develop and recommend K, D, T_{24}, DHT, and peak hour factors to be provided to the Department in a PTAR.

The K-Factor (K) shall be identified using the FDOT's *2019 Project Traffic Forecasting Handbook's* Standard-K Factors Table. The seasonal nature of traffic prompted the commission, at the behest of FDOT staff, of an investigation into the K-Factor to be used in a September 25th, 2019 meeting; the investigation included the telemetered traffic monitoring sites (TTMS) within the study area:

- Bonita Beach Road west of US 41,
- Bonita Beach Road west of I-75,
- Old US 41 south of Bonita Beach Road,
- US 41 south of Bonita Beach Road,
- US 41 north of Bonita Beach Road.

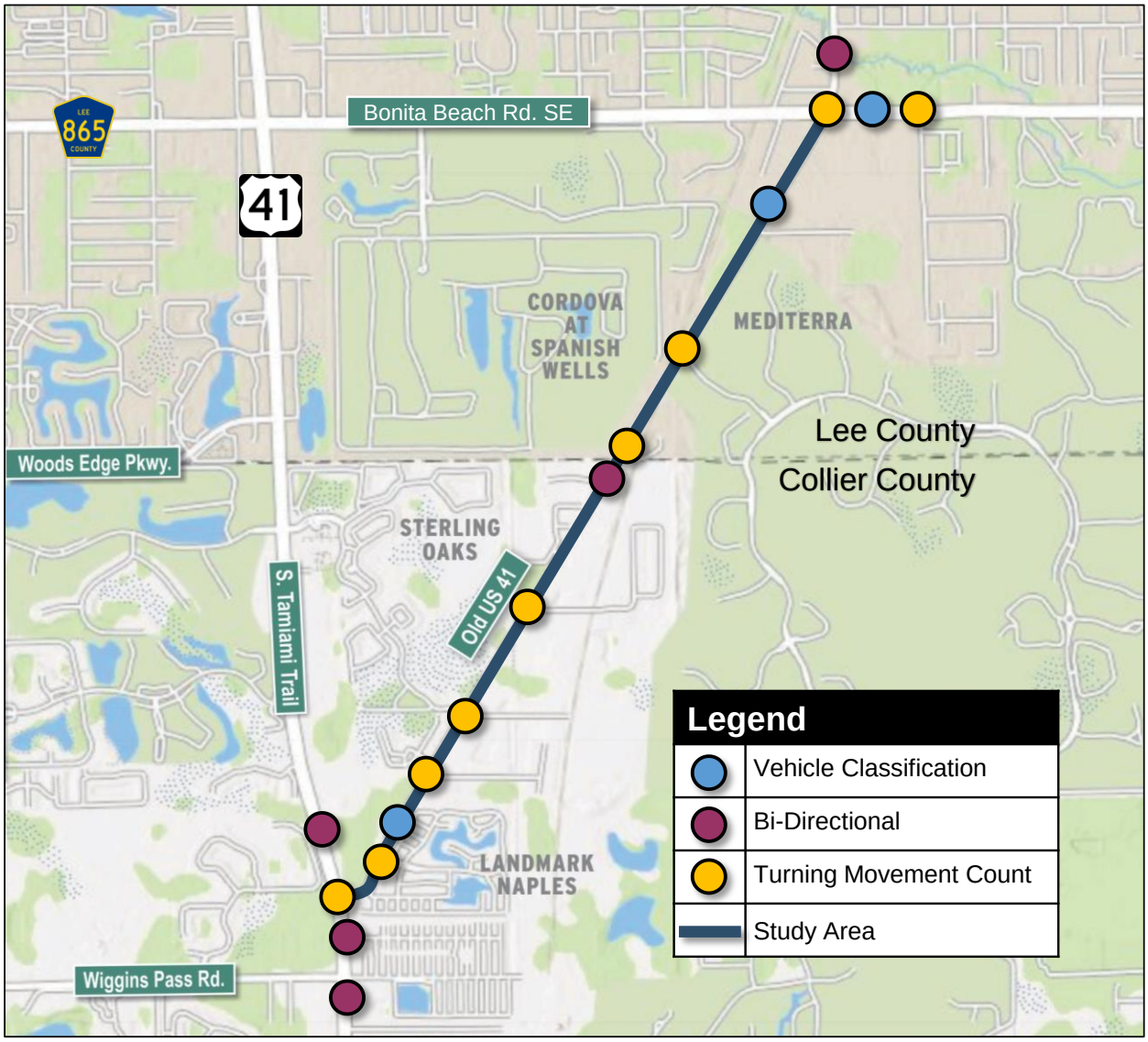
Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of the 30th highest hour for the month across all TTMS locations. Documentation for the investigation can be found in Appendix A.

The directional factor (D) shall be calculated from the traffic count data and compared to the five-year historical data from FDOT count stations found in the FTIO database within the study area. Peak directions of travel will be established based on existing travel patterns identified from review of the traffic count data and historical data.

The daily truck factor (T_{24}) will be calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) shall be estimated to be one half of T_{24}.

An overall intersection peak hour factor (PHF) will be calculated for the study intersections. The PHF will be compared to the FDOT's *2019 Traffic Analysis Handbook's* recommended default PHF for the appropriate roadway type. If there is minimal variation between intersection and the default PHF, then the default will be utilized in the existing conditions analysis. It is recommended that the same PHF be used for both existing and future traffic conditions to assess the benefit of a proposed improvement and prevent "artificial" benefit being achieved based on the use of differing PHFs.

Figure 6-1: Traffic Count Location Map



7.0 TRAFFIC FORECASTING

Existing traffic volumes will be projected to opening, interim, and design year volumes by applying National Cooperative Highway Research Program (NCHRP) Report 765 adjustment procedures to travel demand model outputs for all alternatives. Calculated future volumes will be adjusted as necessary against the trends shown in historical and projected growth rates in the area. Volumes will then be balanced through the roadway network to obtain future year AADTs. Design hour volumes for all alternatives shall be calculated by multiplying future AADT's by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages will be applied to the DDHVs to calculate design hour turning movement volumes which will be balanced for reasonability at each intersection. TURNS5 Turning Movement Analysis Tool (2014) will be used to estimate turning movement volumes at Veterans Memorial Boulevard, Greyhound Track Entrance, and Compound Road for any future build alternatives at these locations.

7.1 Travel Demand Model

Future year traffic forecasts will utilize the most recent version of the District One Regional Planning Model (D1RPM) compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS). The Department will develop and provide to the Consultant a calibrated and validated sub-area model of the study area that includes a 2010 and 2040 no-build model. A Compound Annual Growth Rate (CAGR) will be used to interpolate between the base and future years; unless historical growth patterns show the utility of other growth rate approaches.

7.2 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium and high population growth estimates. Projections for Lee and Collier Counties are summarized in **Table 7-1**; growth rate percentages are calculated from CAGR.

7.3 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FTIO database. Four (4) FDOT stations in the study area show growth while two locations show decline in traffic volumes. The average CAGR for those locations was 0.9%. The data is displayed in **Figure 7-1** and in tabular format in **Table 7-2**.

Table 7-1: BEBR Population Projections for Collier and Lee Counties

Collier County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
367,347	Low	382,600	0.58%	397,700	0.66%	407,200	0.61%	412,700	0.53%	415,200	0.45%
	Med	418,400	1.88%	449,500	1.70%	475,200	1.53%	496,800	1.38%	516,100	1.27%
	High	448,100	2.88%	494,200	2.50%	536,100	2.25%	575,200	2.06%	612,100	1.91%
Lee County		**2025**		**2030**		**2035**		**2040**		**2045**	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
713,903	Low	753,700	0.78%	789,400	0.84%	815,000	0.78%	833,100	0.70%	845,000	0.63%
	Med	824,400	2.08%	892,100	1.87%	949,800	1.69%	999,900	1.54%	1,045,200	1.42%
	High	882,900	3.08%	981,000	2.68%	1,073,000	2.43%	1,161,100	2.24%	1,245,800	2.08%

Figure 7-1: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

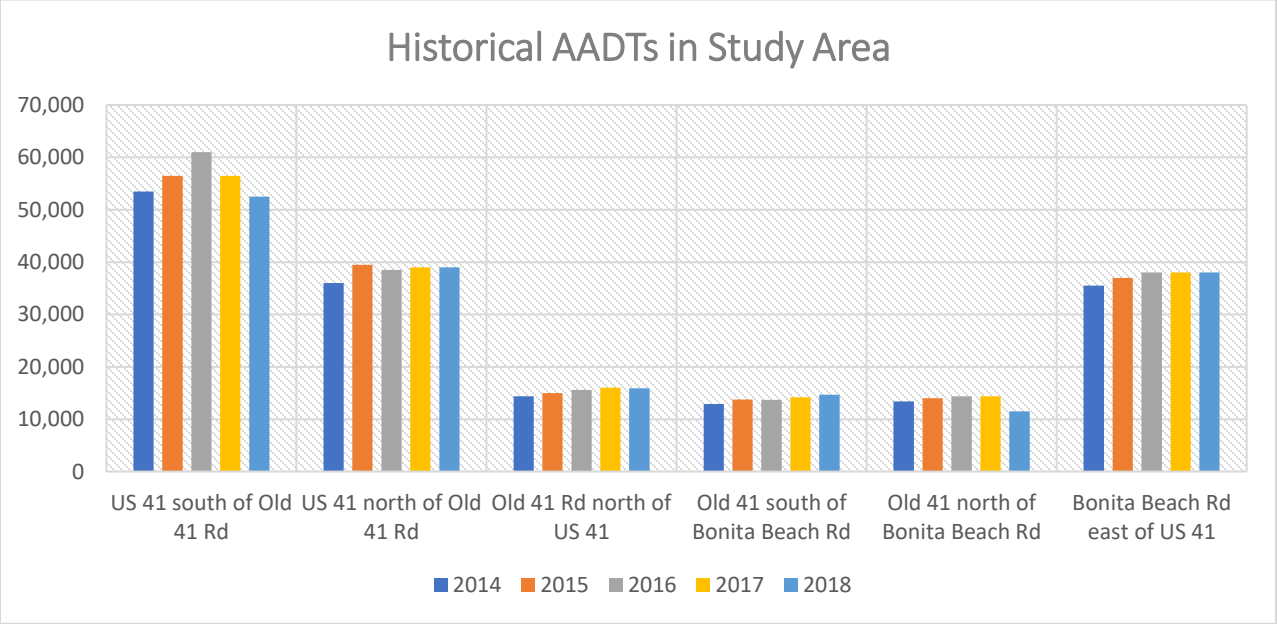


Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

Location	2014	2015	2016	2017	2018	CAGR
US 41 south of Old 41 Rd	53,500	56,500	61,000	56,500	52,500	-0.5%
US 41 north of Old 41 Rd	36,000	39,500	38,500	39,000	39,000	2.0%
Old 41 Rd north of US 41	14,400	15,000	15,600	16,000	15,900	2.5%
Old 41 south of Bonita Beach Rd	12,920	13,731	13,708	14,200	14,656	3.2%
Old 41 north of Bonita Beach Rd	13,400	14,000	14,400	14,400	11,500	-3.8%
Bonita Beach Rd east of US 41	35,500	37,000	38,000	38,000	38,000	1.7%
				Average CAGR		0.9%

8.0 MEASURES OF EFFECTIVENESS

8.1 Level of Service

The primary measure of effectiveness for traffic analysis in the PTAR and PD&E study will be level of service (LOS). Both roadway segments and intersections will be evaluated by this measure.

For segment analyses, *2012 FDOT Generalized Service Volume Tables* will be used to determine daily and directional design hour traffic volume LOS for existing and future traffic conditions.

For intersection analyses, VISSIM 11 will be utilized to determine delay and evaluate LOS for AM and PM peak hour traffic volumes for both signalized and unsignalized intersections.

For any future alternatives with roundabouts, *SIDRA 8* software will be utilized to determine roundabout LOS and delay.

For pedestrian and bicycle analyses, the HCM 6th edition Pedestrian Level of Service and Bicycle Level of Service (PLOS and BLOS) shall be used.

8.2 Queue Length

A secondary measure of effectiveness for intersections in the study will be queue length, the distance from the stop line of an intersection to the end of the queue of cars waiting to move through the intersection. *VISSIM 11,* will be used to evaluate maximum design year queues for intersections within the study area.

9.0 SAFETY

The historical five-year crash data of the area using FDOT's Crash Analysis Reports (CARs), State Safety Office's GIS system (SSOGIS), and Signal Four crash data from January 1st, 2014 to December 31st, 2018 shall be documented. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss. Based on the information obtained from the crash data, project safety needs associated with the existing and future conditions will be identified. The Highway Safety Manual (HSM) procedures will be used to estimate the safety performance of the project alternatives and will document the results of the safety analysis in the PTAR. The FDOT's Crash Reduction Factors (CRF 2014) shall be used as a primary data source where possible. At locations where FDOT's CRFs are not available or applicable, the Federal Highway Administration's (FHWA) Crash Modification Factors Clearinghouse shall be used.

10.0 DOCUMENTS FOR SUBMITTAL

The results of the traffic and safety analyses described in this methodology report will be documented in a PTAR for the study area. The PTAR will summarize the results of the traffic analysis for Existing Year 2019, Opening Year 2025, Interim Year 2035, and Design Year 2045. All data and supporting information used in the evaluation will be included in the PTAR Appendices.

Appendix A

K Factor Analysis

MEMORANDUM

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Date: January 28, 2020

To: Steven Andrews, Christopher Simpron

From: Daniel R. Miller, P.E.

CC: Matt Dockins, P.E., Dawn Carlson

Re: 435347-1-22-01: CR 887 (Old US 41) K-Factor Analysis Memorandum

Purpose

The Florida Department of Transportation (FDOT) is analyzing traffic conditions in Collier and Lee County for two traffic studies, CR 887 (Old US 41) from Tamiami Trail (US 41) to Bonita Beach Road (CR 865) and an intersection study of Bonita Beach Road (CR 865) and Tamiami Trail (US 41); the two studies are intertwined by their proximity along Bonita Beach Road (CR 865), shown in Figure 1. Initial discussions between the projects identified traffic patterns, consisting of seasonal and the proportion of annual average daily traffic (AADT) occurring in peak hours (K Factor), that differed between the two projects. The purpose of this memorandum is to document the data findings, identify differences between the projects, and recommend a K Factor for use on the CR 887 (Old US 41) Study.

Data Collection and Conflation

Data was collection from:

- FDOT's Florida Traffic Information (FTI) Database's Telemetered Traffic Monitoring Sites (TTMS), data sites that collect traffic counts on a continuous hourly basis,
- Lee County's Transportation Data Management System (TDMS), specifically their continuously monitored data sites.

The FTI's TTMS sites were not populated with the normal data information found at TTMS count sites, shown in Figure 2, instead, the data was pulled from the Lee County TDMS. The TDMS data had to be pulled on a monthly basis and conflated into a single database for each count location; the locations are found in Figure 3. The data was then used to identify the highest hours per month and its comparison to the Standard-K Factor put forth by the FDOT's 2019 Project Traffic Forecasting Handbook; an overview of the process is shown in Figure 4.

K-Factor Issue

The FDOT's Standard K Factor approach was implemented in 2011 to standardize the peak hour factor used in the development of project traffic. The recommended K Factor for an urban area, with no Multimodal Transportation District, as identified for the two study areas would be 9.0%. However, Bonita Beach Road west of Tamiami Trail exhibits significant seasonal variations due to a seasonal pattern like other beach and tourism-based communities. The average daily traffic by month is shown in Figure 5; the variation and supporting data posits a case where the Standard K may not apply, a case which can be made according to the Project Traffic Forecasting Handbook should sufficient data warrant[1]. The significant seasonal variation west of US 41 with the Standard K utilization meant that hourly design volumes could provide results that do not portend actual issues during peak season at the intersection. Guidance was provided by FDOT District 1 staff to identify the utility of Standard K, the average daily traffic month, and the application of the factor to the projects.

[1] 2019 Project Traffic Forecasting Handbook, pg. 13-14.

Findings

The average daily traffic month that correlated to the AADT for both study areas occurred in April (see Figure 5). Analysis of the traffic percentages shows that the 30th highest hour in the month of April, fell within reasonable range of the nine percent Standard K recommendation for the three data points analyzed, shown in Table 1.

Diurnal distributions were also examined to identify any anomalous data that might identify reasons for selecting a separate K Factor value from the Standard K. The diurnal distributions, shown in Figure 6, for the month of April show similar time-of-day patterns for CR 887 and Bonita Beach Road west of I-75 with directional patterns that reverse between AM and PM, however, Bonita Beach Road west of Tamiami Trail shows no significant diurnal divergence and a steady amount of bi-directional volumes throughout the day similar to areas like the City of Miami and other beach and tourist areas.

Recommendations

The CR 887 corridor and Bonita Beach Road at Tamiami Trail studies for the month of April have 30th highest hours to justify the utilization of the Standard K of nine percent. The Bonita Beach Road at Tamiami Trail intersection's diurnal distribution pattern west of the intersection differs from a standard pattern normally found on major corridors, this complemented with the availability of hourly count data over the course of the year means that a K Factor should be developed and assessed for that study separate from the CR 887 corridor study.

The recommendations are as follows:

- CR 887 PD&E study should use the Standard K Factor for analysis
- Bonita Beach Road at Tamiami Trail should review the available traffic data to develop a K Factor for the intersection analysis.

Figure 1: Bonita Beach Road at Tamiami Trail and CR 887 Study Areas

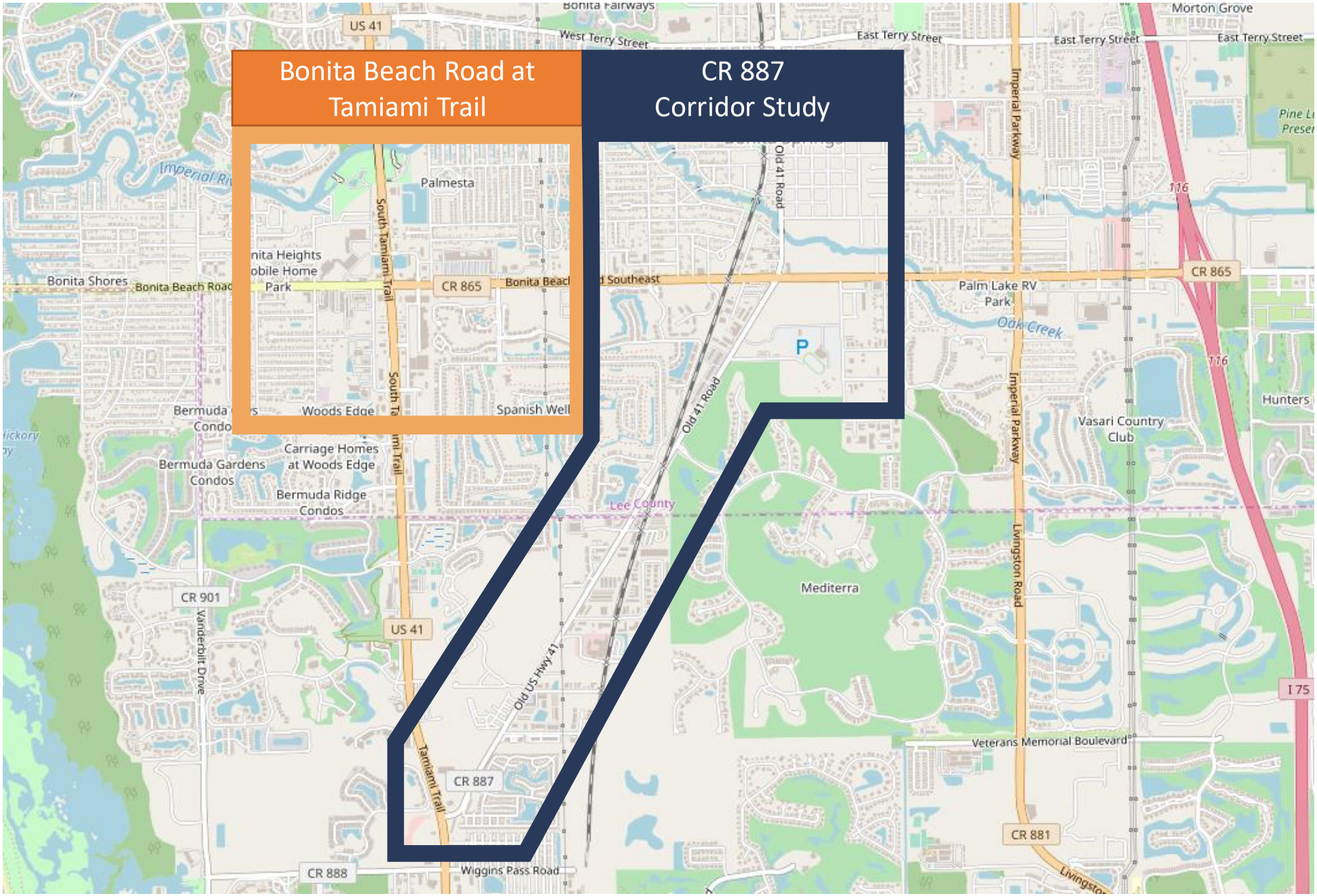


Figure 2: FDOT FTI TTMS Data Collection Locations with Example of missing Hourly Count Data

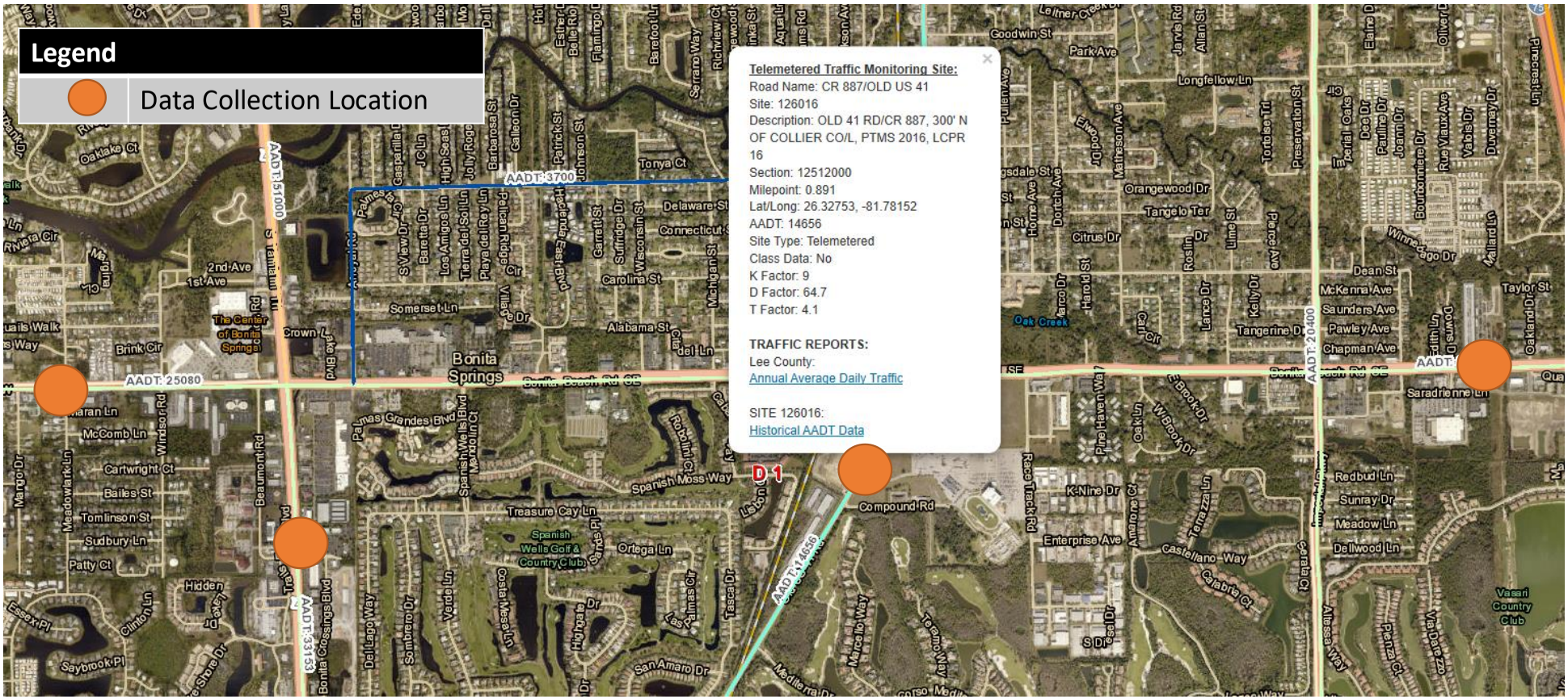

Legend
Data Collection Location
Telemetered Traffic Monitoring Site:
Road Name: CR 887/OLD US 41
Site: 126016
Description: OLD 41 RD/CR 887, 300' N OF COLLIER CO/L, PTMS 2016, LCPR 16
Section: 12512000
Milepoint: 0.891
Lat/Long: 26.32753, -81.78152
AADT: 14656
Site Type: Telemetered
Class Data: No
K Factor: 9
D Factor: 64.7
T Factor: 4.1
TRAFFIC REPORTS:
Lee County:
Annual Average Daily Traffic
SITE 126016:
Historical AADT Data
AADT: 3700
AADT: 51000
AADT: 25080
AADT: 33153
AADT: 14656
AADT: 20400
D 1
Bonita Springs
Compound Rd
Spanish Moss Way
Treasure Cay Ln
Ortega Ln
Spanish Wells Golf & Country Club
Palmas Grandes Blvd
Bonita Grande Dr
Bonita Crossings Blvd
Old 41
Tonya Ct
Delaware St
Connecticut St
Carolina St
Alabama St
Somerset Ln
Goodwin St
Park Ave
Longfellow Ln
Orangewood Dr
Tangelo Ter
Citrus Dr
Oak Creek
Tangerine Dr
Dean St
McKenna Ave
Saunders Ave
Pawley Ave
Chapman Ave
Saradrienne Ln
Redbud Ln
Sunray Dr
Meadow Ln
Dellwood Ln
K-Nine Dr
Enterprise Ave
Castellano Way
Calabria Ct
Vasari Country Club
Oak Lake Ct
2nd Ave
1st Ave
The Center of Bonita Springs
Brink Cir
McComb Ln
Cartwright Ct
Bailes St
Tomlinson St
Sudbury Ln
Patty Ct
Hidden Lake Dr
Saybrook Pl
Essex Pl
Clinton Ln
Del Lago Way
Sombrero Dr
Verde Ln
Ocean Breeze Ln
Highgate Dr
Tasca Dr
San Amaro Dr
Mediterra Dr
Marcello Way
Tesoro Way
Via Delaro
Plenza Ct
Redwood Ln
Beaumont Rd
Windsor Rd
Meadowlark Ln
Margo Dr
Spanish Wells Blvd
Mcgolrick Ct
Robbins Ct
Lisbon Ct
Race Track Rd
Pine Haven Way
Oak Ln
Wilbrook Dr
Amarone Ct
Tamazza Ln
Lime St
Rosita Dr
Harold St
Lance Dr
Kelly Dr
Dorich Ave
Horne Ave
Matheson Ave
Tortoise Trl
Preservation St
Jarvis Rd
Allan St
Elaine Dr
Oliver Dr
Pauline Dr
Joann Dr
Bourtonniere Dr
Rue Vieux Ave
Vabis Dr
Duvernay Dr
Mallard Ln
Winnebago Dr
Taylor St
Oakland Dr
Griffith Ln
Dominic Dr
Perial Oaks
Dee Dr
Leitner Creek Dr
Sarraro Way
Richview Ct
Barefoot Ln
Flamingo Dr
Esther Dr
Belle Rio Dr
Patrick St
Johnson St
Galleon Dr
Barbarosa St
Jolly Roger
High Seas
JC Ln
Gasparilla Dr
Palmetto Ridge Cir
Heritage Estates Blvd
Garrett St
Surfridge Dr
Wisconsin St
Michigan St
Terra del Sol Ln
Playa del Ray Ln
Los Amigos Ln
Baretta Dr
S View Dr
Palmetto Ridge Cir
Village Dr
Crown Lake Blvd
Old 41
Bonita Beach Rd SE
Bonita Beach Rd SE
Old 41
Calle Del Ln
Circle Dr
Circle Cir
Circle Cir
Circle Dr
Circle Dr
Circle Dr

Figure 3: Lee County' Transportation Data Management System 24/7/365 Collection Locations

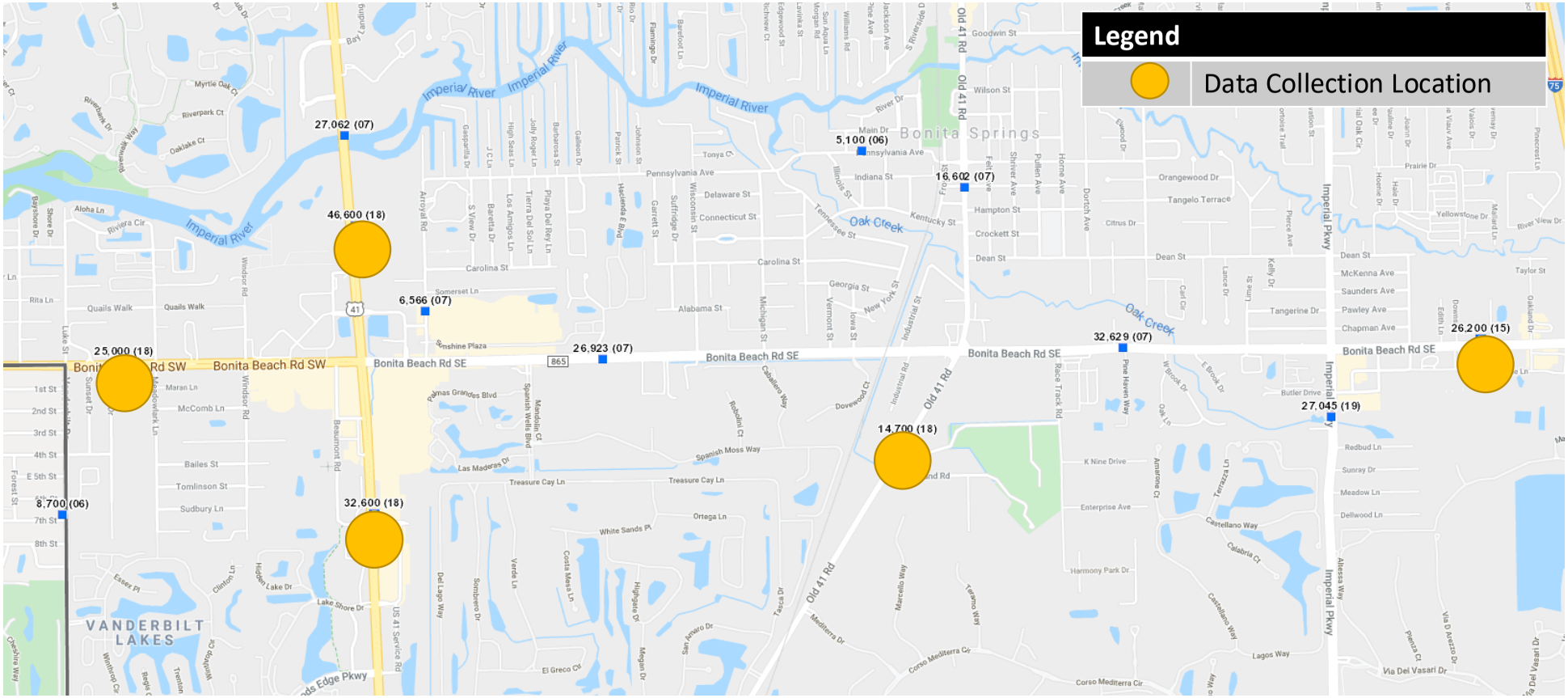


Figure 4: Data Collection, Conflation, and Analysis Overview

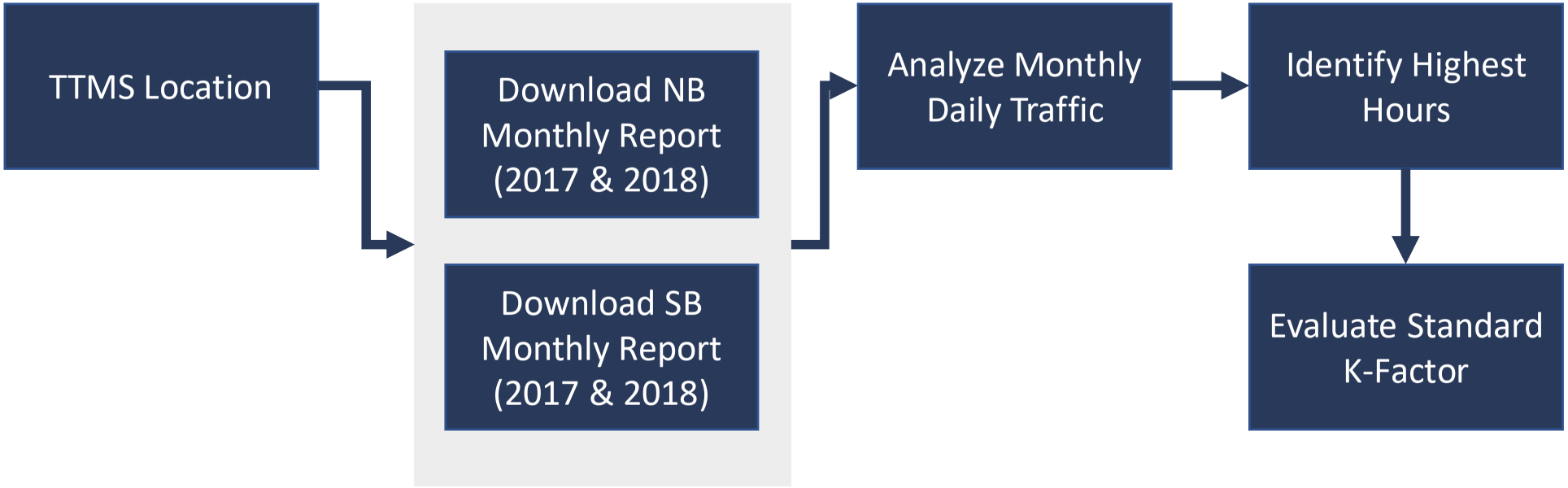
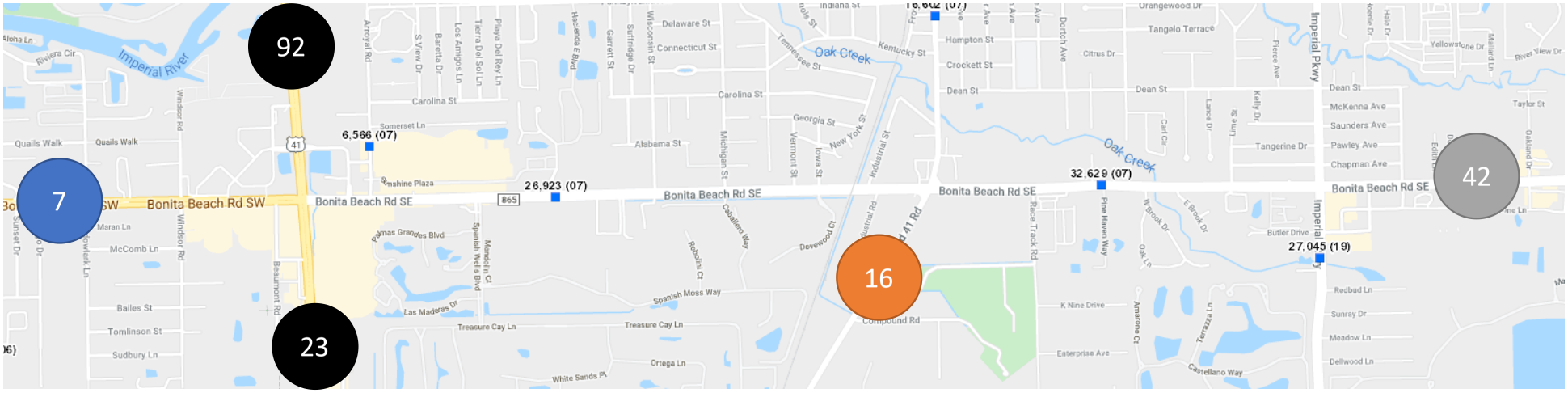


Figure 5: Average Daily Traffic by Month and Data Collection Site



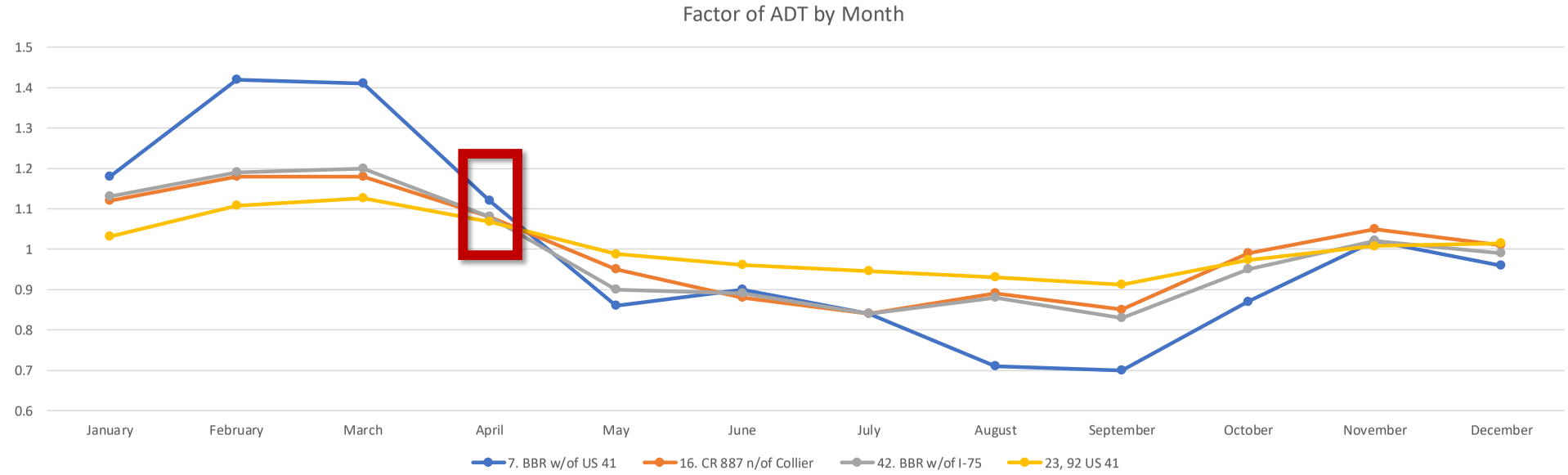


Table 1: April Percentage of ADT occurring by Highest Hour

Highest Hour	Old US 41 S of BBR	BBR W of I-75	BBR W of US 41
1	9.9%	12.7%	10.8%
2	9.7%	12.6%	10.7%
3	9.7%	12.6%	10.6%
4	9.6%	10.8%	10.3%
5	9.6%	10.7%	10.3%
6	9.5%	10.5%	10.1%
7	9.5%	10.4%	10.0%
8	9.5%	10.3%	9.8%
9	9.5%	10.2%	9.7%
10	9.5%	9.9%	9.7%
11	9.4%	9.7%	9.7%
12	9.4%	9.6%	9.6%
13	9.4%	9.6%	9.6%
14	9.3%	9.5%	9.5%
15	9.2%	9.4%	9.4%
16	9.2%	9.4%	9.2%
17	9.2%	9.2%	9.1%
18	9.2%	9.1%	8.9%
19	9.2%	9.1%	8.7%
20	9.2%	9.0%	8.5%
21	9.2%	8.8%	8.5%
22	9.2%	8.7%	8.5%
23	9.1%	8.7%	8.4%
24	9.1%	8.7%	8.4%
25	9.1%	8.7%	8.4%
26	9.0%	8.6%	8.4%
27	9.0%	8.6%	8.4%
28	9.0%	8.5%	8.3%
29	9.0%	8.5%	8.3%
30	9.0%	8.4%	8.3%
31	9.0%	8.4%	8.3%
32	9.0%	8.4%	8.3%
33	8.9%	8.4%	8.3%
34	8.9%	8.4%	8.3%
35	8.9%	8.3%	8.3%

Figure 6: Average Diurnal Distribution of Traffic for the month of April

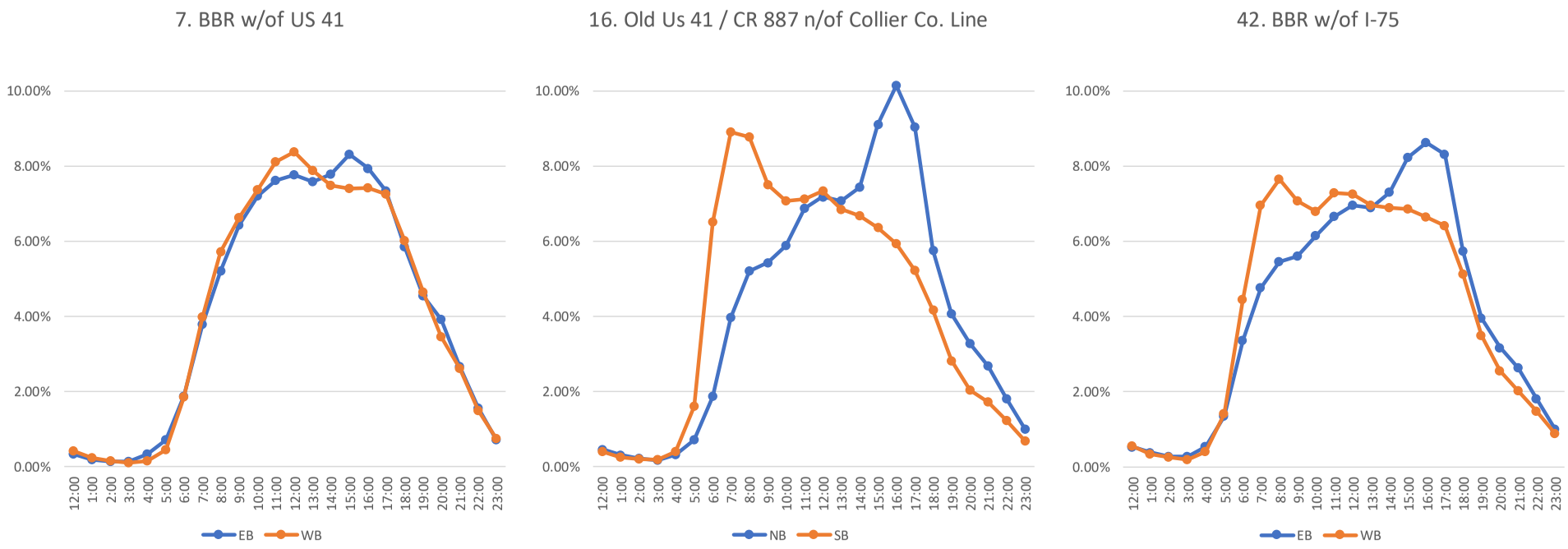


Figure 3-2: Existing AADT Calculations and Adjustments Diagram

AADT calculations

Bi-directional Count Location	3-day Average ADT			Axle Fct	Seasonal Fct	AADT
	NB	SB	Total			
US 41 S of Wiggins Pass Rd	29,954	28,484	58,438	0.98	0.97	55,600
US 41 S of Old 41	29,346	27,176	56,522	0.98	0.97	53,700
US 41 N of Old 41	20,884	20,401	41,285	0.98	0.97	39,200
Old 41 N of Gulf Coast Dr	9,639	9,072	18,711	0.98	0.97	17,800
Old 41 S of County Line	10,028	9,153	19,181	0.98	0.97	18,200
Old 41 N of Compound Rd	9,827	8,909	18,736	0.98	0.97	17,800
Old 41 N of Bonita Beach Rd	6,425	6,864	13,289	0.98	0.97	12,600
Bonita Beach Rd E of Old 41	23,498	22,322	45,820	0.98	0.97	43,600

2018 FTI Count Location	Cosite	AADT
Wiggins Pass west of US 41	034669	12,000
US 41 south of Old US 41	030018	52,500
US 41 north of Old US 41	030179	39,000
Old US 41 east of US 41	034152	15,900
Old US 41 south of Bonita Beach Rd.	126016	14,656
Old US 41 north of Bonita Beach Rd.	124641	11,500
Bonita Beach Rd. east of Old US 41	124226	38,000

Intersection Turning Movement Location	Pk Period	Approach Pk Hr Volume w SF and AF applied				Departure Pk Hr Volume w SF and AF applied				K	D	Peak Hour Approach AADT				Peak Hour Departure AADT			
		NBA	SBA	EBA	WBA	NBD	SBD	EBD	WBD			NBA	SBA	EBA	WBA	NBD	SBD	EBD	WBD
Old 41 & Tamiami Tr	AM	1389	1547	40	753	1046	2111	494	78	0.09	0.6	46,200	28,600	2,800	13,900	34,400	39,100	15,400	2,400
	PM	2494	1507	149	559	1855	1891	832	131										
Old 41 & Gulf Coast Dr	AM	487	738	0	55	493	763	24	0	0.09	0.6	15,700	13,700	-	1,000	15,200	14,100	1,100	-
	PM	849	585	0	42	821	593	62	0										
Old 41 & Collier Cntr Wy	AM	498	759	0	69	435	737	154	0	0.09	0.6	15,200	14,100	-	2,700	16,100	13,600	2,900	-
	PM	820	519	0	144	872	585	26	0										
Old 41 & Sun Century Rd	AM	462	656	47	47	460	675	63	14	0.09	0.6	13,300	12,100	900	900	13,400	12,500	1,200	600
	PM	718	465	38	42	721	489	21	32										
Old 41 & Rail Head Blvd	AM	447	695	0	150	478	656	158	0	0.09	0.6	13,700	12,900	-	2,800	14,900	12,100	2,900	-
	PM	740	440	0	130	806	460	44	0										
Old 41 & Via Palacio Av	AM	487	709	41	0	490	736	0	11	0.09	0.6	15,600	13,100	800	-	15,200	13,600	-	900
	PM	841	439	24	0	819	439	0	46										
Old 41 & Mediterra Dr	AM	493	729	0	59	490	713	78	0	0.09	0.6	15,200	13,500	-	1,100	15,300	13,200	1,400	-
	PM	819	439	0	57	828	440	47	0										
Old 41 & Bonita Bch Rd	AM	539	542	776	1823	310	891	1109	1370	0.09	0.6	17,700	10,000	24,000	33,800	9,100	16,500	34,100	25,400
	PM	954	354	1297	1258	494	502	1839	1028										
Bonita Bch Rd & Racetrack Rd	AM	231	0	1041	1980	0	374	1002	1876	0.09	0.6	4,700	-	33,700	36,700	-	6,900	34,100	34,700
	PM	254	0	1821	1137	0	217	1841	1154										

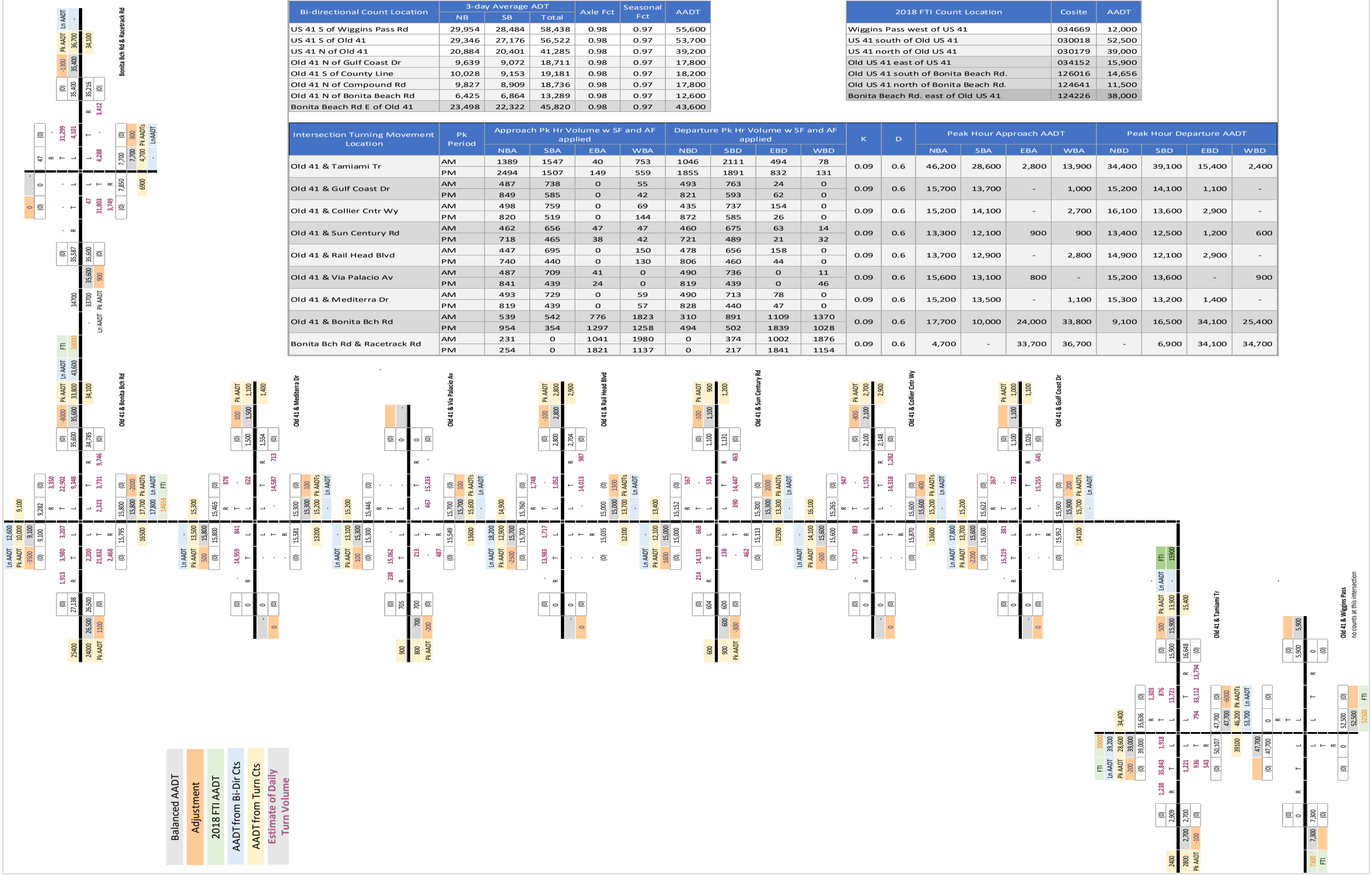
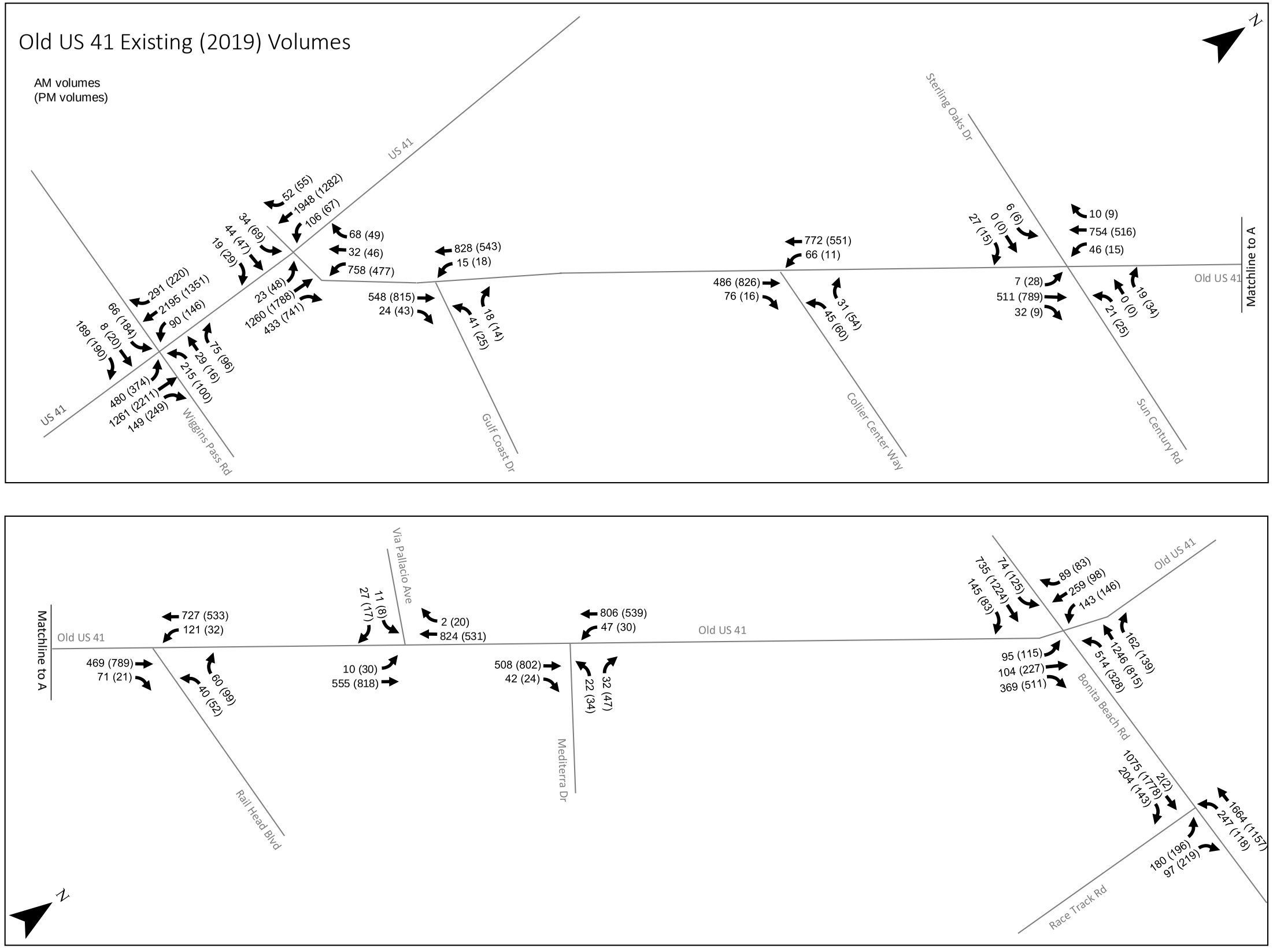


Figure 3-3: Existing (2019) Turning Movement Volumes

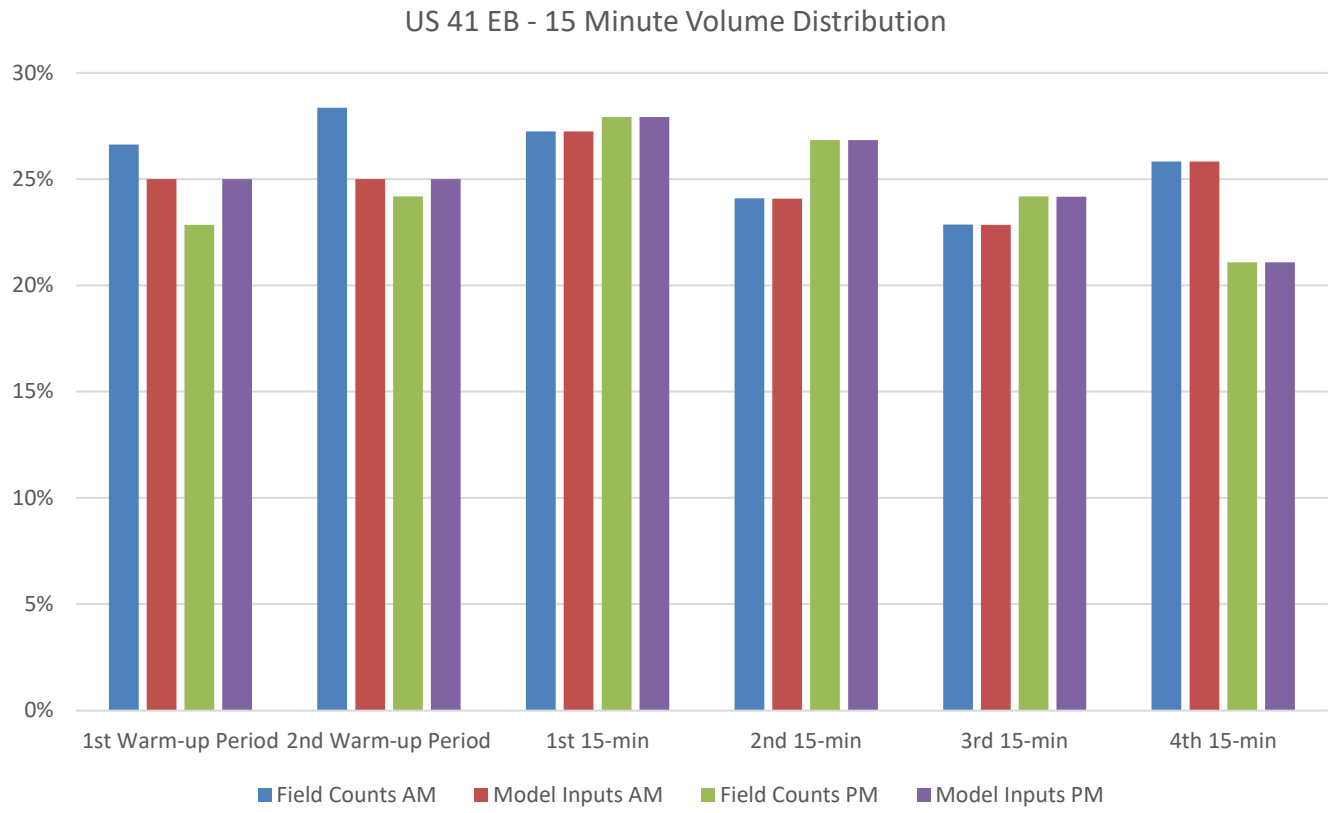


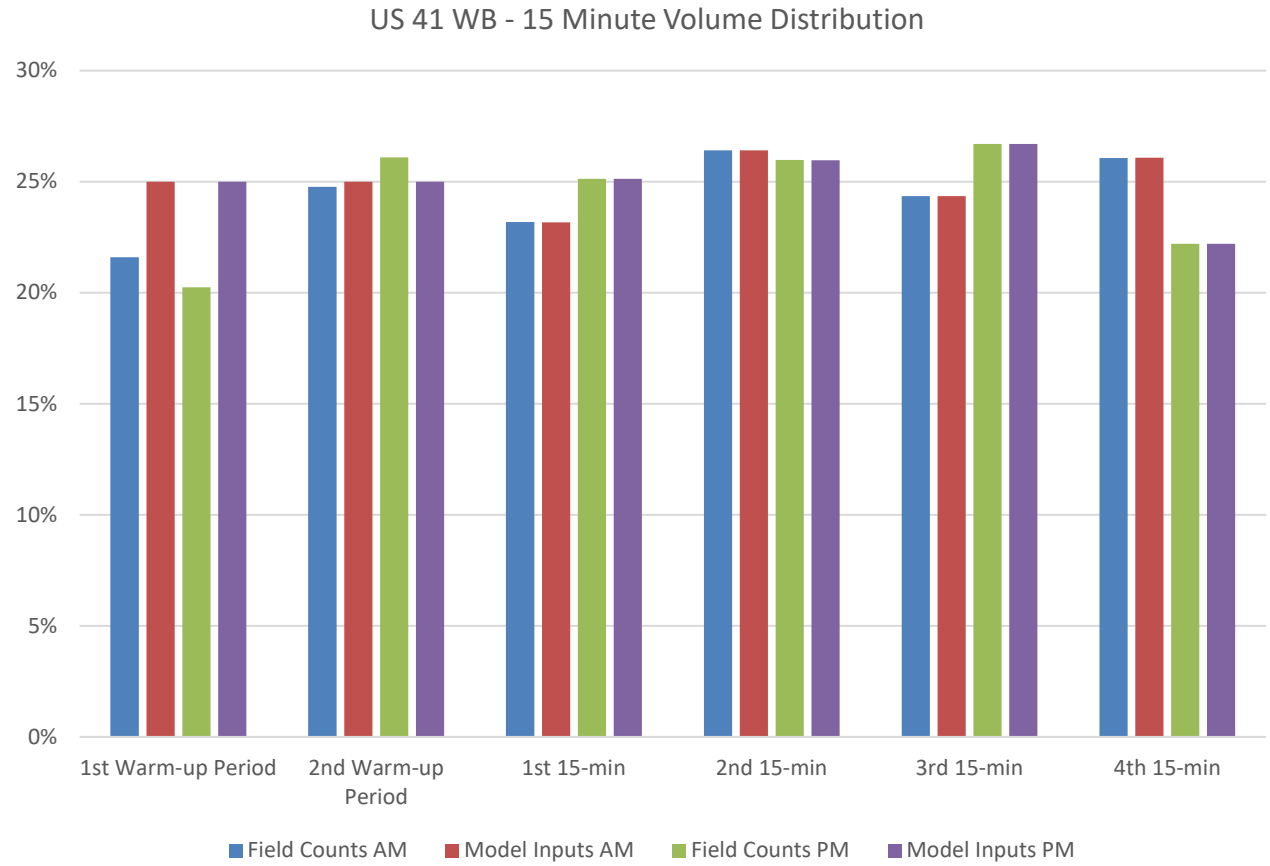
APPENDIX C: Comparison of Field Collected Data with Model Input Volumes based on DHTMV

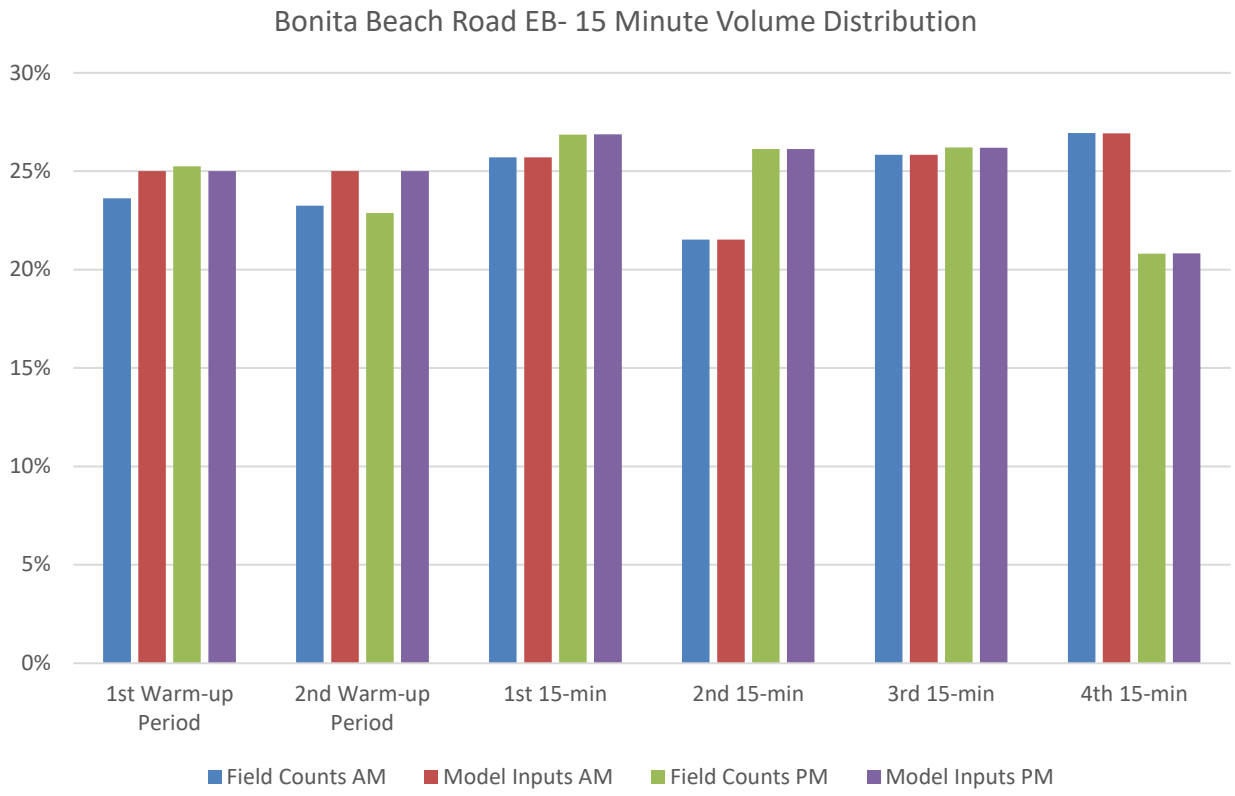
Comparison of Field Counts versus Model Inputs

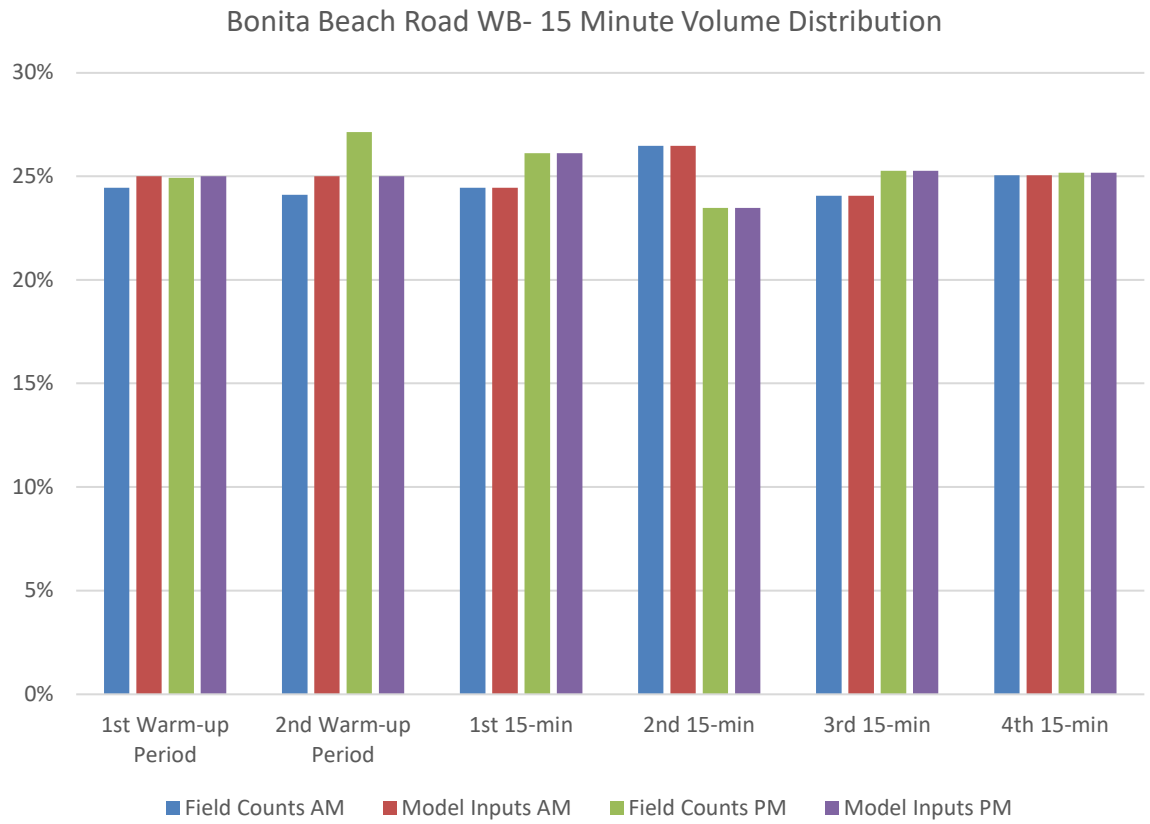
Route	Time	Time Period	Field Counts AM		Model Inputs AM		Time	Time Period	Field Counts PM		Model Inputs PM	
			PH Volume	%	15-Min Volumes	%			PH Volume	%	15-Min Volumes	%
US 41 EB	7:30 AM	1st Warm-up Period	431	27%	526	25%	4:30 PM	1st Warm-up Period	361	23%	349	25%
	7:45 AM	2nd Warm-up Period	459	28%	526	25%	4:45 PM	2nd Warm-up Period	382	24%	349	25%
	8:00 AM	1st 15-min	441	27%	573	27%	5:00 PM	1st 15-min	441	28%	390	28%
	8:15 AM	2nd 15-min	390	24%	507	24%	5:15 PM	2nd 15-min	424	27%	375	27%
	8:30 AM	3rd 15-min	370	23%	481	23%	5.30 PM	3rd 15-min	382	24%	338	24%
	8:45 AM	4th 15-min	418	26%	543	26%	5:45 PM	4th 15-min	333	21%	294	21%
	-	-	**1,619**	**100%**	**2,103**	**100%**	-	-	**1,580**	**100%**	**1,396**	**100%**
US 41 WB	7:30 AM	1st Warm-up Period	314	22%	473	25%	4:30 PM	1st Warm-up Period	527	20%	709	25%
	7:45 AM	2nd Warm-up Period	360	25%	473	25%	4:45 PM	2nd Warm-up Period	679	26%	709	25%
	8:00 AM	1st 15-min	337	23%	438	23%	5:00 PM	1st 15-min	654	25%	712	25%
	8:15 AM	2nd 15-min	384	26%	499	26%	5:15 PM	2nd 15-min	676	26%	736	26%
	8:30 AM	3rd 15-min	354	24%	460	24%	5.30 PM	3rd 15-min	695	27%	757	27%
	8:45 AM	4th 15-min	379	26%	493	26%	5:45 PM	4th 15-min	578	22%	629	22%
	-	-	**1,454**	**100%**	**1,890**	**100%**	-	-	**2,603**	**100%**	**2,834**	**100%**
Bonita Beach Road EB	7:30 AM	1st Warm-up Period	192	24%	247	25%	4:30 PM	1st Warm-up Period	342	25%	362	25%
	7:45 AM	2nd Warm-up Period	189	23%	247	25%	4:45 PM	2nd Warm-up Period	310	23%	362	25%
	8:00 AM	1st 15-min	209	26%	254	26%	5:00 PM	1st 15-min	364	27%	389	27%
	8:15 AM	2nd 15-min	175	22%	212	22%	5:15 PM	2nd 15-min	354	26%	378	26%
	8:30 AM	3rd 15-min	210	26%	255	26%	5.30 PM	3rd 15-min	355	26%	379	26%
	8:45 AM	4th 15-min	219	27%	266	27%	5:45 PM	4th 15-min	282	21%	301	21%
	-	-	**813**	**100%**	**986**	**100%**	-	-	**1,355**	**100%**	**1,447**	**100%**
Bonita Beach Road WB	7:30 AM	1st Warm-up Period	497	24%	484	25%	4:30 PM	1st Warm-up Period	292	25%	311	25%
	7:45 AM	2nd Warm-up Period	490	24%	484	25%	4:45 PM	2nd Warm-up Period	318	27%	311	25%
	8:00 AM	1st 15-min	497	24%	473	24%	5:00 PM	1st 15-min	306	26%	325	26%
	8:15 AM	2nd 15-min	538	26%	512	26%	5:15 PM	2nd 15-min	275	23%	292	23%
	8:30 AM	3rd 15-min	489	24%	465	24%	5.30 PM	3rd 15-min	296	25%	314	25%
	8:45 AM	4th 15-min	509	25%	484	25%	5:45 PM	4th 15-min	295	25%	313	25%
	-	-	**2,033**	**100%**	**1,934**	**100%**	-	-	**1,172**	**100%**	**1,244**	**100%**

Note: Within VISSIM the 15-min volumes shown in "Model Inputs" columns are entered as hourly inputs (multiplied by 4)


US 41 EB - 15 Minute Volume Distribution
30%
25%
20%
15%
10%
5%
0%
1st Warm-up Period
2nd Warm-up Period
1st 15-min
2nd 15-min
3rd 15-min
4th 15-min
Field Counts AM
Model Inputs AM
Field Counts PM
Model Inputs PM


US 41 WB - 15 Minute Volume Distribution
30%
25%
20%
15%
10%
5%
0%
1st Warm-up Period
2nd Warm-up Period
1st 15-min
2nd 15-min
3rd 15-min
4th 15-min
Field Counts AM
Model Inputs AM
Field Counts PM
Model Inputs PM


Bonita Beach Road EB- 15 Minute Volume Distribution
30%
25%
20%
15%
10%
5%
0%
1st Warm-up Period
2nd Warm-up Period
1st 15-min
2nd 15-min
3rd 15-min
4th 15-min
Field Counts AM
Model Inputs AM
Field Counts PM
Model Inputs PM


Bonita Beach Road WB- 15 Minute Volume Distribution
30%
25%
20%
15%
10%
5%
0%
1st Warm-up Period
2nd Warm-up Period
1st 15-min
2nd 15-min
3rd 15-min
4th 15-min
Field Counts AM
Model Inputs AM
Field Counts PM
Model Inputs PM

Intersection	Approach	Movement	Input Traffic Volumes		Model Traffic Volumes		% Difference	
			AM	PM	AM	PM	AM	PM
Old US 41 at US 41 (Signalized)	US 41, SB	SBL	103	59	105	62	2%	5%
		SBT	1,948	1,282	1,963	1,284	1%	0%
		SBR	52	55	54	55	4%	0%
		total	2,103	1,396	2,122	1,401	1%	0%
	Old US 41, WB	WBL	718	510	695	504	-3%	-1%
		WBT	30	49	29	52	-3%	6%
		WBR	64	53	59	53	-8%	0%
		total	812	612	783	609	-4%	0%
	US 41, NB	NBL	15	28	13	29	-13%	4%
		NBT	1,269	1,807	1,283	1,813	1%	0%
		NBR	468	701	459	699	-2%	0%
		total	1,752	2,536	1,755	2,541	0%	0%
	Old US 41, EB	EBL	34	69	32	65	-6%	-6%
		EBT	47	44	47	45	0%	2%
		EBR	19	29	18	30	-5%	3%
		total	100	142	97	140	-3%	-1%
	Overall		**4,767**	**4,686**	**4,756**	**4,690**	**0%**	**0%**
Old US 41 at Gulf Coast Dr	Old US 41, SB	SBL	14	20	13	22	-7%	10%
		SBT	771	588	756	584	-2%	-1%
		total	785	608	769	606	-2%	0%
	Gulf Coast Dr, WB	WBL	41	24	40	24	-2%	0%
		WBR	19	13	18	12	-5%	-8%
		total	60	37	58	36	-3%	-3%
	Old US 41, NB	NBT	594	761	583	762	-2%	0%
		NBR	24	43	25	44	4%	2%
		total	618	804	608	806	-2%	0%
Old US 41 at Collier Center Way	Old US 41, SB	SBL	62	12	62	12	0%	0%
		SBT	740	550	732	549	-1%	0%
		total	802	562	794	561	-1%	0%
	Collier Center Way, WB	WBL	45	58	42	57	-7%	-2%
		WBR	34	50	35	51	3%	2%
		total	79	108	77	108	-3%	0%
	Old US 41, NB	NBT	520	758	507	759	-3%	0%
		NBR	93	16	92	15	-1%	-6%
		total	613	774	599	774	-2%	0%
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41, SB	SBL	44	16	45	17	2%	6%
		SBT	754	523	748	520	-1%	-1%
		SBR	10	10	8	11	-20%	10%
		total	808	549	801	548	-1%	0%
	Sun Century Rd, WB	WBL	21	24	19	25	-10%	4%
		WBT	0	0	0	0	-	-
		WBR	19	33	19	33	0%	0%
		total	40	57	38	58	-5%	2%
	Old US 41, NB	NBL	7	28	6	28	-14%	0%
		NBT	515	771	501	775	-3%	1%
		NBR	32	9	36	9	13%	0%
		total	554	808	543	812	-2%	0%
	Sterling Oaks Dr, EB	EBL	6	6	5	5	-17%	-17%
		EBT	0	0	0	0	-	-
		EBR	27	15	26	14	-4%	-7%
		total	33	21	31	19	-6%	-10%
Old US 41 at Rail Head Blvd	Old US 41, SB	SBL	121	32	120	33	-1%	3%
		SBT	766	500	760	498	-1%	0%
		total	887	532	880	531	-1%	0%
	Rail Head Blvd, WB	WBL	42	49	42	48	0%	-2%
		WBR	60	99	60	103	0%	4%
		total	102	148	102	151	0%	2%
	Old US 41, NB	NBT	469	789	457	792	-3%	0%
		NBR	71	21	69	22	-3%	5%
		total	540	810	526	814	-3%	0%
Old US 41 at Via Palacio Ave	Old US 41, SB	SBT	859	515	853	514	-1%	0%
		SBR	2	20	2	17	0%	-15%
		total	861	535	855	531	-1%	-1%
	Old US 41, NB	NBL	9	31	10	31	11%	0%
		NBT	520	857	510	864	-2%	1%
		total	529	888	520	895	-2%	1%
	Via Palacio Ave, EB	EBL	11	8	10	8	-9%	0%
		EBR	28	17	28	17	0%	0%
		total	39	25	38	25	-3%	0%
Old US 41 at Mediterra Dr	Old US 41, SB	SBL	47	30	43	27	-9%	-10%
		SBT	838	503	834	500	0%	-1%
		total	885	533	877	527	-1%	-1%
	Mediterra Dr, WB	WBL	23	32	22	31	-4%	-3%
		WBR	32	47	32	48	0%	2%
		total	55	79	54	79	-2%	0%
	Old US 41, NB	NBT	490	840	482	849	-2%	1%
		NBR	41	25	38	23	-7%	-8%
		total	531	865	520	872	-2%	1%

Intersection	Approach	Movement	Input Traffic Volumes		Model Traffic Volumes		% Difference	
			AM	PM	AM	PM	AM	PM
Bonita Beach Rd at Old US 41 (Signalized)	Old US 41, SB	SBL	150	148	153	151	2%	2%
		SBT	254	97	248	97	-2%	0%
		SBR	89	83	86	80	-3%	-4%
		total	493	328	487	328	-1%	0%
	Bonita Beach Rd, WB	WBL	489	351	490	346	0%	-1%
		WBT	1,222	823	1,228	833	0%	1%
		WBR	159	143	157	143	-1%	0%
		total	1,870	1,317	1,875	1,322	0%	0%
	Old US 41, NB	NBL	84	119	86	123	2%	3%
		NBT	95	235	93	238	-2%	1%
		NBR	343	533	336	542	-2%	2%
		total	522	887	515	903	-1%	2%
	Bonita Beach Rd, EB	EBL	70	115	72	121	3%	5%
		EBT	770	1,237	769	1,257	0%	2%
		EBR	142	85	142	83	0%	-2%
		total	982	1,437	983	1,461	0%	2%
	Overall		**3,867**	**3,969**	**3,860**	**4,013**	**0%**	**1%**
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd, WB	WBL	247	118	248	122	0%	3%
		WBT	1,687	1,126	1,692	1,127	0%	0%
		total	1,934	1,244	1,940	1,249	0%	0%
	Race Track Rd, NB	NBL	183	191	184	189	1%	-1%
		NBR	97	219	96	220	-1%	0%
		total	280	410	280	409	0%	0%
	Bonita Beach Rd, EB	EBU	0	0	0	0	-	-
		EBT	1,062	1,776	1,059	1,802	0%	1%
		EBR	201	142	197	143	-2%	1%
		total	1,263	1,918	1,256	1,945	-1%	1%
	Overall		**3,477**	**3,572**	**3,476**	**3,603**	**0%**	**1%**
US 41 at Wiggins Pass Rd (Signalized)	US 41, SB	SBL	90	146	90	143	0%	-2%
		SBT	2,195	1,351	2,191	1,358	0%	1%
		SBR	291	220	295	222	1%	1%
		total	2,576	1,717	2,576	1,723	0%	0%
	Wiggins Pass Rd, WB	WBL	215	100	212	97	-1%	-3%
		WBT	29	16	27	15	-7%	-6%
		WBR	75	96	76	98	1%	2%
		total	319	212	315	210	-1%	-1%
	US 41, NB	NBL	480	374	477	380	-1%	2%
		NBT	1,261	2,211	1,256	2,203	0%	0%
		NBR	149	249	152	253	2%	2%
		total	1,890	2,834	1,885	2,836	0%	0%
	Wiggins Pass Rd, EB	EBL	66	184	69	188	5%	2%
		EBT	8	20	7	22	-13%	10%
		EBR	189	190	184	183	-3%	-4%
		total	263	394	260	393	-1%	0%
	Overall		**5,048**	**5,157**	**5,036**	**5,162**	**0%**	**0%**

CR 887 (Old US 41 Road)
Future Volumes Technical Memorandum

Project Development and Environment Study

CR 887 (Old US 41 Road)

from US 41 in Collier County, FL, to Bonita Beach Road in Lee County, FL

Financial Project ID: 435110-1-22-01 & 435347-1-22-01

March 2021

Prepared For:

Florida Department of Transportation, District One

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1 Introduction

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze existing conditions and assess the feasibility of future capacity improvements on the CR 887 (Old US 41 Road) corridor from US 41 in Collier County to Bonita Beach Road in Lee County. This traffic technical report summarizes the existing traffic volumes in the study area and the development of future traffic volumes and conditions for three alternative roadway improvements and alignments.

1.1 Project Description

The FDOT is conducting a PD&E study for proposed improvements to Old US 41 / County Road (CR) 887, or Old US 41. The project limits are from US 41 / Tamiami Trail to CR 865 / Bonita Beach Road, in Lee and Collier Counties for approximately 2.73 miles. A map of the project limits is shown in **Figure 1-1**. These improvements, which may include safety, "complete streets", and capacity improvement are intended to enhance connectivity and circulation between US 41/Tamiami Trail and Bonita Beach Road, as well as to improve safety for all users, including bicyclists and pedestrians. An understanding of traffic movements and predictions of future traffic growth are necessary to determine the capacity improvements required to keep the roadways and intersections operating at an acceptable level of service.

1.2 Objective

The objective of the traffic technical report is to identify existing traffic movements and volumes and to develop future traffic movements and volumes for three possible future alternatives: a no build alternative where the study limit network remains unchanged, and two alternatives where the Old US 41 study corridor is widened to four-lanes. The traffic projections from this report will be used in the PD&E's Project Traffic Analysis Report (PTAR) to design a future roadway network that provides capacity for the safe and efficient movement of multimodal traffic through the design year.

1.3 Analysis Periods and Years

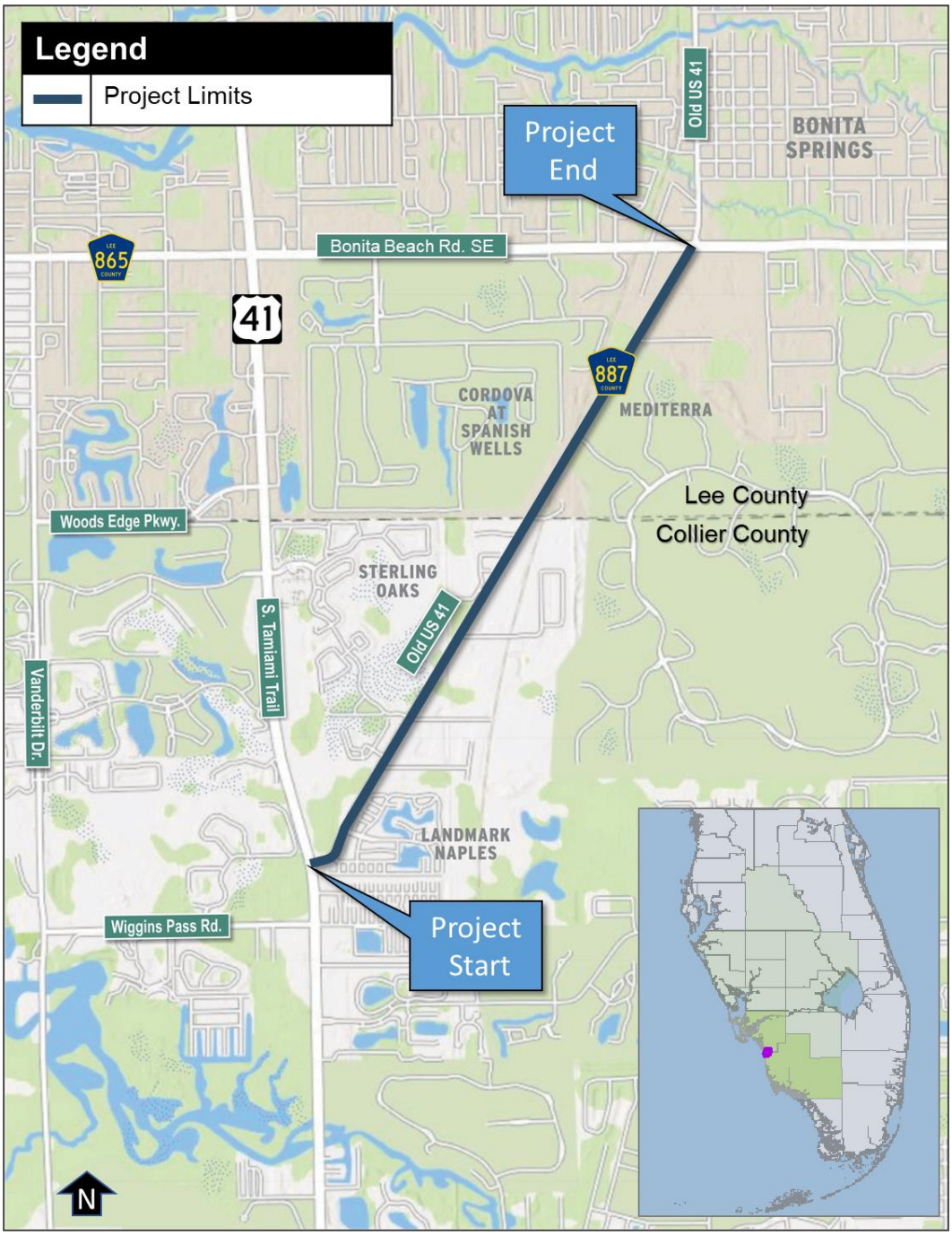
Traffic projections were completed for the following analysis years:

- Existing year: 2019
- Opening year: 2025
- Interim year: 2035
- Design year: 2045

1.4 Methodology

The methodology used for the traffic study is described in the FDOT approved *Traffic Analysis Methodology Report* available in **Appendix A**.

Figure 1-1: CR 887 Study Limits & Study Area



2 Project Information

2.1 Study Area

The study limits begin at the intersection of Old US 41 and US 41 and continue northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. Old US 41 is a 2-lane urban major collector. The study area expands the study limits to include the intersections listed below and the roadway segments between them. Future years include the addition of a four-lane Veterans Memorial Parkway connecting US 41 across Old US 41 to the east that continues to Strand Boulevard.

Study Area Intersections

- US 41 at Wiggins Pass (Signalized)
- US 41 at Old US 41 Road (Signalized)
- US 41 at Veterans Memorial Parkway (Future Scenarios Only – Planned Intersection)
- Old US 41 Road at Gulf Coast Drive (Unsignalized)
- Old US 41 Road at Veterans Memorial Parkway (Future Scenarios Only – Planned Intersection)
- Old US 41 Road at Collier Center Way (Unsignalized)
- Old US 41 Road at Sun Century Road / Sterling Oaks Drive (Unsignalized)
- Old US 41 Road at Rail Head Boulevard (Unsignalized)
- Old US 41 Road at Via Palacio Avenue (Unsignalized)
- Old US 41 Road at Mediterra Drive (Unsignalized)
- Old US 41 Road at Race Track Road Extension (Future Scenarios Only)*
- Bonita Beach Road at Old US 41 Road (Signalized)
- Bonita Beach Road at Race Track Road (Signalized)

  **The quadrant roadway connection at Old US 41 Road was written as Compound Road in the methodology statement and then changed to be a new roadway and intersection north of Compound Road for this traffic analysis. It will be referred to as the Race Track Road Extension (Ext) in this report.*

2.2 Existing Transit Service

Currently there is no transit service operating on Old US 41; however, the travel demand model has a transit route in the future, labeled the Creekside CIRC. Transit, Route 600, the Linc, does run on US 41 and Bonita Beach Road adjacent to the study limits.

3 Existing Traffic Conditions

3.1 Traffic Count Information

To identify roadway characteristics and existing traffic volumes and movements in the study area, traffic counts were collected in April of 2019 as follows:

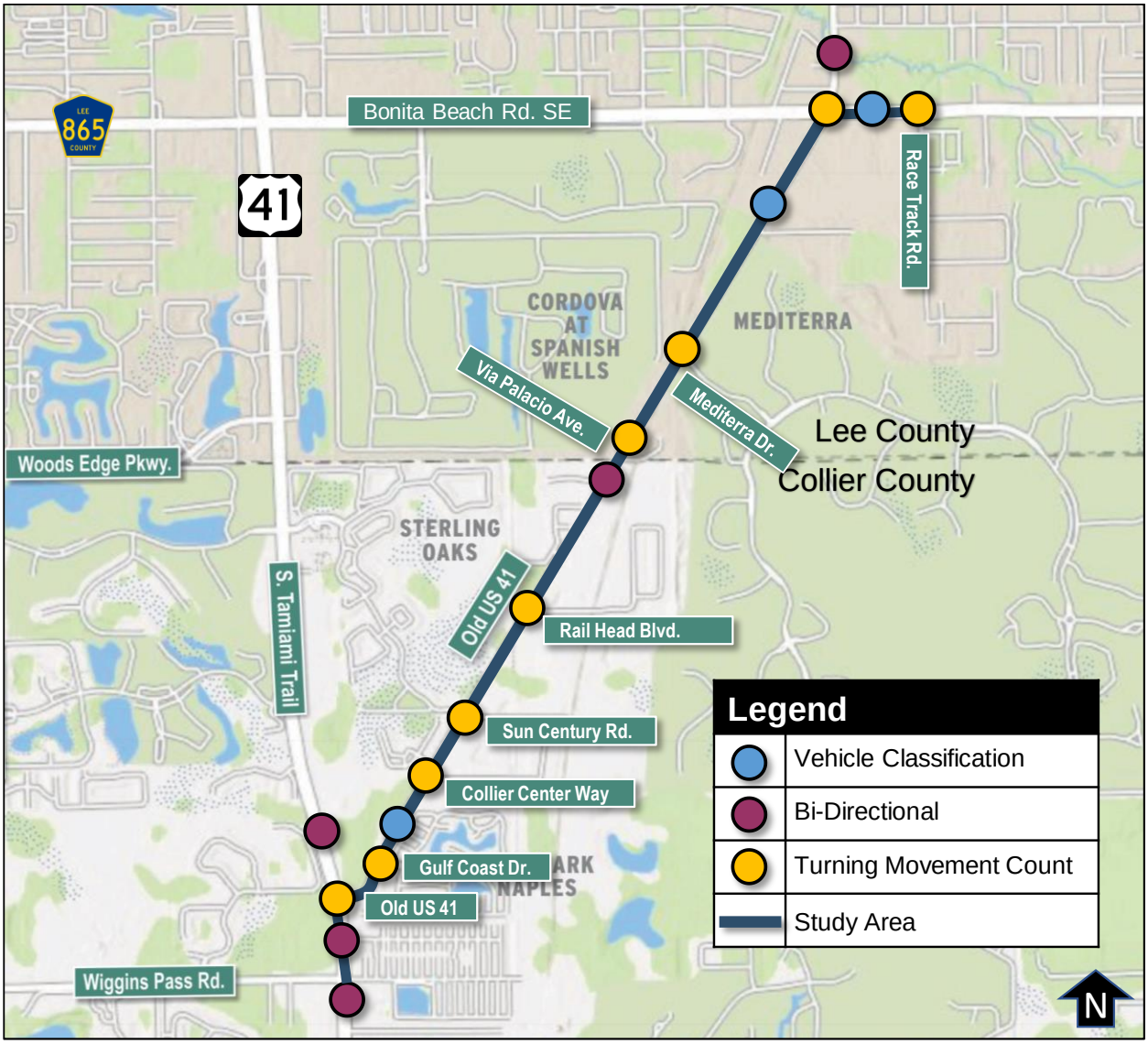
- Five 72-hour bi-directional volume counts (April 16-18, 2019)
  - US 41 south of Wiggins Pass Road
  - US 41 south of Old US 41 Road
  - US 41 north of Old US 41 Road
  - Old US 41 Road south of the Collier County line
  - Old US 41 Road north of Bonita Beach Road

- Three 7-day vehicle classification counts (April 16-18, 2019)
  - Old US 41 Road north of Gulf Coast Drive
  - Old US 41 Road north of Compound Road
  - Bonita Beach Road east of Old US 41 Road

- Nine 12-hour turning movement counts (7:00 AM to 7:00 PM)
  - US 41 at Old US 41 Road (4/16/2019)
  - Old US 41 Road at Gulf Coast Drive (4/16/2019)
  - Old US 41 Road at Collier Center Way (4/16/2019)
  - Old US 41 Road at Sun Century Road (4/11/2019)
  - Old US 41 Road at Rail Head Boulevard (4/11/2019)
  - Old US 41 Road at Via Palacio Avenue (4/11/2019)
  - Old US 41 Road at Mediterra Drive (4/11/2019)
  - Bonita Beach Road at Old US 41 Road (4/18/2019)
  - Bonita Beach Road at Race Track Road (4/16/2019)

Turning movement counts (TMCs) included pedestrian, bicycle, and heavy vehicle counts reported separately. Total truck and heavy truck (classes 8-13) percentages were calculated from TMCs and classification counts for peak and daily traffic conditions. A map of count locations is shown in **Figure 3-1.** Copies of all traffic count data are provided in **Appendix B**. FDOT 2018 seasonal and axle factors for Collier and Lee Counties are provided in **Appendix C**. These factors were applied to all count data to provide annual average daily traffic volumes.

Figure 3-1: Traffic Count Location Map



3.2 Development of Design Characteristics

Design characteristics: K, D, T_{24}, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

3.2.1 Standard K Factor

The seasonal nature of traffic prompted the commission, at the behest of FDOT staff, of an investigation into the K-Factor to be used in a September 25th, 2019 meeting; the investigation included the telemetered traffic monitoring sites (TTMS) within the study area:

- Bonita Beach Road west of US 41,
- Bonita Beach Road west of I-75,
- Old US 41 south of Bonita Beach Road,
- US 41 south of Bonita Beach Road,
- US 41 north of Bonita Beach Road.

Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of the 30th highest hour for the month across all TTMS locations. Documentation for the investigation can be found in the *Traffic Analysis Methodology Report* in **Appendix A**.

3.2.2 D Factor

The directional factor (D = 60%) was calculated from the traffic count data and compared to the five-year historical data from FDOT count stations within the study area. Peak directions of travel were established based on existing travel patterns identified from review of the traffic count data and historical data. Peak AM direction was determined to be southbound and westbound and peak PM direction was the reverse, northbound and eastbound. D factor calculations and comparison are shown in **Table 3-1**.

Table 3-1: D factor Calculation Comparisons

D Factor calculated from Bi-directional Lane Counts

Location	3-Day Ave AM Peak		3-Day Ave PM Peak		AM Peak		PM Peak	
	NB	SB	NB	SB	D	Dir.	D	Dir.
US 41 S of Wiggins Pass Rd	1,611	2,199	2,618	2,048	58%	SB	56%	NB
US 41 S of Old 41	1,501	2,214	2,709	1,872	60%	SB	59%	NB
US 41 N of Old 41	1,139	1,559	1,871	1,450	58%	SB	56%	NB
Old 41 N of Gulf Coast Dr	526	759	835	603	59%	SB	58%	NB
Old 41 S of County Line	511	811	940	494	61%	SB	66%	NB
Old 41 N of Compound Rd	550	842	914	480	60%	SB	66%	NB
Old 41 N of Bonita Beach Rd	332	589	580	379	64%	SB	60%	NB
Bonita Beach Rd E of Old 41	1,186	1,984	2,160	1,280	63%	WB	63%	EB
Directional Avg. D					60%		61%	
Overall Avg. D								**60%**

D factor calculated from Intersection Turning Movement Counts

Location	Peak Period	S leg		N leg		W leg		E leg	
		Max Dir	D	Max Dir	D	Max Dir	D	Max Dir	D
Old 41 & Tamiami Tr	AM	SB	60%	SB	60%	WB	66%	WB	60%
Old 41 & Tamiami Tr	PM	NB	57%	NB	55%	EB	53%	EB	60%
Old 41 & Gulf Coast Dr	AM	SB	61%	SB	60%	WB	-	WB	70%
Old 41 & Gulf Coast Dr	PM	NB	59%	NB	58%	WB	-	EB	60%
Old 41 & Collier Cntr Wy	AM	SB	60%	SB	64%	WB	-	EB	69%
Old 41 & Collier Cntr Wy	PM	NB	58%	NB	63%	WB	-	WB	85%
Old 41 & Sun Century Rd	AM	SB	59%	SB	59%	EB	77%	EB	57%
Old 41 & Sun Century Rd	PM	NB	59%	NB	61%	EB	54%	WB	67%
Old 41 & Rail Head Blvd	AM	SB	59%	SB	59%	WB	-	EB	51%
Old 41 & Rail Head Blvd	PM	NB	62%	NB	65%	WB	-	WB	75%
Old 41 & Via Palacio Av	AM	SB	60%	SB	59%	EB	79%	EB	-
Old 41 & Via Palacio Av	PM	NB	66%	NB	65%	WB	66%	EB	-
Old 41 & Mediterra Dr	AM	SB	59%	SB	60%	WB	-	EB	57%
Old 41 & Mediterra Dr	PM	NB	65%	NB	65%	WB	-	WB	55%
Old 41 & Bonita Bch Rd	AM	SB	62%	SB	64%	WB	64%	WB	62%
Old 41 & Bonita Bch Rd	PM	NB	66%	NB	58%	EB	56%	EB	59%
Bonita Bch Rd & Racetrack Rd	AM	SB	62%	NB	-	WB	64%	WB	66%
Bonita Bch Rd & Racetrack Rd	PM	NB	54%	NB	-	EB	61%	EB	62%
Directional Avg. D Factors			60%		61%		64%		63%
Overall Avg. D Factor									62%
Old US 41 Corridor Avg. D Factor									**61%**

D factor from FDOT Historical FTI

Location	Cosite	Year	D factor
Old 41 N of US 41	034152	2018	57%
Old 41 N of US 41	034152	2017	57%
Old 41 N of US 41	034152	2016	57%
Old 41 N of US 41	034152	2015	57%
Old 41 N of US 41	034152	2014	57%
Old 41 S of Bonita Beach	126016	2018	65%
Old 41 S of Bonita Beach	126016	2017	65%
Old 41 S of Bonita Beach	126016	2016	65%
Old 41 S of Bonita Beach	126016	2015	63%
Old 41 S of Bonita Beach	126016	2014	63%
Old 41 N of Bonita Beach	124641	2018	53%
Old 41 N of Bonita Beach	124641	2017	60%
Old 41 N of Bonita Beach	124641	2016	59%
Old 41 N of Bonita Beach	124641	2015	56%
Old 41 N of Bonita Beach	124641	2014	55%
Old 41 Avg. D Factor			**59%**

3.2.3 T and DHT

The daily truck factor (T_{24} = 4.6%) was calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) were estimated to be one half of T_{24}. Measures are shown in Table 3-2.

Table 3-2: T and DHT Factors

Location	Classification Counts			FTI	Recommended T_{Peak}
	Pk Hr		Daily	5-yr average	
	AM	PM	Total	Daily Total	
Old US 41 N of Gulf Coast Dr	2.1%	1.4%	1.7%	4.6%	2.3%
Old US 41 N of Compound Rd	2.9%	2.5%	2.7%	4.6%	2.3%
Bonita Beach Rd E of Old US 41	2.2%	1.6%	4.5%	5.6%	2.0%

3.2.4 Peak Hour Factor

An overall intersection peak hour factor (PHF) of 0.93 was calculated for the study intersections from turning movement counts. The calculated PHF was compared to the FDOT 2014 Traffic Analysis Handbook's recommended default PHF of 0.92 for roadway types other than freeways or urban arterials. The minimal variation between calculated and default PHF lead to the default PHF of 0.92 being used.

3.2.5 Recommended Design Traffic Characteristics

Final recommended design traffic characteristics are shown in Table 3-3.

Table 3-3: Recommended Design Traffic Characteristics

Standard K:	9%
D Factor:	60%
T Daily Old Hwy 41:	4.6%
PHF:	92%

3.3 Existing Traffic Volumes

Seasonal and axle correction factors were applied to the traffic counts that were then balanced to obtain 2019 Annual Average Daily Traffic (AADT) volumes for the project corridor and cross streets. The adjusted/recommended 2019 AADT volumes are shown in **Table 3-4**. **Figure 3-2** shows the calculations and adjustments used to derive the 2019 AADTs.

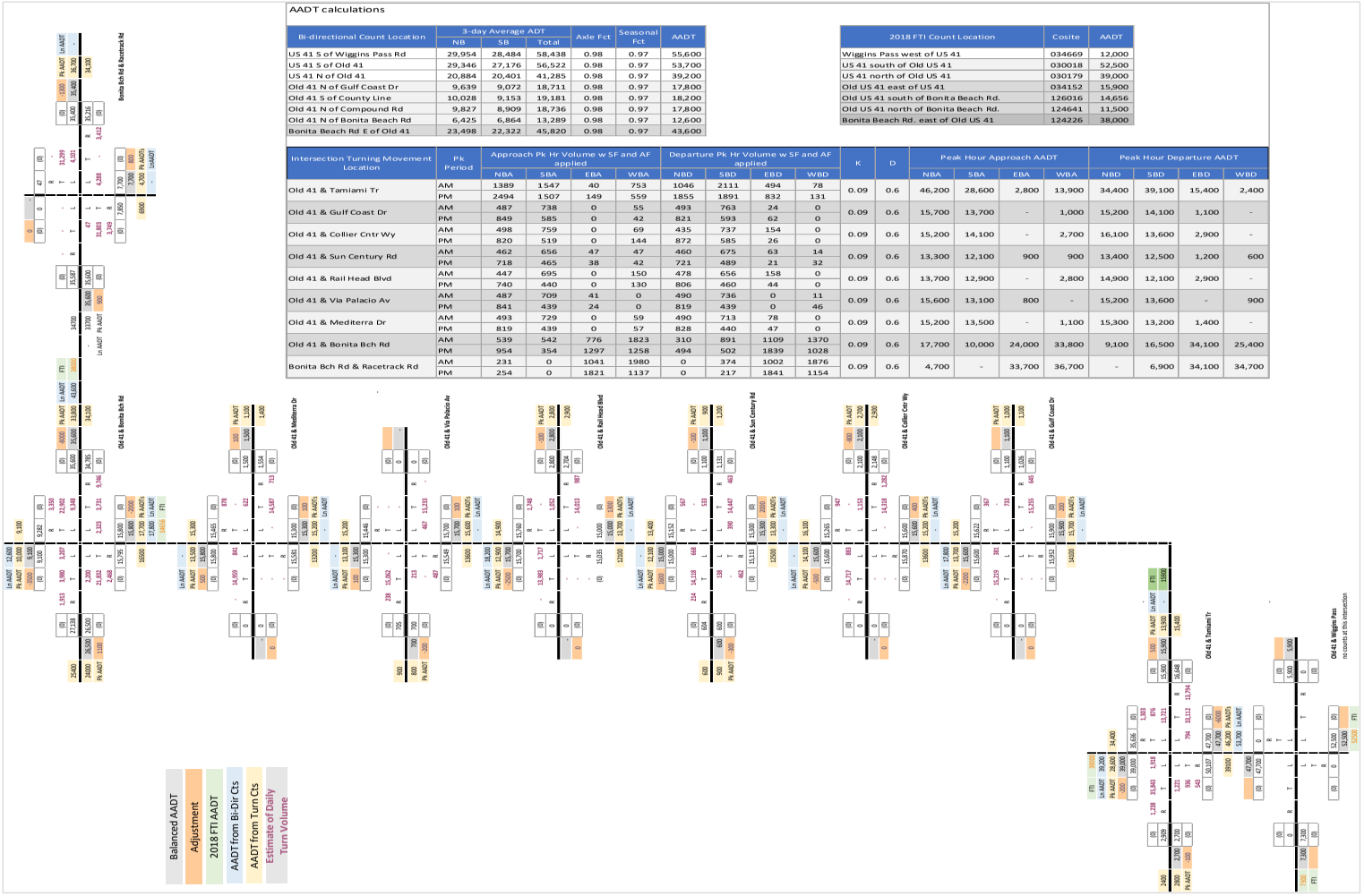
Table 3-4: Adjusted (2019) AADTs

Roadway	Location	Adjusted 2019 AADT
US 41	South of Wiggins Pass	52,500
	From Wiggins Pass to Old US 41	47,700
	North of Old US 41	39,000
Old US 41	West of US 41	2,700
	From US 41 to Gulf Coast Dr	15,900
	From Gulf Coast Dr to Collier Center Wy	15,600
	From Collier Center Wy to Sun Century Rd	15,600
	From Sun Century Rd to Rail Head Blvd	15,000
	From Rail Head Blvd to Via Palacio Av	15,700
	From Via Palacio Av to Mediterra Dr	15,300
	From Mediterra Dr to Bonita Beach Rd	15,800
	North of Bonita Bch Rd	9,100
Race Track Rd	South of Bonita Bch Rd	7,700
Wiggins Pass	West of US 41	7,300
	East of US 41	5,900
Gulf Coast Dr	East of Old US 41	1,100
Collier Center Wy	East of Old US 41	2,100
Sun Century Rd	West of Old US 41	600
	East of Old US 41	1,100
Rail Head Blvd	East of Old US 41	2,800
Via Palacio Av	West of Old US 41	700
Mediterra Dr	East of Old US 41	1,500
Bonita Bch Rd	West of Old US 41	26,500
	From Old US 41 to Race Track Rd	35,600
	East of Race Track Rd	35,600

3.4 Existing Year Turning Movement Counts

Existing K and D factors were applied to the Adjusted 2019 AADTs to obtain average daily directional hourly traffic (DDHV) volumes. Peak hour turning movement percentages from the count data were applied to the DDHVs to obtain 2019 AM and PM peak hour turning movement counts which are shown in **Figure 3-3.**

Figure 3-2: Existing AADT Calculations and Adjustments Diagram



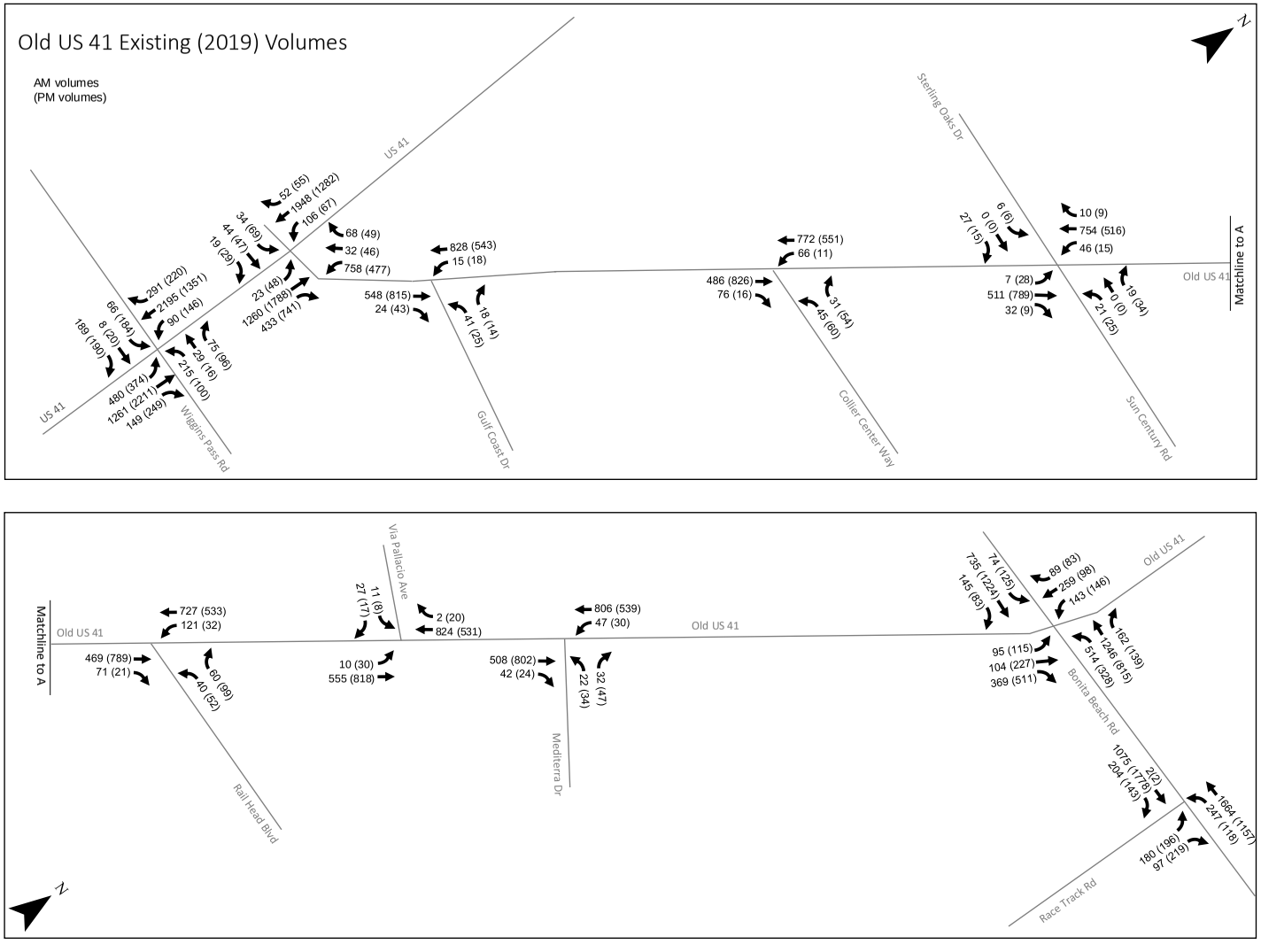
AADT calculations

Bi-directional Count Location	3-day Average ADT			Axle Fct	Seasonal Fct	AADT
	NB	SB	Total			
US 41 S of Wiggins Pass Rd	29,954	28,484	58,438	0.98	0.97	55,600
US 41 S of Old 41	29,346	27,176	56,522	0.98	0.97	53,700
US 41 N of Old 41	20,884	20,401	41,285	0.98	0.97	39,200
Old 41 N of Gulf Coast Dr	9,639	9,072	18,711	0.98	0.97	17,800
Old 41 S of County Line	10,028	9,153	19,181	0.98	0.97	18,200
Old 41 N of Compound Rd	9,827	8,909	18,736	0.98	0.97	17,800
Old 41 N of Bonita Beach Rd	6,425	6,864	13,289	0.98	0.97	12,600
Bonita Beach Rd E of Old 41	23,498	22,322	45,820	0.98	0.97	43,600

2018 FTI Count Location	Cosite	AADT
Wiggins Pass west of US 41	034669	12,000
US 41 south of Old US 41	030018	52,500
US 41 north of Old US 41	030179	39,000
Old US 41 east of US 41	034152	15,900
Old US 41 south of Bonita Beach Rd.	126016	14,656
Old US 41 north of Bonita Beach Rd.	124641	11,500
Bonita Beach Rd. east of Old US 41	124226	38,000

Intersection Turning Movement Location	Pk Period	Approach Pk Hr Volume w SF and AF applied				Departure Pk Hr Volume w SF and AF applied				K	D	Peak Hour Approach AADT				Peak Hour Departure AADT			
		NBA	SBA	EBA	WBA	NBD	SBD	EBD	WBD			NBA	SBA	EBA	WBA	NBD	SBD	EBD	WBD
Old 41 & Tamiami Tr	AM	1389	1547	40	753	1046	2111	494	78	0.09	0.6	46,200	28,600	2,800	13,900	34,400	39,100	15,400	2,400
	PM	2494	1507	149	559	1855	1891	832	131										
Old 41 & Gulf Coast Dr	AM	487	738	0	55	493	763	24	0	0.09	0.6	15,700	13,700	-	1,000	15,200	14,100	1,100	-
	PM	849	585	0	42	821	593	62	0										
Old 41 & Collier Cntr Wy	AM	498	759	0	69	435	737	154	0	0.09	0.6	15,200	14,100	-	2,700	16,100	13,600	2,900	-
	PM	820	519	0	144	872	585	26	0										
Old 41 & Sun Century Rd	AM	462	656	47	47	460	675	63	14	0.09	0.6	13,300	12,100	900	900	13,400	12,500	1,200	600
	PM	718	465	38	42	721	489	21	32										
Old 41 & Rail Head Blvd	AM	447	695	0	150	478	656	158	0	0.09	0.6	13,700	12,900	-	2,800	14,900	12,100	2,900	-
	PM	740	440	0	130	806	460	44	0										
Old 41 & Via Palacio Av	AM	487	709	41	0	490	736	0	11	0.09	0.6	15,600	13,100	800	-	15,200	13,600	-	900
	PM	841	439	24	0	819	439	0	46										
Old 41 & Mediterra Dr	AM	493	729	0	59	490	713	78	0	0.09	0.6	15,200	13,500	-	1,100	15,300	13,200	1,400	-
	PM	819	439	0	57	828	440	47	0										
Old 41 & Bonita Bch Rd	AM	539	542	776	1823	310	891	1109	1370	0.09	0.6	17,700	10,000	24,000	33,800	9,100	16,500	34,100	25,400
	PM	954	354	1297	1258	494	502	1839	1028										
Bonita Bch Rd & Racetrack Rd	AM	231	0	1041	1980	0	374	1002	1876	0.09	0.6	4,700	-	33,700	36,700	-	6,900	34,100	34,700
	PM	254	0	1821	1137	0	217	1841	1154										

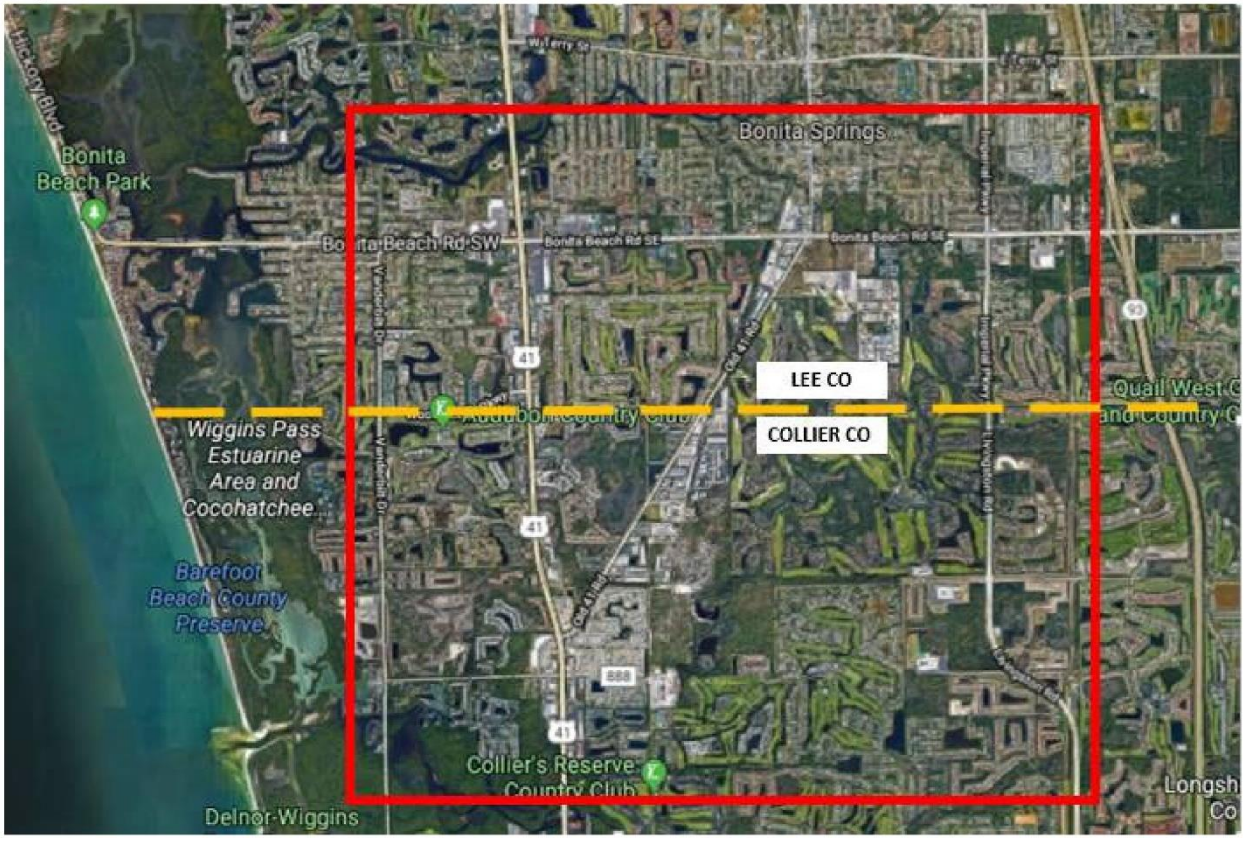
Figure 3-3: Existing (2019) Turning Movement Volumes



4 Subarea Model Validation

The most recent version of the District One Regional Planning Model compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS) was reviewed by FDOT District One staff using the guidelines set forth in the FDOT FSUTMS Model Calibration and Validation Standards and FDOT Project Traffic Forecasting Handbook. Their review resulted in the development of a subarea model for the study area with adjusted network and socio-economic adjustments for the base year of 2010 and future year 2040. The subarea limits were defined by the project team based on an identified area of influence which includes Old US 41 corridor from Bonita Beach Road to US 41, the primary parallel routes such as US 41, Imperial Parkway / Livingston Road (CR 881) and Vanderbilt Drive (CR 901) and the primary cross roads such as Bonita Beach Road and Immokalee Road (CR 846). **Figure 4-1** illustrates the subarea and network links that were included in the subarea. The implementation of network coding adjustments to the subarea resulted in improvement to the overall validation of model volumes to counts ratios in the study subarea. Details can be found in the *Subarea Travel Demand Model Validation Memo for Old US 41* in **Appendix D**.

Figure 4-1: Subarea Validation Area of Influence



5 Future Traffic Forecasts

Network adjustments were made to the subarea model for each alternative. Existing traffic volumes were forecast to opening, interim, and design year volumes by applying National Cooperative Highway Research Program (NCHRP) Report 765 adjustment procedures to the model outputs for each alternative. Volumes were adjusted as necessary to align with the trends shown in historical and projected growth rates in the area. Volumes were balanced through the roadway network to obtain future year AADTs. Design hour volumes for all alternatives were calculated by multiplying future AADT's by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages were applied to the DDHVs to calculate design hour turning movement volumes which were then balanced through the study corridor.

5.1 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium, and high population growth estimates. Projections for Lee and Collier Counties are summarized in **Table 5-1**.

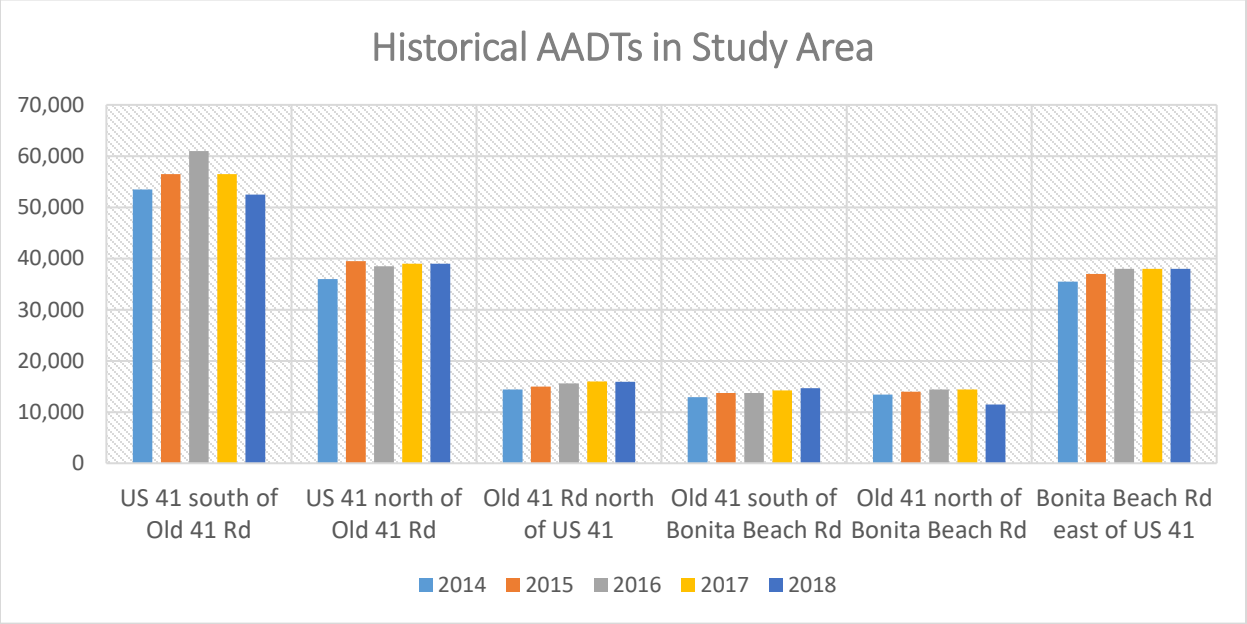
5.2 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FDOT's Florida Traffic Online web application. Five FDOT count stations in the study area showed growth while two locations showed decline in traffic volumes. The average Compound Average Annual Growth Rate (CAGR) for those locations was 0.9%. The data is displayed in **Figure 5-1**.

Table 5-1: BEBR Population Projections for Collier and Lee Counties

Collier County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
367,347	Low	382,600	0.58%	397,700	0.66%	407,200	0.61%	412,700	0.53%	415,200	0.45%
	Med	418,400	1.88%	449,500	1.70%	475,200	1.53%	496,800	1.38%	516,100	1.27%
	High	448,100	2.88%	494,200	2.50%	536,100	2.25%	575,200	2.06%	612,100	1.91%
Lee County		**2025**		**2030**		**2035**		**2040**		**2045**	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
713,903	Low	753,700	0.78%	789,400	0.84%	815,000	0.78%	833,100	0.70%	845,000	0.63%
	Med	824,400	2.08%	892,100	1.87%	949,800	1.69%	999,900	1.54%	1,045,200	1.42%
	High	882,900	3.08%	981,000	2.68%	1,073,000	2.43%	1,161,100	2.24%	1,245,800	2.08%

Figure 5-1: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)



Location	2014	2015	2016	2017	2018	CAGR
US 41 south of Old US 41 Rd	53,500	56,500	61,000	56,500	52,500	-0.5%
US 41 north of Old US 41 Rd	36,000	39,500	38,500	39,000	39,000	2.0%
Old US 41 Rd north of US 41	14,400	15,000	15,600	16,000	15,900	2.5%
Old US 41 south of Bonita Beach Rd	12,920	13,731	13,708	14,200	14,656	3.2%
Old US 41 north of Bonita Beach Rd	13,400	14,000	14,400	14,400	11,500	-3.8%
Bonita Beach Rd east of US 41	35,500	37,000	38,000	38,000	38,000	1.7%
				Average CAGR		0.9%

5.3 Project Alternatives

Traffic projections for the design year include a no-build alternative as well as two build alternatives deemed feasible and viable. The no-build alternative uses forecasted future traffic volumes on the existing roadway network while the build forecasts will reflect the modified future roadway network alternatives. Veterans Memorial Parkway was included in the subarea model for all future alternatives after discussion with Collier County staff; the roadway was added as a four-lane roadway from US 41 to Strand Boulevard.

- **No Build Alternative**: Uses existing roadway configuration and Veterans Memorial Parkway as a four-lane roadway.
- **Alternative 1 Quadrant Alternative**: Widens Old US 41 to four lanes and adds a quadrant roadway connecting Old US 41 north of Compound Road to Race Track Road to divert traffic around the Old US 41 and Bonita Beach intersection. **Figure 5-2** shows the model network configuration for Alternative 1. Additional model plots are available in **Appendix E**.
- **Alternative 2 Cul-de-sac Alternative**: Widens Old US 41 to four lanes and adds the quadrant roadway described in Alternative 1 and the southern end Old US 41 ends in a Cul-de-sac at Gulf Coast Parkway. Old US 41 traffic is forced to use Veterans Memorial Parkway to connect to US 41. **Figure 5-3** shows the model network configuration for Alternative 2. **Appendix E** has more plots.

Figure 5-2: Alternative 1 Quadrant Model Configuration

Alternative 1 Model
Old 41 widened to 4-lanes
Quadrant roadway added
Veterans Mem. Pkwy. included

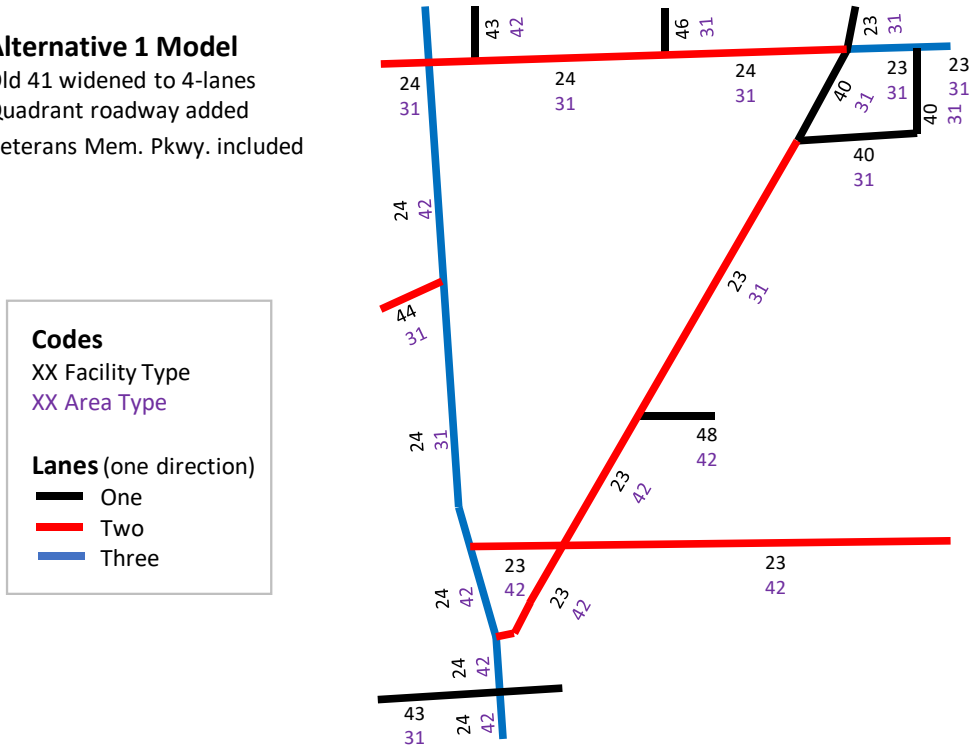
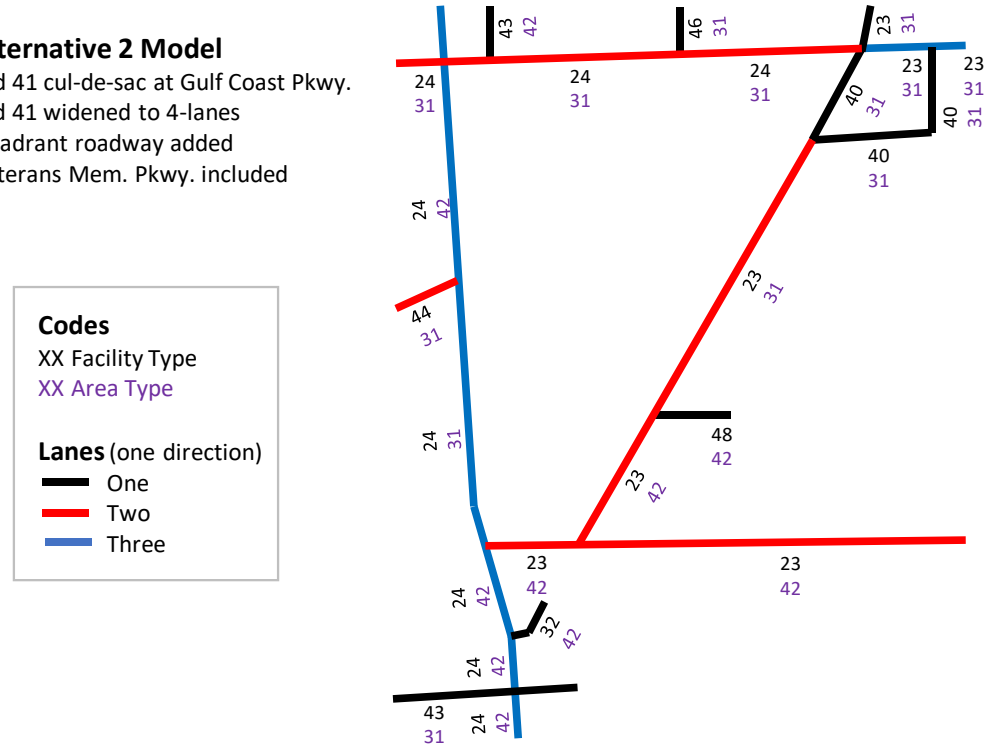


Figure 5-3: Alternative 2 Cul-de-sac Model Configuration

Alternative 2 Model
Old 41 cul-de-sac at Gulf Coast Pkwy.
Old 41 widened to 4-lanes
Quadrant roadway added
Veterans Mem. Pkwy. included



5.4 Future Traffic Volumes

5.4.1 Design Year (2045) Volume Development

Model outputs for each alternative were adjusted using the NCHRP 765 procedures. Growth rates for each alternative were calculated from the 2019 recommended volumes and adjusted future year volumes. Linear forecasting was used to interpolate 2045 design year AADTs from the adjusted 2040 volumes and existing 2019 recommended AADTs. For newly added alternative roadway segments that did not have base model year volumes, the appropriate model output conversion factor was applied to the 2040 model outputs and then forecast to the 2045 design year using the average growth rate from the adjusted volumes. For study area segments that were not represented in the model, the average growth rate for the corridor was applied to the recommended 2019 AADT to estimate a design year AADT. Minor adjustments to the growth rate were made when necessary to balance the volumes to adjacent segments. Volume development for the No Build alternative, Alternative 1, and Alternative 2 are shown in **Table 5-2**, **Table 5-3**, **Table 5-4**, respectively.

For all alternatives, DDHVs were calculated from the initial design year AADTs using the recommended K and D factors and appropriate directionality. For intersections unaffected by alternative designs, existing turning movement percentages were applied to the DDHVs to determine design year intersection turning movement volumes. For new intersections or intersections where the roadway network or traffic movement was altered in the future, turning movement percentages were calculated form the model intersection volume outputs with one exception; TURNS5 was used to predict turning movement percentages for the US 41 at Wiggins Pass intersection. TURNS5 percentages balanced better with the AADT volumes at that location. The TURNS5 worksheets for US 41 at Wiggins Pass are available in **Appendix F**. If model turn volumes were zero for a movement, a 1% turn percentage was applied for that movement and the other movements for that intersection leg were adjusted to accommodate that percentage. Turn percentages were then applied to the DDHVs to calculate design year intersection turning movements for each alternative.

Finally, turning movement volumes were balanced through the study area in an iterative process with a goal of keeping the balanced design year AADTs as close to the initial future year volumes as possible. **Appendix G** contains the balancing worksheets. Some manual adjustments were made before and after volumes were entered into the balancing worksheets. Balanced AADTs are the maximum of the AM and PM approach AADTs and are shown in **Table 6-1**.

5.4.2 Opening (2025) and Interim (2035) Year Volume Development

When satisfied with the balanced and adjusted design year turning movements and AADTs, opening year turning movements were forecast from the existing and design year turning movements for each alternative. For new or removed segments where linear forecasting methods proved deficient, reverse growth rates were applied to design year turning movements to provide an initial estimate of volumes. Manual adjustments were then made to balance volumes to adjacent segments. When satisfied with the opening year volumes, interim year turning movements were interpolated from the opening year and design year turn volumes. AADTs were calculated from the turning movements. Resulting turn volumes for each analysis year and alternative are shown in Section 6. Balanced AADTs are the maximum of the AM and PM approach AADTs and are shown in **Table 6-1**.

Table 5-2: No Build 2045 Volume Development

Location	2019 initial AADT	Model Outputs		2019 Model Forecast	NCHRP			Model GR (2010-2040)	NCHRP GR (2019-2040)	Adjustment GR	2045 Forecast (2019 init. - NCHRP avg.)	2019-2045 GR	2045 NoBuild initial AADT
		Base	No Build										
		2010	2040		Ratio	Difference	Average						
US 41 S of Wiggins Pass	52,500	55702	76191	61849	64674	66842	65758	1.05%	1.08%		69000	1.06%	69,000
US 41 N of Wiggins Pass	47,700	53748	74127	59862	59067	61965	60516	1.08%	1.14%		63500	1.11%	63,500
US 41 S of Old 41	47,700	51034	71991	57321	59908	62370	61139	1.15%	1.19%		64300	1.16%	64,300
US 41 N of Old 41	39,000	43895	61560	49195	48803	51366	50084	1.13%	1.20%		52700	1.16%	52,700
US 41 N of Veterans	39,000	44891	76146	54268	54723	60879	57801	1.78%	1.89%		62300	1.82%	62,300
Old 41 W of US 41	2,700	0	0	0	-	2700	2700	-	0.00%	0.88%			3,400
Old 41 E of US 41	15,900	12286	12804	12441	16363	16263	16313	0.14%	0.12%		16400	0.12%	16,400
Old 41 S of Gulf Coast Dr	15,900	12286	12804	12441	16363	16263	16313	0.14%	0.12%		16400	0.12%	16,400
Old 41 N of Gulf Coast Dr	15,600	11857	13244	12273	16834	16571	16702	0.37%	0.33%		17000	0.33%	17,000
Old 41 S of Veterans	15,600	11857	13244	12273	16834	16571	16702	0.37%	0.33%		17000	0.07%	17,000
Old 41 N of Veterans	15,600	11857	17488	13546	20139	19542	19840	1.30%	1.15%		20800	0.19%	20,800
Old 41 S of Collier Cntr Wy	15,600	11857	17488	13546	20139	19542	19840	1.30%	1.15%		20800	1.11%	20,800
Old 41 N of Collier Cntr Wy	15,600	11875	16988	13409	19764	19179	19472	1.20%	1.06%		20400	1.04%	20,400
Old 41 S Sun Century Rd	15,300	11875	16988	13409	19384	18879	19131	1.20%	1.07%		20000	1.04%	20,000
Old 41 N of Sun Century Rd	15,000	12226	16862	13617	18575	18245	18410	1.08%	0.98%		19200	0.95%	19,200
Old 41 S of Rail Head Blvd	15,000	12226	16862	13617	18575	18245	18410	1.08%	0.98%		19200	0.95%	19,200
Old 41 N of Rail Head Blvd	15,700	14458	18847	15775	18758	18772	18765	0.89%	0.85%		19500	0.84%	19,500
Old 41 S of Via Palacio Av	15,700	14458	18847	15775	18758	18772	18765	0.89%	0.85%		19500	0.84%	19,500
Old 41 N of Via Palacio Av	15,300	14487	18933	15821	18310	18412	18361	0.90%	0.87%		19100	0.86%	19,100
Old 41 S of Mediterra Dr	15,300	14487	18933	15821	18310	18412	18361	0.90%	0.87%		19100	0.86%	19,100
Old 41 N of Mediterra Dr	15,800	15255	20138	16720	19030	19218	19124	0.93%	0.91%		19900	0.89%	19,900
Old 41 S of Bonita Bch Rd	15,800	13703	17634	14882	18721	18552	18637	0.84%	0.79%		19300	0.77%	19,300
Old 41 N of Bonita Bch Rd	9,100	17776	22910	19316	10793	12694	11743	0.85%	1.22%		12300	1.17%	12,300
Racetrack Rd S of Bonita Bch Rd	7,700	0	0	0	-	7700	7700	-	0.00%	0.88%			9,700
Wiggins Pass W of US 41	7,300	5932	10684	7358	10600	10626	10613	1.98%	1.80%		11400	1.73%	11,400
Wiggins Pass E of US 41	5,900	51	1284	421	17999	6763	12381	11.35%	3.59%	judgement	13900	1.08%	7,600
Gulf Coast Dr E of Old 41	1,100	0	0	0	-	1100	1100	-	0.00%	0.88%			1,400
Veterans W of Old 41	-	0	21575	6473	0	15103	7551	-	-	apply MOCF	23800	0.88%	20,100
Veterans E of Old 41	-	0	25171	7551	0	17620	8810	-	-	apply MOCF	27700	0.88%	23,400
Collier Cntr Wy E of Old 41	2,100	0	0	0	-	2100	2100	-	0.00%	0.88%			2,600
Sun Century Rd W of Old 41	600	0	0	0	-	600	600	-	0.00%	0.88%			800
Sun Century Rd E of Old 41	1,100	0	0	0	-	1100	1100	-	0.00%	0.88%			1,400
Rail Head Blvd E of Old 41	2,800	14431	19639	15993	3438	6446	4942	1.03%	2.74%		5400	2.56%	5,400
Via Palacio Av W of Old 41	700	0	0	0	-	700	700	-	0.00%	0.88%			900
Mediterra Dr E of Old 41	1,500	0	0	0	-	1500	1500	-	0.00%	0.88%			1,900
Bonita Bch Rd W of Old 41	26,500	29718	38439	32334	31503	32605	32054	0.86%	0.91%		33400	0.89%	33,400
Bonita Bch Rd E of Old 41	35,600	31521	44727	35483	44875	44844	44859	1.17%	1.11%		47100	1.08%	47,100
Bonita Bch Rd W of Racetrack Rd	35,600	31644	45068	35671	44978	44997	44987	1.19%	1.12%		47200	1.09%	47,200
Bonita Bch Rd E of Racetrack Rd	35,400	33779	48097	38074	44719	45423	45071	1.18%	1.16%		47400	1.13%	47,400
							Overall Avg.	1.36%	0.88%	MOCF=0.89			

Table 5-3: Alternative 1 2045 Volume Development

Location	2019 initial AADT	Model Outputs		2019 Model Forecast	NCHRP			Model GR (2010-2040)	NCHRP GR (2019-2040)	Adjustment GR	2045 Forecast (2019 init. - NCHRP avg.)	2019-2045 GR	2045 Alt 1 initial AADT
		Base	Alt 1										
		2010	2040		Ratio	Difference	Average						
US 41 S of Wiggins Pass	52,500	55702	80092	63019	66723	69573	68148	1.22%	1.25%		71800	1.21%	71,800
US 41 N of Wiggins Pass	47,700	53748	81760	62152	62749	67308	65029	1.41%	1.49%		69100	1.44%	69,100
US 41 S of Old 41	47,700	51034	80137	59765	63960	68072	66016	1.52%	1.56%		70400	1.51%	70,400
US 41 N of Old 41	39,000	43895	51973	46318	43761	44655	44208	0.56%	0.60%		45400	0.59%	45,400
US 41 S of Veterans	39,000	43895	51973	46318	43761	44655	44208	0.56%	0.60%		45400	0.59%	45,400
US 41 N of Veterans	39,000	44891	72529	53182	53187	58347	55767	1.61%	1.72%		59800	1.66%	59,800
Old 41 W of US 41	2,700	0	-	0	0	0	0	-		2.42%			5,000
Old 41 E of US 41	15,900	12286	30535	17761	27336	28674	28005	3.08%	2.73%		30900	2.59%	30,900
Old 41 S of Gulf Coast Dr	15,900	12286	30535	17761	27336	28674	28005	3.08%	2.73%		30900	2.59%	30,900
Old 41 N of Gulf Coast Dr	15,600	11857	30822	17547	27403	28876	28139	3.24%	2.85%		31100	2.69%	31,100
Old 41 S of Veterans	15,600	11857	30822	17547	27403	28876	28139	3.24%	2.85%		31100	2.69%	31,100
Old 41 N of Veterans	15,600	11857	39084	20025	30447	34659	32553	4.06%	3.56%		36600	3.33%	36,600
Old 41 S of Collier Cntr Wy	15,600	11857	39084	20025	30447	34659	32553	4.06%	3.56%		36600	3.33%	36,600
Old 41 N of Collier Cntr Wy	15,600	11875	38715	19927	30308	34388	32348	4.02%	3.53%		36300	3.30%	36,300
Old 41 S Sun Century Rd	15,600	11875	38715	19927	30308	34388	32348	4.02%	3.53%		36300	3.30%	36,300
Old 41 N of Sun Century Rd	15,000	12226	38351	20064	28672	33288	30980	3.88%	3.51%		34800	3.29%	34,800
Old 41 S of Rail Head Blvd	15,000	12226	38351	20064	28672	33288	30980	3.88%	3.51%		34800	3.29%	34,800
Old 41 N of Rail Head Blvd	15,700	14458	38259	21598	27811	32361	30086	3.30%	3.15%		33500	2.96%	33,500
Old 41 S of Via Palacio Av	15,700	14458	38259	21598	27811	32361	30086	3.30%	3.15%		33500	2.96%	33,500
Old 41 N of Via Palacio Av	15,300	14487	38327	21639	27099	31988	29544	3.30%	3.18%		32900	2.99%	32,900
Old 41 S of Mediterra Dr	15,300	14487	38327	21639	27099	31988	29544	3.30%	3.18%		32900	2.99%	32,900
Old 41 N of Mediterra Dr	15,800	15255	38958	22366	27521	32392	29957	3.17%	3.09%		33400	2.92%	33,400
Old 41 S of Racetrack Road Ext	15,800	15255	38958	22366	27521	32392	29957	3.17%	3.09%		33400	2.92%	33,400
Old 41 N of Racetrack Road Ext	15,800	13824	25978	17470	23494	24308	23901	2.13%	1.99%		25800	1.90%	25,800
Old 41 S of Bonita Bch Rd	15,800	13703	25803	17333	23521	24270	23895	2.13%	1.99%		25800	1.90%	25,800
Old 41 N of Bonita Bch Rd	9,100	17776	28914	21117	12460	16897	14678	1.63%	2.30%		16000	2.19%	16,000
Racetrack Rd S of Bonita Bch Rd	7,700	-	16611	0	0	24311	12156	-	2.20%		16500	2.97%	16,500
Wiggins Pass W of US 41	7,300	5932	11269	7533	10920	11036	10978	2.16%	1.96%		11900	1.90%	11,900
Wiggins Pass E of US 41	5,900	51	2368	746	18726	7522	13124	13.65%	3.88%	judgement	14800	0.97%	7,600
Gulf Coast Dr E of Old 41	1,100	0	-	0	0	0	0	-		2.42%			2,000
Veterans E of US 41	-	#N/A	20556	0	0	20556	10278	-	-	apply MOCF	18300	apply 2.42%	20,600
Veterans W of Old 41	-	#N/A	20556	0	0	20556		-	-	apply MOCF	18300	apply 2.42%	20,600
Veterans E of Old 41	-	#N/A	21347	0	0	21347		-	-	apply MOCF	19300	apply 2.42%	21,400
Collier Cntr Wy E of Old 41	2,100	0	-	0	0	0	0	-		2.42%			3,900
Sun Century Rd W of Old 41	600	0	-	0	0	0	0	-		2.42%			1,100
Sun Century Rd E of Old 41	1,100	0	-	0	0	0	0	-		2.42%			2,000
Rail Head Blvd E of Old 41	2,800	14431	19640	15994	3438	6446	4942	1.03%	2.74%		5400	2.56%	5,400
Via Palacio Av W of Old 41	700	0	-	0	0	0	0	-		2.42%			1,300
Mediterra Dr E of Old 41	1,500	0	-	0	0	0	0	-		2.42%			2,800
Race Track Rd Ext W of Old 41										Trip gen.			200
Bonita Bch Rd W of Old 41	26,500	29718	35948	31587	30159	30861	30510	0.64%	0.67%		31500	0.67%	31,500
Bonita Bch Rd E of Old 41	35,600	31521	43165	35014	43887	43751	43819	1.05%	0.99%		45800	0.97%	45,800
Bonita Bch Rd W of Racetrack Rd	35,600	31521	43165	35014	43887	43751	43819	1.05%	0.99%		45800	0.97%	45,800
Bonita Bch Rd E of Racetrack Rd	35,400	33719	56595	40624	49317	51371	50344	1.74%	1.69%		53800	1.62%	53,800
							Overall Avg.	2.82%	2.42%	MOCF=0.89			

Table 5-4: Alternative 2 2045 Volume Development

Location	2019 initial AADT	Model Outputs		2019 Model Forecast	NCHRP			Model GR (2010-2040)	NCHRP GR (2019-2040)	Adjustment GR	2045 Forecast (2019 init. - NCHRP avg.)	2019-2045 GR	2045 Alt 2 initial AADT
		Base	Alt 2		Ratio	Difference	Average						
		2010	2040										
US 41 S of Wiggins Pass	52,500	55702	78139	62433	65707	68206	66956	1.07%	1.16%		70500	1.14%	70,500
US 41 N of Wiggins Pass	47,700	53748	77903	60995	60923	64609	62766	1.17%	1.32%		66400	1.28%	66,400
US 41 S of Old 41	47,700	51034	75618	58409	61754	64909	63331	1.24%	1.36%		67000	1.32%	67,000
US 41 N of Old 41	39,000	43895	78260	54205	56308	63056	59682	1.76%	2.05%		64600	1.96%	64,600
US 41 S of Veterans	39,000	43895	78260	54205	56308	63056	59682	1.76%	2.05%		64600	1.96%	64,600
US 41 N of Veterans	39,000	44891	72687	53230	53256	58457	55856	1.49%	1.73%		59900	1.66%	59,900
Old 41 W of US 41	2,700									1.87%			4,400
Old 41 E of US 41	15,900	12286	2759	9428	4653	9231	6942	-5.68%	-3.87%		4800	-4.50%	4,800
Old 41 S of Gulf Coast Dr	15,900	12286	2759	9428	4653	9231	6942	-5.68%	-3.87%		4800	-4.50%	4,800
Old 41 N of Gulf Coast Dr	15,600	11857	#N/A	#N/A	-	#N/A	0	-			-	-	-
Old 41 S of Veterans	15,600	11857											-
Old 41 N of Veterans	15,600	11857	34596	18679	28894	31517	30206	2.98%	3.20%		33700	3.01%	33,700
Old 41 S of Collier Cntr Wy	15,600	11857	34596	18679	28894	31517	30206	2.98%	3.20%		33700	3.01%	33,700
Old 41 N of Collier Cntr Wy	15,600	11875	34724	18730	28922	31594	30258	2.98%	3.20%		33600	2.99%	33,600
Old 41 S Sun Century Rd	15,600	11875	34724	18730	28922	31594	30258	2.98%	3.20%		33800	3.02%	33,600
Old 41 N of Sun Century Rd	15,000	12226	33809	18701	27118	30108	28613	2.86%	3.12%		31800	2.93%	31,800
Old 41 S of Rail Head Blvd	15,000	12226	33809	18701	27118	30108	28613	2.86%	3.12%		31800	2.93%	31,800
Old 41 N of Rail Head Blvd	15,700	14458	34951	20606	26630	30045	28337	2.55%	2.85%		31300	2.69%	31,300
Old 41 S of Via Palacio Av	15,700	14458	34951	20606	26630	30045	28337	2.55%	2.85%		31300	2.69%	31,300
Old 41 N of Via Palacio Av	15,300	14487	35026	20649	25953	29677	27815	2.55%	2.89%		30800	2.73%	30,800
Old 41 S of Mediterra Dr	15,300	14487	35026	20649	25953	29677	27815	2.55%	2.89%		30800	2.73%	30,800
Old 41 N of Mediterra Dr	15,800	15255	35944	21462	26462	30282	28372	2.49%	2.83%		31400	2.68%	31,400
Old 41 S of Racetrack Road Ext	15,800	15255	35944	21462	26462	30282	28372	2.49%	2.83%		31400	2.68%	31,400
Old 41 N of Racetrack Road Ext	15,800	13824	23625	16764	22266	22661	22463	1.65%	1.69%		24100	1.64%	24,100
Old 41 S of Bonita Bch Rd	15,800	13703	23439	16624	22277	22615	22446	1.65%	1.69%		24000	1.62%	24,000
Old 41 N of Bonita Bch Rd	9,100	17776	27440	20675	12077	15865	13971	1.36%	2.06%		15200	1.99%	15,200
Racetrack Rd S of Bonita Bch Rd	7,700	#N/A	14097	#N/A	-	#N/A		-			13600	2.21%	13,600
Wiggins Pass W of US 41	7,300	5932	10740	7374	10632	10666	10649	1.81%	1.81%		11400	1.73%	11,400
Wiggins Pass E of US 41	5,900	51	2278	719	18690	7459	13075	5.64%	3.86%	judgement	14800	0.93%	7,500
Gulf Coast Dr E of Old 41	1,100									1.87%			1,800
Veterans E of US 41	-	#N/A	43271							apply MOCF	38500	apply 1.87%	42,200
Veterans W of Old 41	-	#N/A	43271							apply MOCF	38500	apply 1.87%	42,200
Veterans E of Old 41	-	#N/A	19179							apply MOCF	17100	apply 1.87%	18,800
Collier Cntr Wy E of Old 41	2,100									1.87%			3,400
Sun Century Rd W of Old 41	600									1.87%			1,000
Sun Century Rd E of Old 41	1,100									1.87%			1,800
Rail Head Blvd E of Old 41	2,800	14431	19641	15994	3438	6447	4943	0.98%	2.74%		5400	2.56%	5,400
Via Palacio Av W of Old 41	700									1.87%			1,100
Mediterra Dr E of Old 41	1,500									1.87%			2,400
Race Track Rd Ext W of Old 41										Trip gen.			200
Bonita Bch Rd W of Old 41	26,500	29718	36499	31752	30462	31247	30854	0.67%	0.73%		31900	0.72%	31,900
Bonita Bch Rd E of Old 41	35,600	31521	42518	34820	43470	43298	43384	0.96%	0.95%		45300	0.93%	45,300
Bonita Bch Rd W of Racetrack Rd	35,600	31521	42518	34820	43470	43298	43384	0.96%	0.95%		45300	0.93%	45,300
Bonita Bch Rd E of Racetrack Rd	35,400	33779	55935	40426	48981	50909	49945	1.70%	1.65%		53400	1.59%	53,400
							Overall Avg.	1.58%	1.87%	MOCF=0.89			

6 Summary

The data and assumptions used to develop the opening, interim, and design year volumes for the Old US 41 study area have been documented in this technical memorandum. These volumes will be used for operational analysis of the alternatives for the opening, interim, and design years.

6.1 Opening, Interim, and Design Year Volumes

The resulting balanced AADTs for opening, interim, and design years for each alternative are shown in **Table 6-1**.

Opening, interim and design year turning movement volumes for the No build alternative are shown in **Figure 6-1**, **Figure 6-2**, and **Figure 6-3** respectively.

Opening, interim and design year turning movement volumes for Alternative 1 are shown in **Figure 6-4**, **Figure 6-5**, **Figure 6-6** respectively.

Opening, interim and design year turning movement volumes for Alternative 2 are shown in **Figure 6-7**, **Figure 6-8**, and **Figure 6-9** respectively.

Table 6-1: Balanced AADTs for Build Alternatives

Roadway	Location	No Build			Alt 1 NE Quadrant			Alt 2 Cul-de-sac		
		2025	2035	2045	2025	2035	2045	2025	2035	2045
US 41	South of Wiggins Pass	56,700	63,800	70,900	58,000	67,200	76,400	56,500	63,100	69,700
	From Wiggins Pass to Old US 41	53,300	58,600	64,200	53,100	62,000	71,000	51,000	56,600	62,800
	From Old US 41 to Veterans Mem Pkwy	42,100	47,300	52,400	39,000	41,500	44,000	53,600	59,200	65,900
	North of Veterans Mem Pkwy	51,100	56,500	61,900	46,900	52,500	58,200	48,600	51,500	54,400
Old US 41	West of US 41	2,900	3,300	3,600	3,100	3,900	4,700	3,100	3,900	4,600
	From US 41 to Gulf Coast Dr	16,000	16,800	17,500	20,100	27,000	34,000	1,900	3,200	3,600
	From Gulf Coast Dr to Veterans Mem Pkwy	15,600	16,300	17,100	19,000	26,100	33,100	-	-	-
	From Veterans Mem Pkwy to Collier Center Wy	16,100	16,800	18,400	20,900	29,700	38,600	19,300	26,200	33,200
	From Collier Center Wy to Sun Century Rd	16,200	17,800	19,700	21,400	30,200	39,500	20,000	26,400	32,700
	From Sun Century Rd to Rail Head Blvd	16,000	17,700	19,500	21,100	29,600	38,600	20,000	26,300	33,300
	From Rail Head Blvd to Via Palacio Av	16,800	18,700	20,600	21,900	29,900	38,200	21,200	27,200	34,400
	From Via Palacio Ave to Mediterra Dr	16,400	18,200	20,000	21,400	29,200	37,200	20,700	26,600	33,600
	From Mediterra to Race Track Rd Extension (Ext)	16,900	18,800	20,700	22,100	29,300	37,600	21,100	27,500	34,800
	From Race Track Rd Ext to Bonita Beach Rd	16,800	18,500	20,100	12,700	16,400	21,600	12,200	15,600	19,000
	North of Bonita Bch Rd	9,600	11,000	12,400	10,600	14,100	17,700	10,400	13,900	17,300
Race Track Rd	South of Bonita Bch Rd	8,100	8,900	9,600	9,700	13,100	16,400	9,000	11,200	13,400
Wiggins Pass	West of US 41	8,400	10,200	12,000	8,400	10,300	12,100	8,300	10,000	11,700
	East of US 41	6,300	7,000	7,600	6,300	6,900	7,600	6,300	6,900	7,600
Gulf Coast Dr	East of Old US 41	1,200	1,300	1,500	1,300	1,500	1,800	1,400	2,500	3,600
Veterans Mem Blvd	From US 41 to Old US 41	17,400	18,700	20,000	13,100	16,900	20,600	25,700	33,900	42,200
	East of Old US 41	24,800	25,600	26,400	12,900	17,200	21,600	14,100	18,300	22,600
Collier Cntr Wy	East of Old US 41	2,500	3,000	3,600	2,400	2,900	3,500	2,400	2,900	3,400
Sun Century Rd	West of Old US 41	700	800	800	700	1,000	1,200	800	1,000	1,300
	East of Old US 41	1,200	1,300	1,400	1,200	1,500	1,700	1,200	1,500	1,700
Rail Head Blvd	East of Old US 41	3,400	4,300	5,200	3,200	4,000	4,700	3,300	4,200	5,100
Via Palacio Av	West of Old US 41	800	800	900	900	1,100	1,300	800	900	1,100
Mediterra Dr	East of Old US 41	1,600	1,700	1,900	1,900	2,500	3,500	1,700	2,000	2,300
Race Track Rd Ext	East of Old US 41	-	-	-	10,600	14,300	18,100	10,800	13,400	16,000
Bonita Bch Rd	West of Old US 41	29,100	31,700	34,400	30,200	31,400	32,600	31,400	34,300	37,200
	From Old US 41 to Race Track Rd	37,900	41,800	46,100	35,400	38,000	40,600	35,700	37,500	40,700
	East of Race Track Rd	39,400	43,600	47,800	39,100	45,300	51,600	37,900	45,000	52,200

Figure 6-1: No Build Design Hour Volumes (2025)

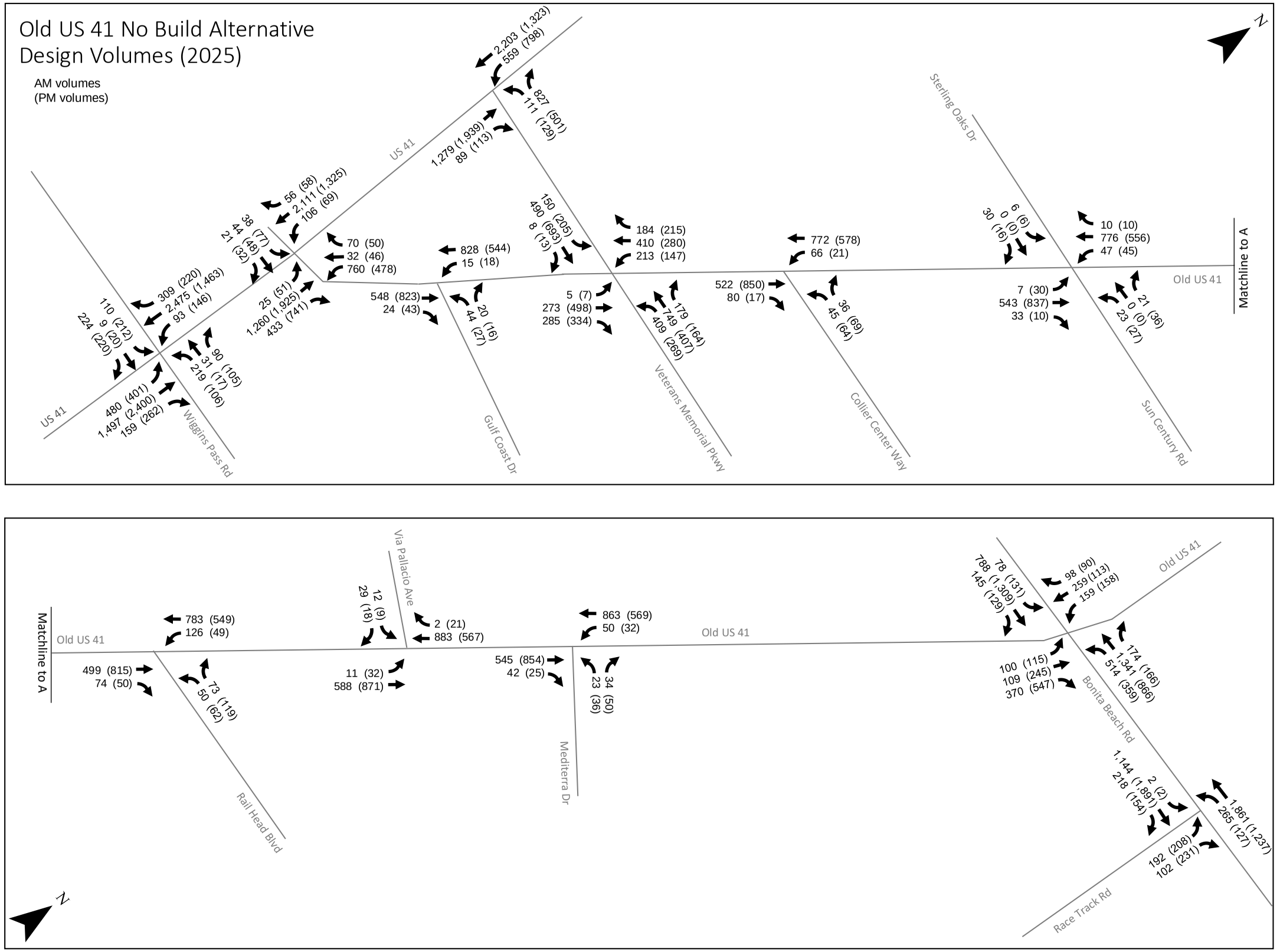


Figure 6-2: No Build Design Hour Volumes (2035)

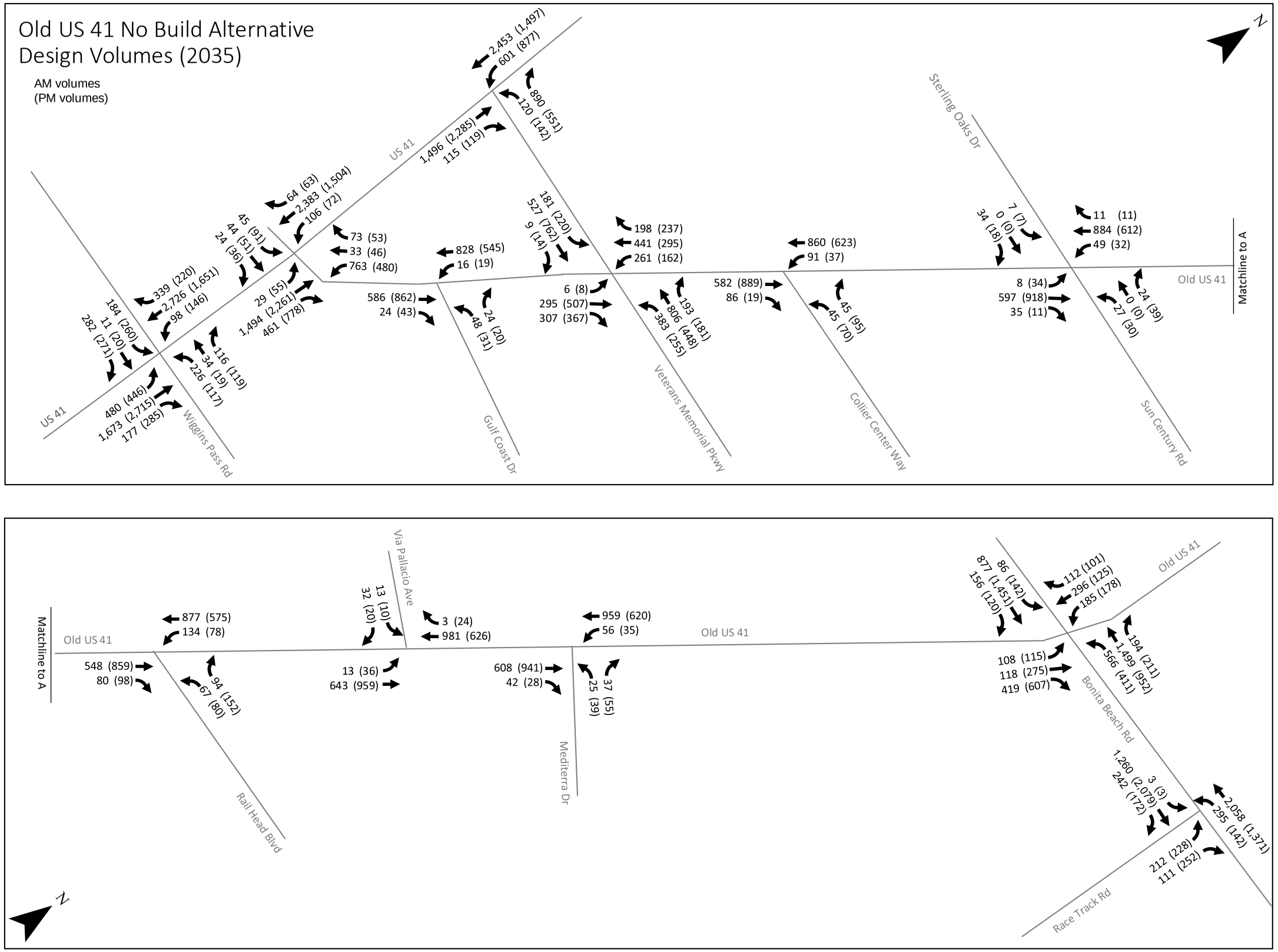


Figure 6-3: No Build Design Hour Volumes (2045)

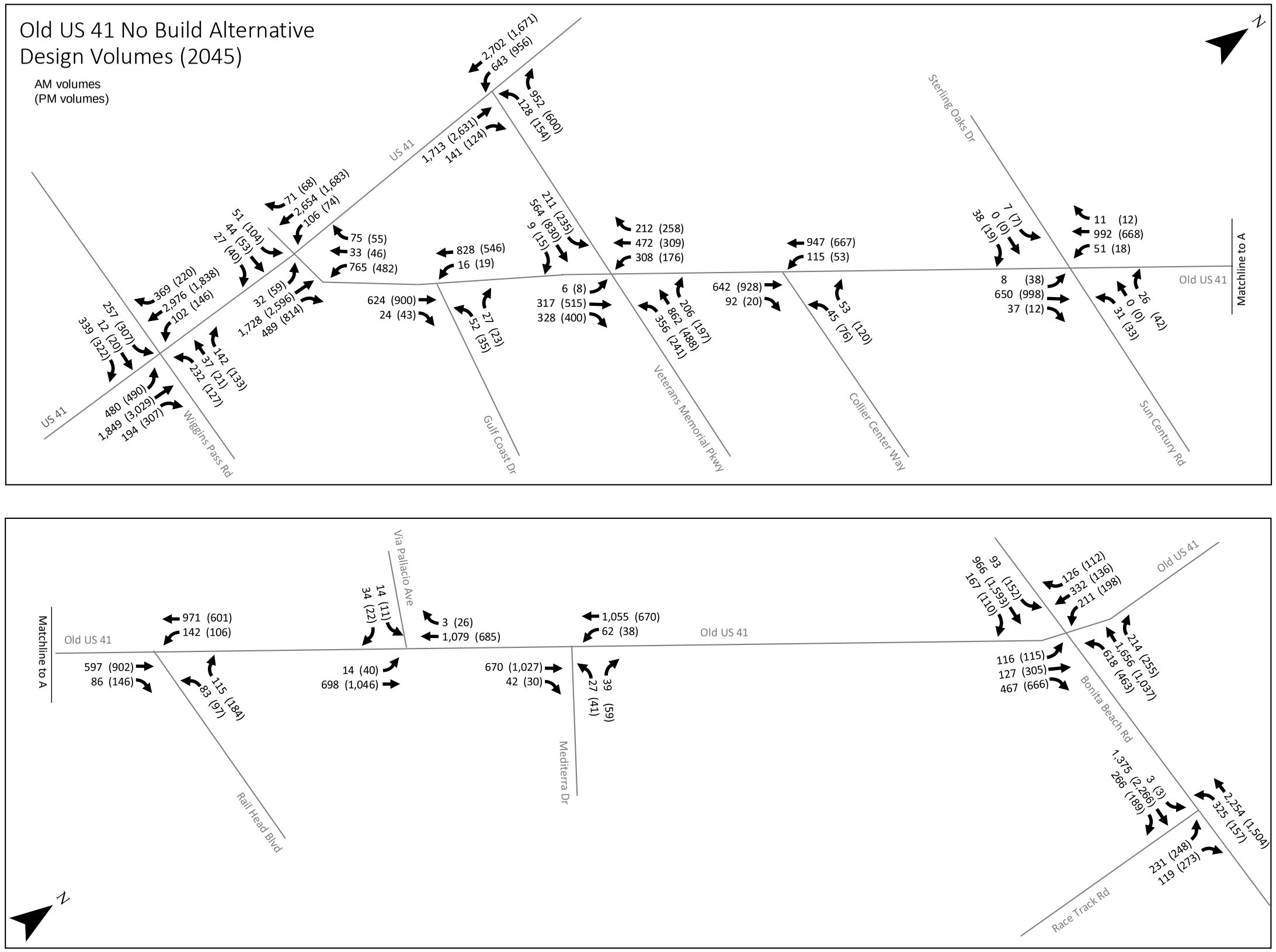


Figure 6-4: Alternative 1 Quadrant Alternative Design Hour Volumes (2025)

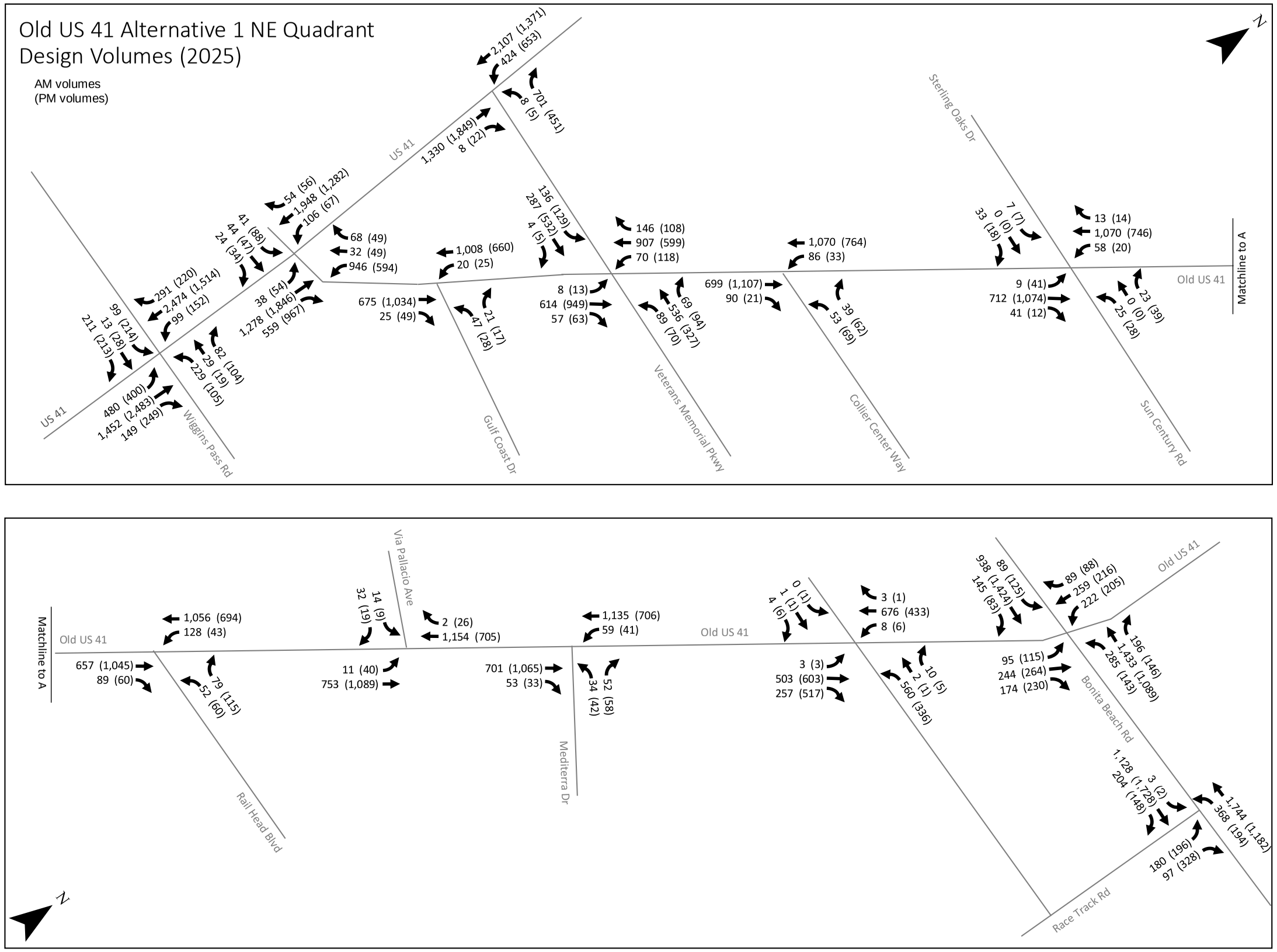


Figure 6-5: Alternative 1 Quadrant Alternative Design Hour Volumes (2035)

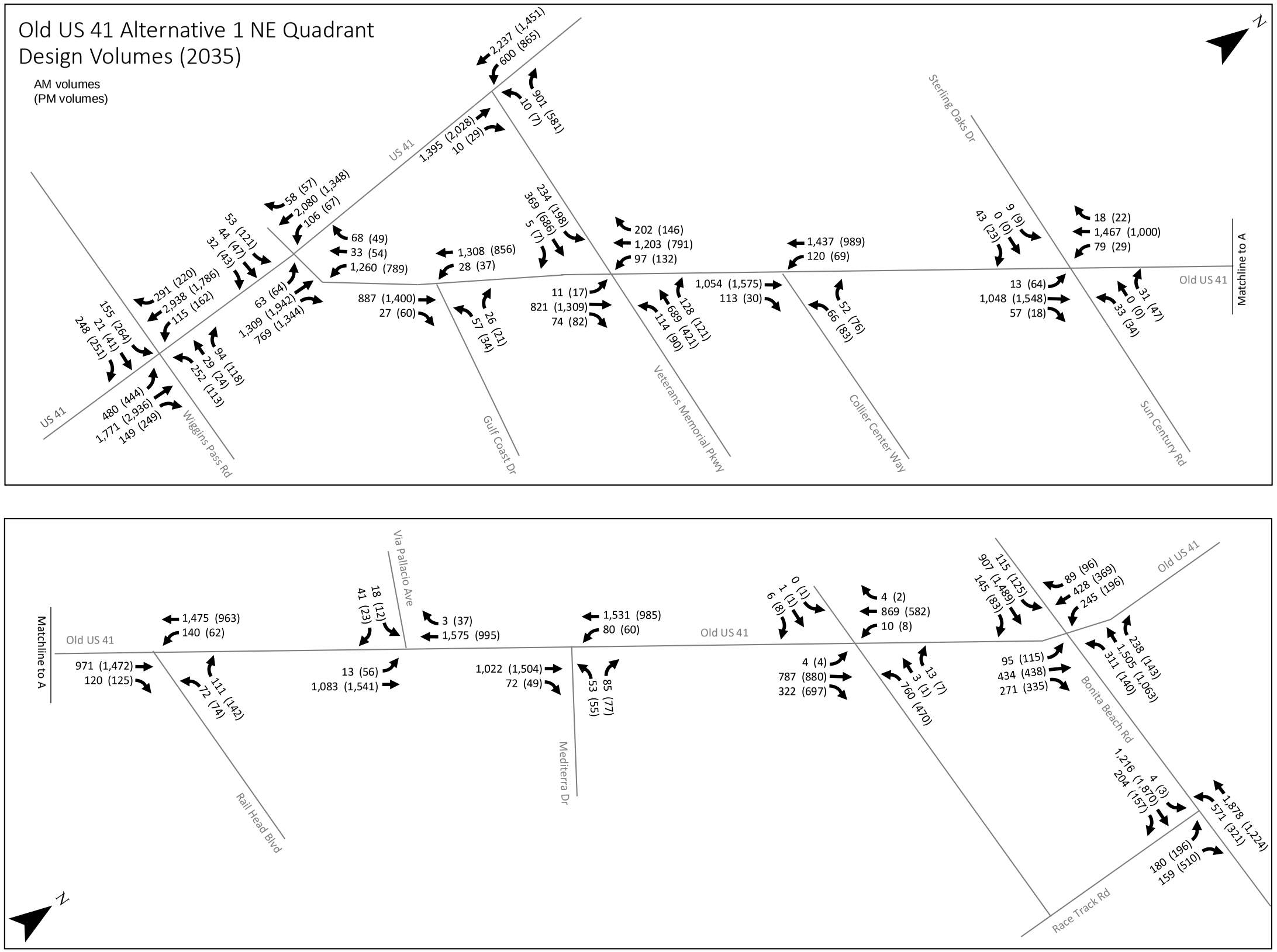


Figure 6-6: Alternative 1 Quadrant Alternative Design Hour Volumes (2045)

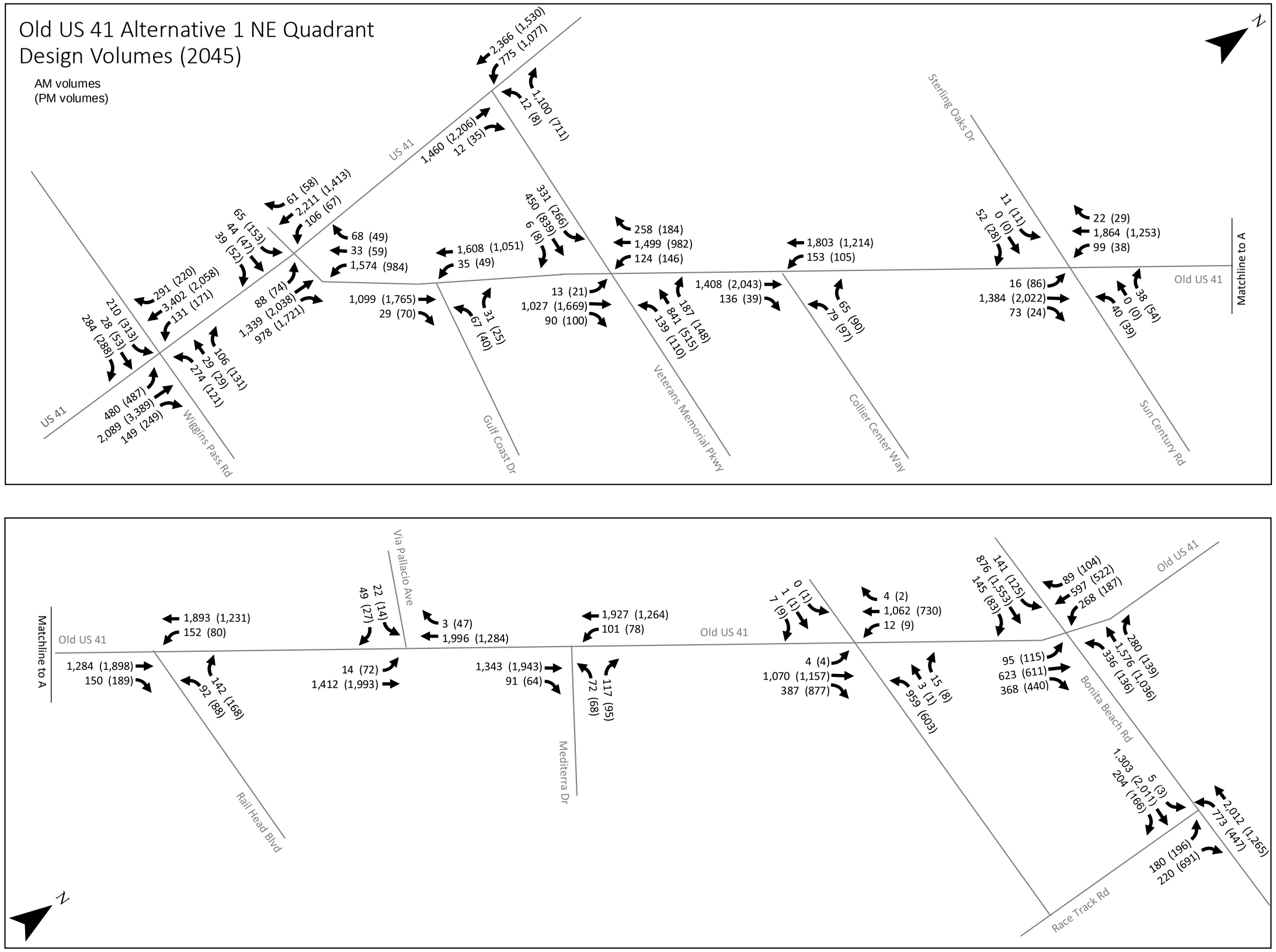


Figure 6-7: Alternative 2 Cul-de-sac Design Hour Volumes (2025)

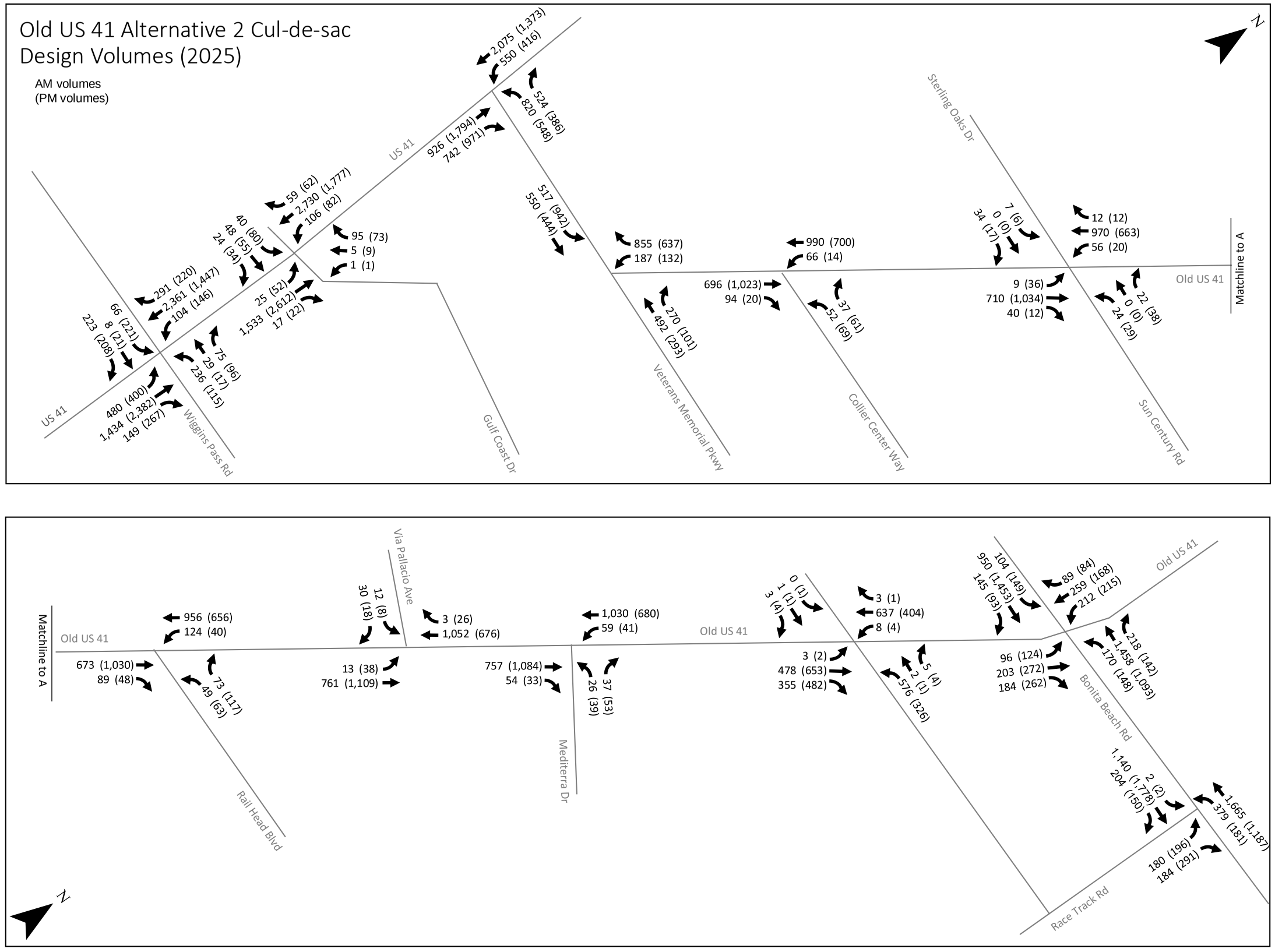


Figure 6-8: Alternative 2 Cul-de-sac Design Hour Volumes (2035)

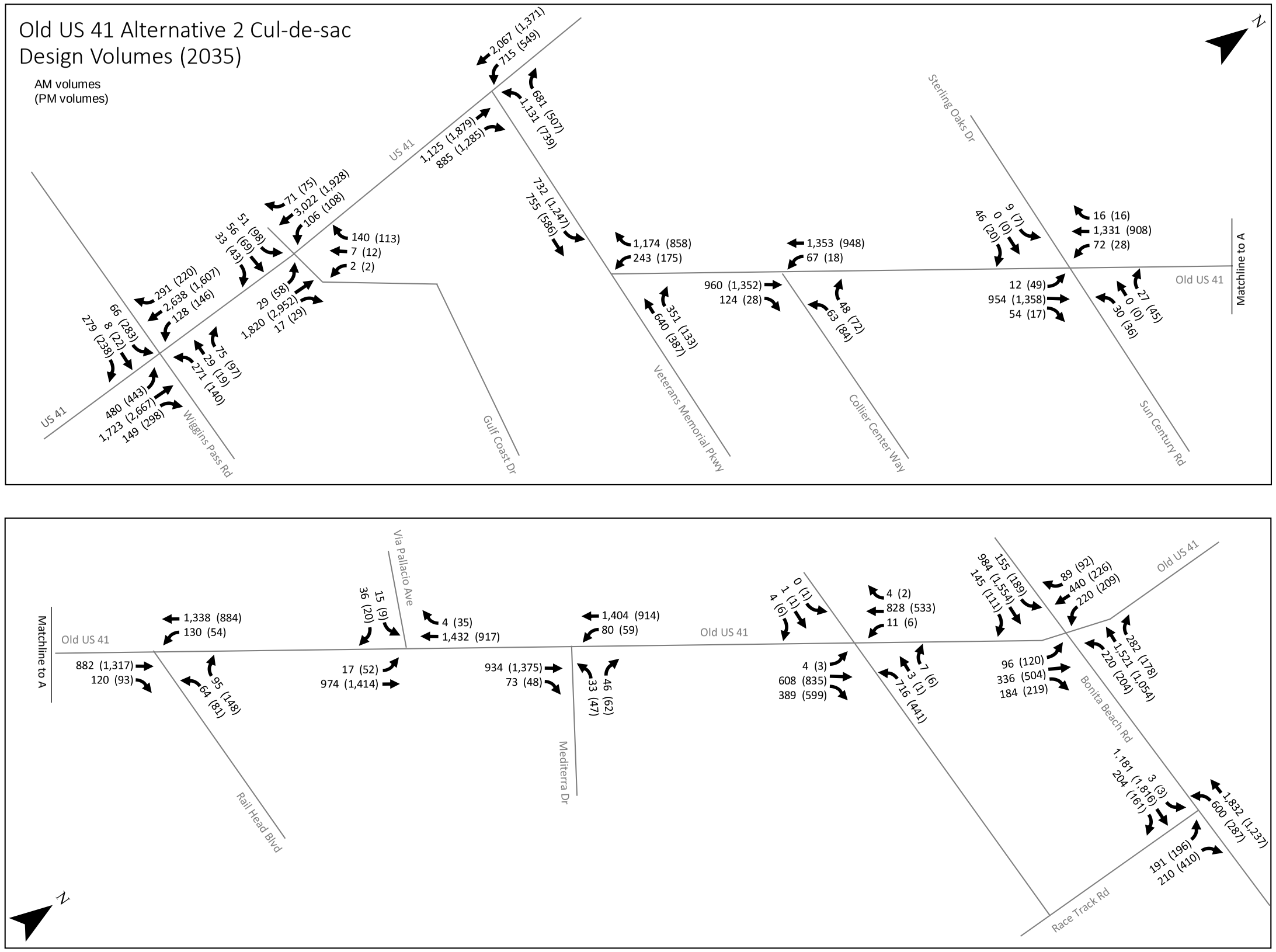
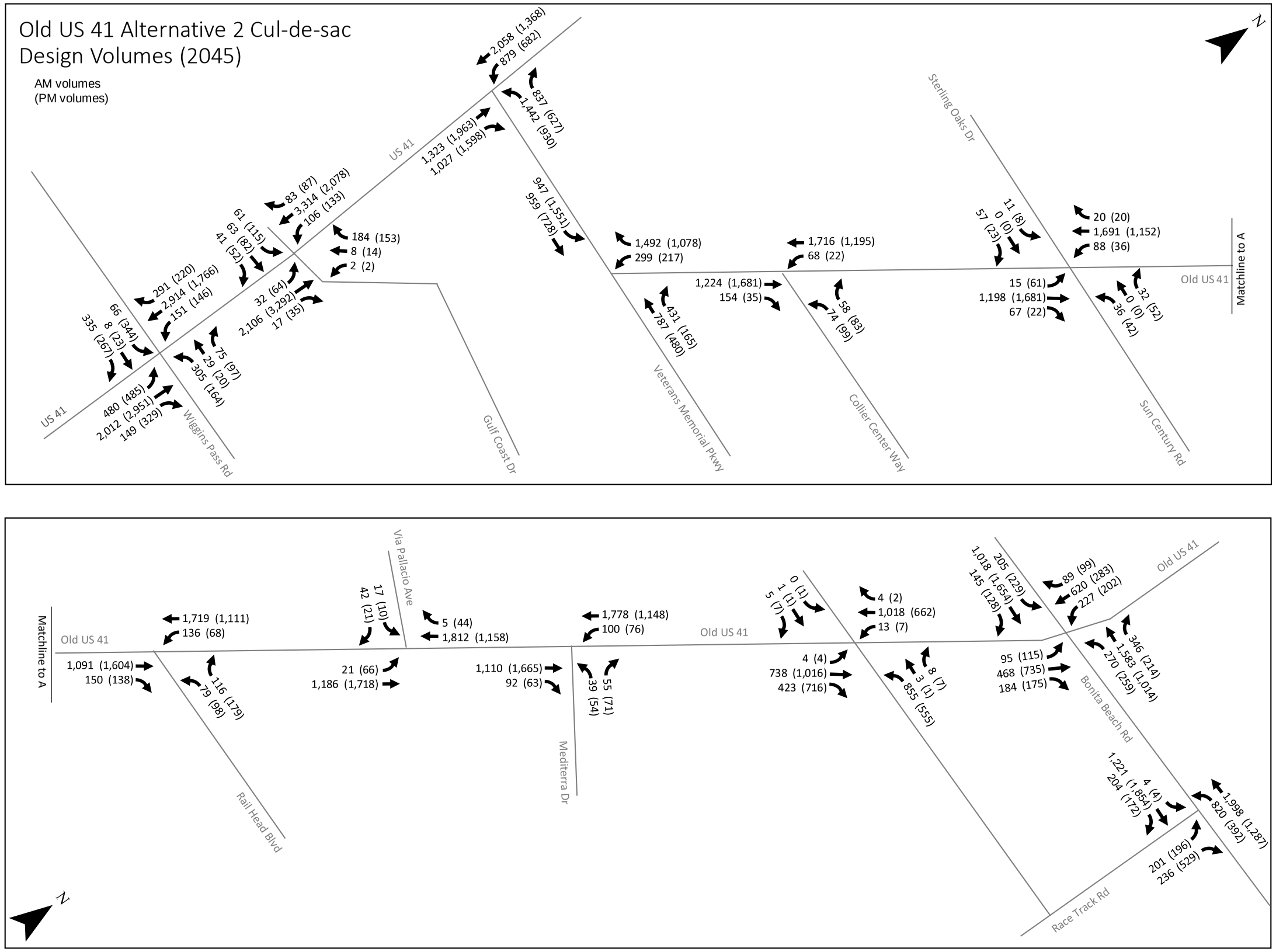


Figure 6-9: Alternative 2 Cul-de-sac Design Hour Volumes (2045)



7 Appendices

A. Traffic Analysis Methodology Report
B. April 2019 Traffic Counts
C. Seasonal and Axle Adjustment Factors for Collier and Lee Counties
D. Subarea Travel Demand Model Validation Memo
E. Model plots for Alternatives
F. TURNS5 Worksheets
G. Design Year Balancing Worksheets

Appendix A:
Traffic Analysis Methodology Report

Final Traffic Analysis Methodology Report

Florida Department of Transportation

District One

CR 887 (Old US 41) Project Development and Environment Study

From US 41 to Lee County Line and from Collier County Line to Bonita Beach Road

Lee and Collier Counties, Florida

Financial Management Numbers: 435110-1-22-01 & 435347-1-22-01

ETDM Number: 10563

February 2020

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Prepared by:

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1.0 INTRODUCTION

This traffic analysis methodology report is prepared to document the project limits, assumptions and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the CR 887 / Old US 41 Project Development and Environment (PD&E) study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this traffic analysis methodology report.

2.0 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) study for proposed improvements to Old US 41 / County Road (CR) 887, or Old US 41. The project limits are from US 41 / Tamiami Trail to CR 865 / Bonita Beach Road, in Lee and Collier Counties for approximately 2.73 miles. These improvements, which may include safety, "complete streets", and capacity improvement are intended to enhance connectivity and circulation between US 41/Tamiami Trail and Bonita Beach Road, as well as to improve safety for all users, including bicyclists and pedestrians.

The purpose of this PD&E study is to evaluate, and document potential engineering and environmental effects of improvements needed to relieve existing congestion and accommodate future travel demand from projected population and employment growth in the area. Improvements may include safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path.

3.0 TRAFFIC ANALYSIS OBJECTIVE

The objective of the PTAR is to assess existing and future traffic operations on the roadway network in the study area and analyze the anticipated future performance of the roadway network with and without the potential improvements. Potential improvements will be identified and screened for future travel, safety, and multi-modal objectives. The traffic analysis serves to ensure that the future roadway network provides enough capacity for the safe and efficient movement of traffic through the design year.

4.0 TRAFFIC ANALYSIS ASSUMPTIONS

4.1 Study Area

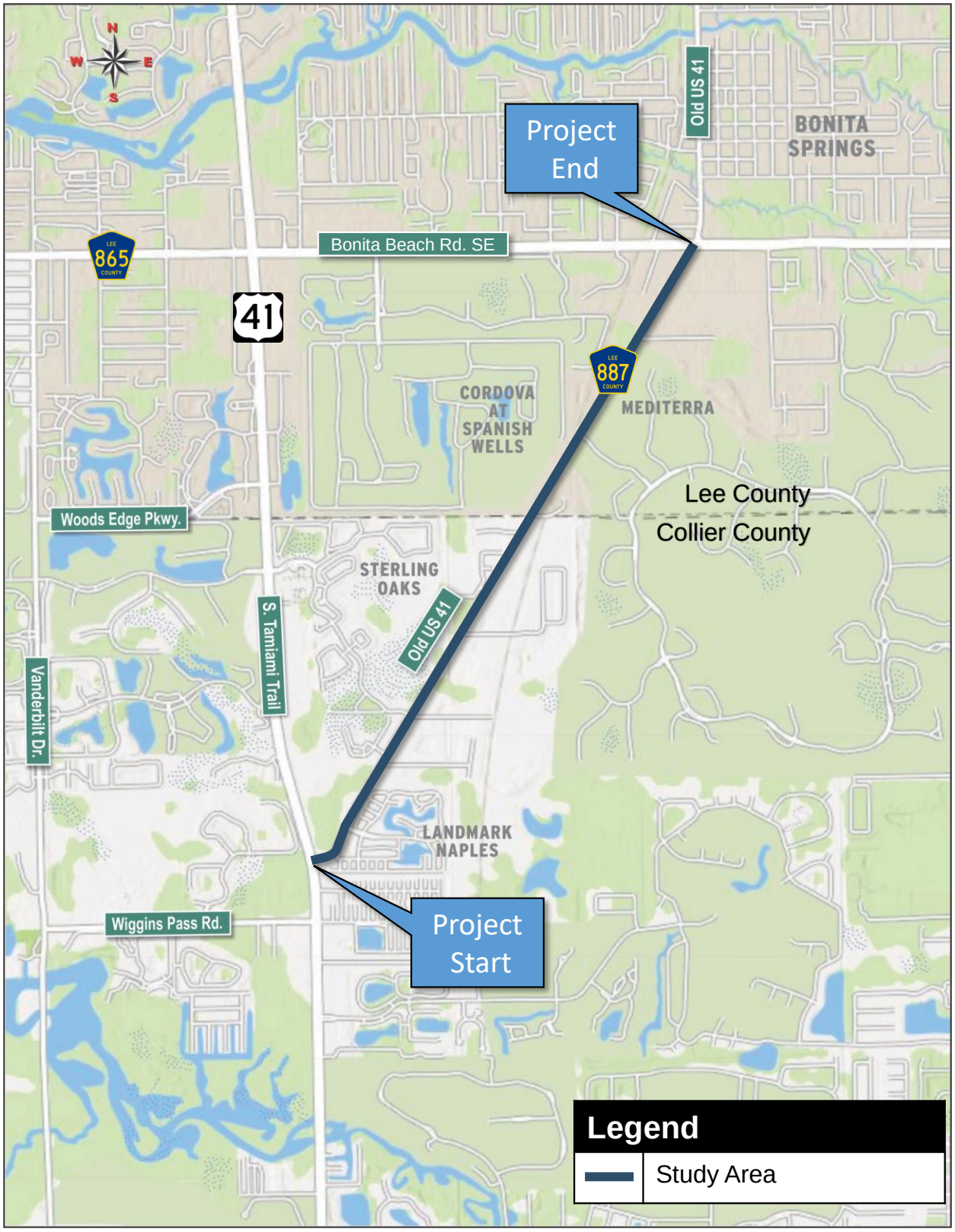
The study area begins at the intersection of Old US 41 and US 41 and continues northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. It contains the roadway segments between the intersections and includes the intersections listed below. A map of the study area is shown in **Figure 4-1**.

Study Area Intersections

- US 41 at Old US 41 (Signalized)

- Old US 41 at Gulf Coast Drive (Unsignalized)
- Old US 41 at Veterans Memorial Boulevard, (Future Scenarios Only – Planned Intersection)
- Old US 41 at Collier Center Way (Unsignalized)
- Old US 41 at Sun Century Road/Sterling Oaks Drive (Unsignalized)
- Old US 41 at Rail Head Boulevard (Unsignalized)
- Old US 41 at Via Palacio Avenue (Unsignalized)
- Old US 41 at Mediterra Drive (Unsignalized)
- Old US 41 at Compound Road (Unsignalized, Future Scenarios Only)
- Old US 41 at Greyhound Track Entrance (Unsignalized)
- Bonita Beach Road at Old US 41 (Signalized)
- Bonita Beach Road at Race Track Road (Signalized)

Figure 4-1: Old US 41 Study Area



4.2 Analysis Periods and Years

Traffic operational analysis will include AM peak, and PM peak period traffic conditions for the following analysis years:

- Existing year: 2019
- Opening year: 2025
- Interim year: 2035
- Design year: 2045

Operational analyses for the segments and intersections will be performed using FDOT's Generalized Level-of-Service tables and the Highway Capacity Manual, 6th Edition, respectively.

4.3 Project Alternatives

Operational analyses for opening, interim, and design years will include an evaluation of a no-build alternative as well as two build alternatives in Lee County and two build alternatives in Collier County identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network with the addition of the Collier MPO's 2040 Long Range Transportation Plan's Veterans Memorial Boulevard from Livingston Road to Old US 41[1], slated for construction and opening before 2023, while the build will reflect the no-build condition with modified future roadway network alternatives. Potential build concepts include a quadrant system on the northern portion of the corridor and varying roadway alignments on the southern portion of the corridor.

5.0 TRAFFIC ANALYSIS TOOLS

Study area segments and intersections will be analyzed according to the methodologies provided in the *Highway Capacity Manual, 6th Edition* (HCM), the *2014 FDOT Traffic Analysis Handbook*, and *2019 FDOT Project Traffic Forecasting Handbook*. Daily and peak hour traffic volumes on roadway segments will be evaluated using the FDOT *2013 QLOS Handbook* and the *2012 Generalized Service Volume Tables*.

PTV Group's VISSIM 11 software shall be calibrated and validated following the *2014 FDOT Traffic Analysis Handbook's* section 7.2.3 VISSIM Modeling Guidelines to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in Synchro and then exported to VISSIM.

The HCM 6th Edition's level of service will be used for pedestrian and bicycle level of service assessments.

Signal warrants will be assessed using a four-hour, warrant 2, from the FDOT's Traffic Signal Warrant Summary, form number 750-020-01; in cases where Warrant 2 is met, Warrant 1's will be assessed using the 12-hour intersection counts. FDOT's Intersection Control Evaluation (ICE) process will be utilized to evaluate intersection control scenarios should an intersection meet warrant or major reconstruction of an existing signalized intersection be proposed; the process will follow the FDOT's *Manual on Intersection*

[1] http://www.colliermpo.org/wp-content/uploads/FY2020-FY2024-TIP-Complete.pdf

Control Evaluation for guidance but will not require formal ICE approval as the roadway is off-system. If roundabouts are identified in the alternatives, *SIDRA 8* software's HCM 6th Edition methodology will be used to evaluate peak hour traffic volumes through those intersections.

6.0 TRAFFIC DATA COLLECTION

To identify roadway characteristics and existing traffic volumes in the study area, traffic counts will be collected as follows:

- Five (5) 72-hour bi-directional volume counts
    - US 41 south of Wiggins Pass Road
    - US 41 between Wiggins Pass Road and Old US 41
    - US 41 north of Old US 41
    - Old US 41 south of the Collier County line
    - Old US 41 north of Bonita Beach Road

- Three (3) 7-day vehicle classification counts
    - Old US 41 north of Gulf Coast Drive
    - Old US 41 north of Compound Road
    - Bonita Beach Road east of Old US 41

- Nine (9) 12-hour turning movement counts from 7:00 AM to 7:00 PM, the intersections were identified as having significant volumes to impact the corridor, based on aerial imagery and initial data analysis, and solicit a turning movement count:
    - US 41 at Old US 41 Road
    - Old US 41 at Gulf Coast Drive
    - Old US 41 at Collier Center Way
    - Old US 41 at Sun Century Road
    - Old US 41 at Rail Head Boulevard
    - Old US 41 at Via Palacio Avenue
    - Old US 41 at Mediterra Drive
    - Bonita Beach Road at Old US 41
    - Bonita Beach Road at Race Track Road

- One (1) 4-hour Queue Survey
    - Bonita Beach Road at Old US 41

- Speed Data from Regional Integrated Transportation Information System (RITIS)

Additional traffic data will include traffic counts from the Florida Traffic Information Online (FTIO) database, traffic signal timings, concurrent Bonita Beach Road at US 41 / Tamiami Trail PD&E Study, a Streetlight Analytics data pull for origins and destinations, Regional Integrated Transportation Information System (RITIS) speed data, any additional available data within the study area, and IdealSpot traffic information.

Turning movement counts (TMCs) will include pedestrian, bicycle, and heavy vehicle counts reported separately. The count data will be used to support the existing traffic analysis of the study area and used in the development of future volumes for alternatives analyses. A map of count locations is shown in **Figure 6-1.**

Appropriate traffic adjustment factors (seasonal and axle correction) will be applied to the traffic counts and balanced to obtain 2019 Annual Average Daily Traffic (AADT) Volumes. The 2019 AADT volumes will be used in the development of design hour volumes.

6.1 Traffic Factors

This study will develop and recommend K, D, T_{24}, DHT, and peak hour factors to be provided to the Department in a PTAR.

The K-Factor (K) shall be identified using the FDOT's *2019 Project Traffic Forecasting Handbook's* Standard-K Factors Table. The seasonal nature of traffic prompted the commission, at the behest of FDOT staff, of an investigation into the K-Factor to be used in a September 25th, 2019 meeting; the investigation included the telemetered traffic monitoring sites (TTMS) within the study area:

- Bonita Beach Road west of US 41,
- Bonita Beach Road west of I-75,
- Old US 41 south of Bonita Beach Road,
- US 41 south of Bonita Beach Road,
- US 41 north of Bonita Beach Road.

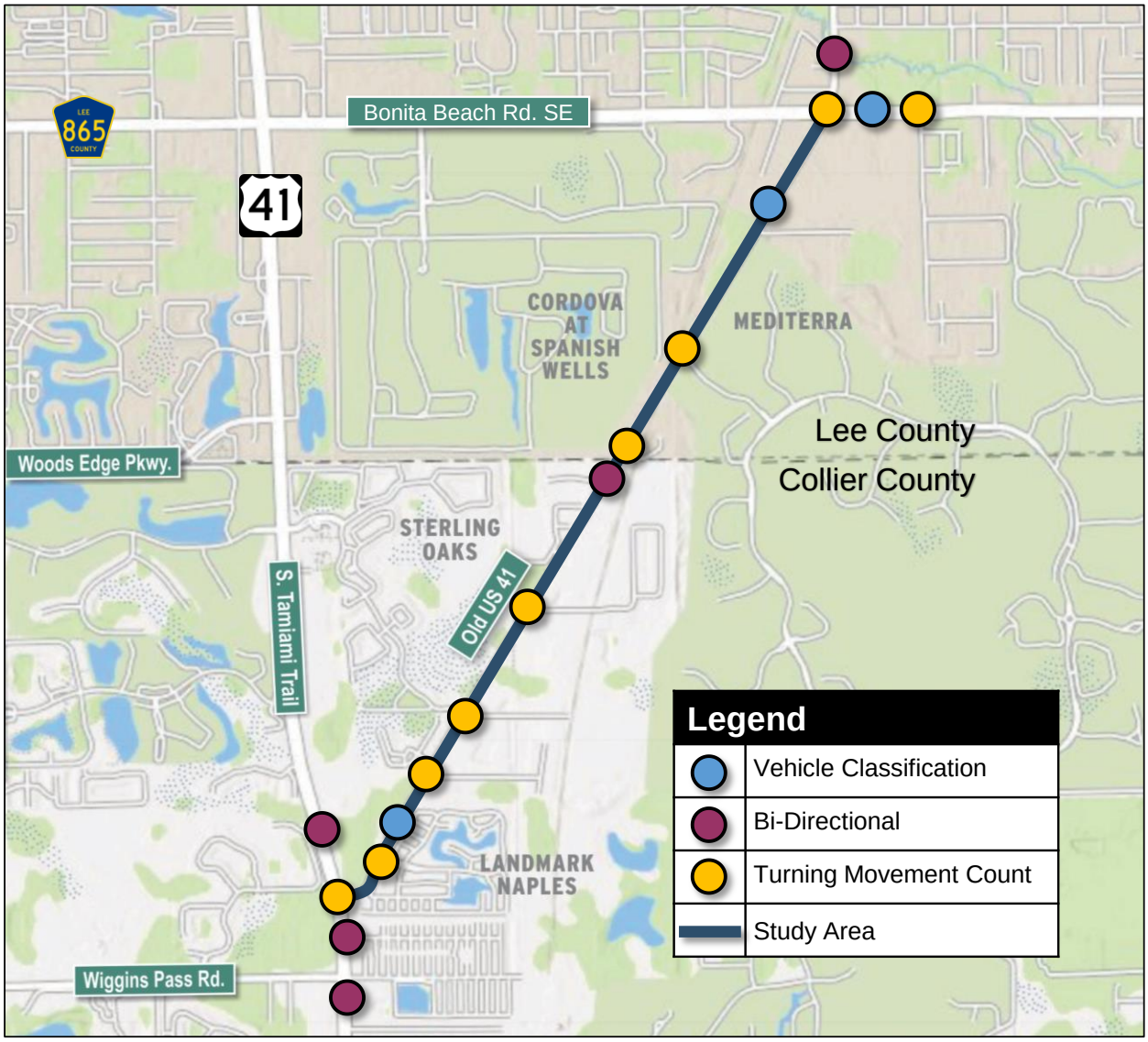
Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of the 30th highest hour for the month across all TTMS locations. Documentation for the investigation can be found in Appendix A.

The directional factor (D) shall be calculated from the traffic count data and compared to the five-year historical data from FDOT count stations found in the FTIO database within the study area. Peak directions of travel will be established based on existing travel patterns identified from review of the traffic count data and historical data.

The daily truck factor (T_{24}) will be calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) shall be estimated to be one half of T_{24}.

An overall intersection peak hour factor (PHF) will be calculated for the study intersections. The PHF will be compared to the FDOT's *2019 Traffic Analysis Handbook's* recommended default PHF for the appropriate roadway type. If there is minimal variation between intersection and the default PHF, then the default will be utilized in the existing conditions analysis. It is recommended that the same PHF be used for both existing and future traffic conditions to assess the benefit of a proposed improvement and prevent "artificial" benefit being achieved based on the use of differing PHFs.

Figure 6-1: Traffic Count Location Map



7.0 TRAFFIC FORECASTING

Existing traffic volumes will be projected to opening, interim, and design year volumes by applying National Cooperative Highway Research Program (NCHRP) Report 765 adjustment procedures to travel demand model outputs for all alternatives. Calculated future volumes will be adjusted as necessary against the trends shown in historical and projected growth rates in the area. Volumes will then be balanced through the roadway network to obtain future year AADTs. Design hour volumes for all alternatives shall be calculated by multiplying future AADT's by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages will be applied to the DDHVs to calculate design hour turning movement volumes which will be balanced for reasonability at each intersection. TURNS5 Turning Movement Analysis Tool (2014) will be used to estimate turning movement volumes at Veterans Memorial Boulevard, Greyhound Track Entrance, and Compound Road for any future build alternatives at these locations.

7.1 Travel Demand Model

Future year traffic forecasts will utilize the most recent version of the District One Regional Planning Model (D1RPM) compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS). The Department will develop and provide to the Consultant a calibrated and validated sub-area model of the study area that includes a 2010 and 2040 no-build model. A Compound Annual Growth Rate (CAGR) will be used to interpolate between the base and future years; unless historical growth patterns show the utility of other growth rate approaches.

7.2 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium and high population growth estimates. Projections for Lee and Collier Counties are summarized in **Table 7-1**; growth rate percentages are calculated from CAGR.

7.3 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FTIO database. Four (4) FDOT stations in the study area show growth while two locations show decline in traffic volumes. The average CAGR for those locations was 0.9%. The data is displayed in **Figure 7-1** and in tabular format in **Table 7-2**.

Table 7-1: BEBR Population Projections for Collier and Lee Counties

Collier County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
367,347	Low	382,600	0.58%	397,700	0.66%	407,200	0.61%	412,700	0.53%	415,200	0.45%
	Med	418,400	1.88%	449,500	1.70%	475,200	1.53%	496,800	1.38%	516,100	1.27%
	High	448,100	2.88%	494,200	2.50%	536,100	2.25%	575,200	2.06%	612,100	1.91%
Lee County		**2025**		**2030**		**2035**		**2040**		**2045**	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
713,903	Low	753,700	0.78%	789,400	0.84%	815,000	0.78%	833,100	0.70%	845,000	0.63%
	Med	824,400	2.08%	892,100	1.87%	949,800	1.69%	999,900	1.54%	1,045,200	1.42%
	High	882,900	3.08%	981,000	2.68%	1,073,000	2.43%	1,161,100	2.24%	1,245,800	2.08%

Figure 7-1: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

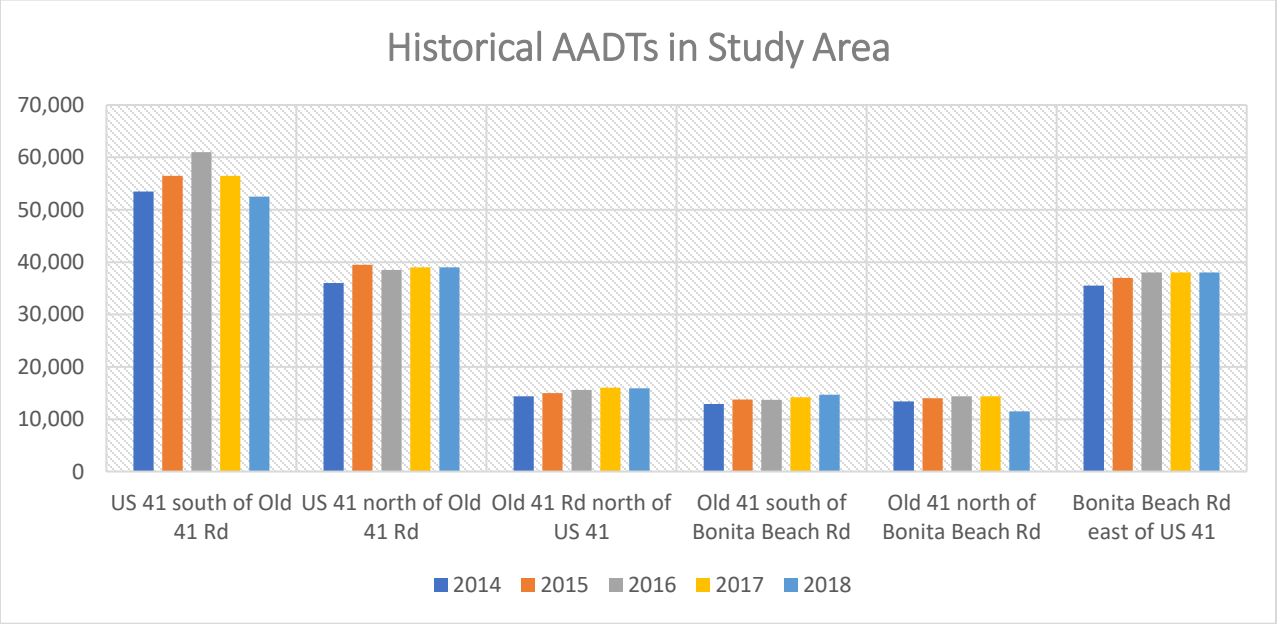


Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

Location	2014	2015	2016	2017	2018	CAGR
US 41 south of Old 41 Rd	53,500	56,500	61,000	56,500	52,500	-0.5%
US 41 north of Old 41 Rd	36,000	39,500	38,500	39,000	39,000	2.0%
Old 41 Rd north of US 41	14,400	15,000	15,600	16,000	15,900	2.5%
Old 41 south of Bonita Beach Rd	12,920	13,731	13,708	14,200	14,656	3.2%
Old 41 north of Bonita Beach Rd	13,400	14,000	14,400	14,400	11,500	-3.8%
Bonita Beach Rd east of US 41	35,500	37,000	38,000	38,000	38,000	1.7%
				Average CAGR		0.9%

8.0 MEASURES OF EFFECTIVENESS

8.1 Level of Service

The primary measure of effectiveness for traffic analysis in the PTAR and PD&E study will be level of service (LOS). Both roadway segments and intersections will be evaluated by this measure.

For segment analyses, *2012 FDOT Generalized Service Volume Tables* will be used to determine daily and directional design hour traffic volume LOS for existing and future traffic conditions.

For intersection analyses, VISSIM 11 will be utilized to determine delay and evaluate LOS for AM and PM peak hour traffic volumes for both signalized and unsignalized intersections.

For any future alternatives with roundabouts, *SIDRA 8* software will be utilized to determine roundabout LOS and delay.

For pedestrian and bicycle analyses, the HCM 6th edition Pedestrian Level of Service and Bicycle Level of Service (PLOS and BLOS) shall be used.

8.2 Queue Length

A secondary measure of effectiveness for intersections in the study will be queue length, the distance from the stop line of an intersection to the end of the queue of cars waiting to move through the intersection. *VISSIM 11,* will be used to evaluate maximum design year queues for intersections within the study area.

9.0 SAFETY

The historical five-year crash data of the area using FDOT's Crash Analysis Reports (CARs), State Safety Office's GIS system (SSOGIS), and Signal Four crash data from January 1st, 2014 to December 31st, 2018 shall be documented. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss. Based on the information obtained from the crash data, project safety needs associated with the existing and future conditions will be identified. The Highway Safety Manual (HSM) procedures will be used to estimate the safety performance of the project alternatives and will document the results of the safety analysis in the PTAR. The FDOT's Crash Reduction Factors (CRF 2014) shall be used as a primary data source where possible. At locations where FDOT's CRFs are not available or applicable, the Federal Highway Administration's (FHWA) Crash Modification Factors Clearinghouse shall be used.

10.0 DOCUMENTS FOR SUBMITTAL

The results of the traffic and safety analyses described in this methodology report will be documented in a PTAR for the study area. The PTAR will summarize the results of the traffic analysis for Existing Year 2019, Opening Year 2025, Interim Year 2035, and Design Year 2045. All data and supporting information used in the evaluation will be included in the PTAR Appendices.

Appendix A

K Factor Analysis

MEMORANDUM

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www.rkk.com

Date: January 28, 2020

To: Steven Andrews, Christopher Simpron

From: Daniel R. Miller, P.E.

CC: Matt Dockins, P.E., Dawn Carlson

Re: 435347-1-22-01: CR 887 (Old US 41) K-Factor Analysis Memorandum

Purpose

The Florida Department of Transportation (FDOT) is analyzing traffic conditions in Collier and Lee County for two traffic studies, CR 887 (Old US 41) from Tamiami Trail (US 41) to Bonita Beach Road (CR 865) and an intersection study of Bonita Beach Road (CR 865) and Tamiami Trail (US 41); the two studies are intertwined by their proximity along Bonita Beach Road (CR 865), shown in Figure 1. Initial discussions between the projects identified traffic patterns, consisting of seasonal and the proportion of annual average daily traffic (AADT) occurring in peak hours (K Factor), that differed between the two projects. The purpose of this memorandum is to document the data findings, identify differences between the projects, and recommend a K Factor for use on the CR 887 (Old US 41) Study.

Data Collection and Conflation

Data was collection from:

- FDOT's Florida Traffic Information (FTI) Database's Telemetered Traffic Monitoring Sites (TTMS), data sites that collect traffic counts on a continuous hourly basis,
- Lee County's Transportation Data Management System (TDMS), specifically their continuously monitored data sites.

The FTI's TTMS sites were not populated with the normal data information found at TTMS count sites, shown in Figure 2, instead, the data was pulled from the Lee County TDMS. The TDMS data had to be pulled on a monthly basis and conflated into a single database for each count location; the locations are found in Figure 3. The data was then used to identify the highest hours per month and its comparison to the Standard-K Factor put forth by the FDOT's 2019 Project Traffic Forecasting Handbook; an overview of the process is shown in Figure 4.

K-Factor Issue

The FDOT's Standard K Factor approach was implemented in 2011 to standardize the peak hour factor used in the development of project traffic. The recommended K Factor for an urban area, with no Multimodal Transportation District, as identified for the two study areas would be 9.0%. However, Bonita Beach Road west of Tamiami Trail exhibits significant seasonal variations due to a seasonal pattern like other beach and tourism-based communities. The average daily traffic by month is shown in Figure 5; the variation and supporting data posits a case where the Standard K may not apply, a case which can be made according to the Project Traffic Forecasting Handbook should sufficient data warrant[1]. The significant seasonal variation west of US 41 with the Standard K utilization meant that hourly design volumes could provide results that do not portend actual issues during peak season at the intersection. Guidance was provided by FDOT District 1 staff to identify the utility of Standard K, the average daily traffic month, and the application of the factor to the projects.

[1] 2019 Project Traffic Forecasting Handbook, pg. 13-14.

Findings

The average daily traffic month that correlated to the AADT for both study areas occurred in April (see Figure 5). Analysis of the traffic percentages shows that the 30th highest hour in the month of April, fell within reasonable range of the nine percent Standard K recommendation for the three data points analyzed, shown in Table 1.

Diurnal distributions were also examined to identify any anomalous data that might identify reasons for selecting a separate K Factor value from the Standard K. The diurnal distributions, shown in Figure 6, for the month of April show similar time-of-day patterns for CR 887 and Bonita Beach Road west of I-75 with directional patterns that reverse between AM and PM, however, Bonita Beach Road west of Tamiami Trail shows no significant diurnal divergence and a steady amount of bi-directional volumes throughout the day similar to areas like the City of Miami and other beach and tourist areas.

Recommendations

The CR 887 corridor and Bonita Beach Road at Tamiami Trail studies for the month of April have 30th highest hours to justify the utilization of the Standard K of nine percent. The Bonita Beach Road at Tamiami Trail intersection's diurnal distribution pattern west of the intersection differs from a standard pattern normally found on major corridors, this complemented with the availability of hourly count data over the course of the year means that a K Factor should be developed and assessed for that study separate from the CR 887 corridor study.

The recommendations are as follows:

- CR 887 PD&E study should use the Standard K Factor for analysis
- Bonita Beach Road at Tamiami Trail should review the available traffic data to develop a K Factor for the intersection analysis.

Figure 1: Bonita Beach Road at Tamiami Trail and CR 887 Study Areas

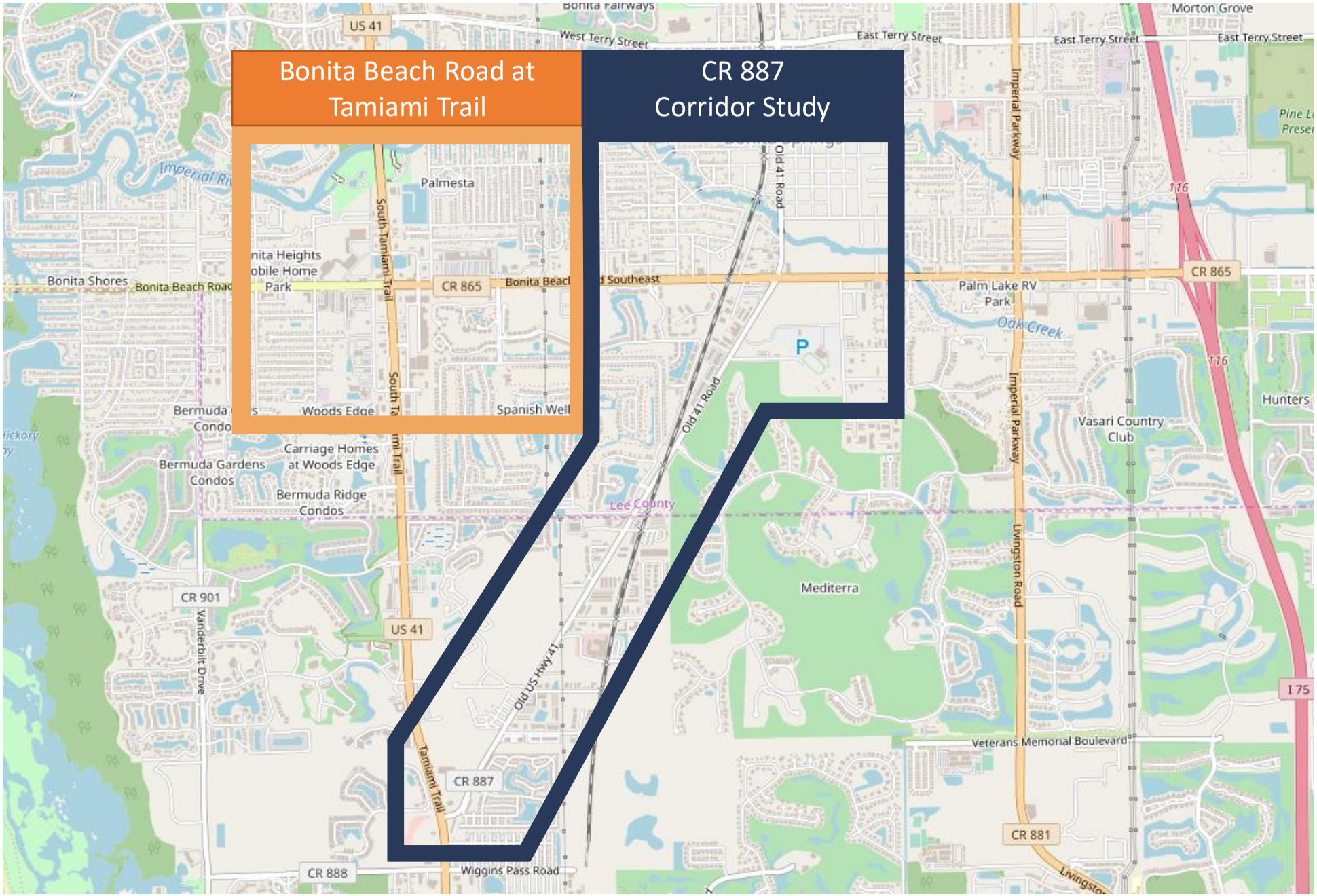


Figure 2: FDOT FTI TTMS Data Collection Locations with Example of missing Hourly Count Data

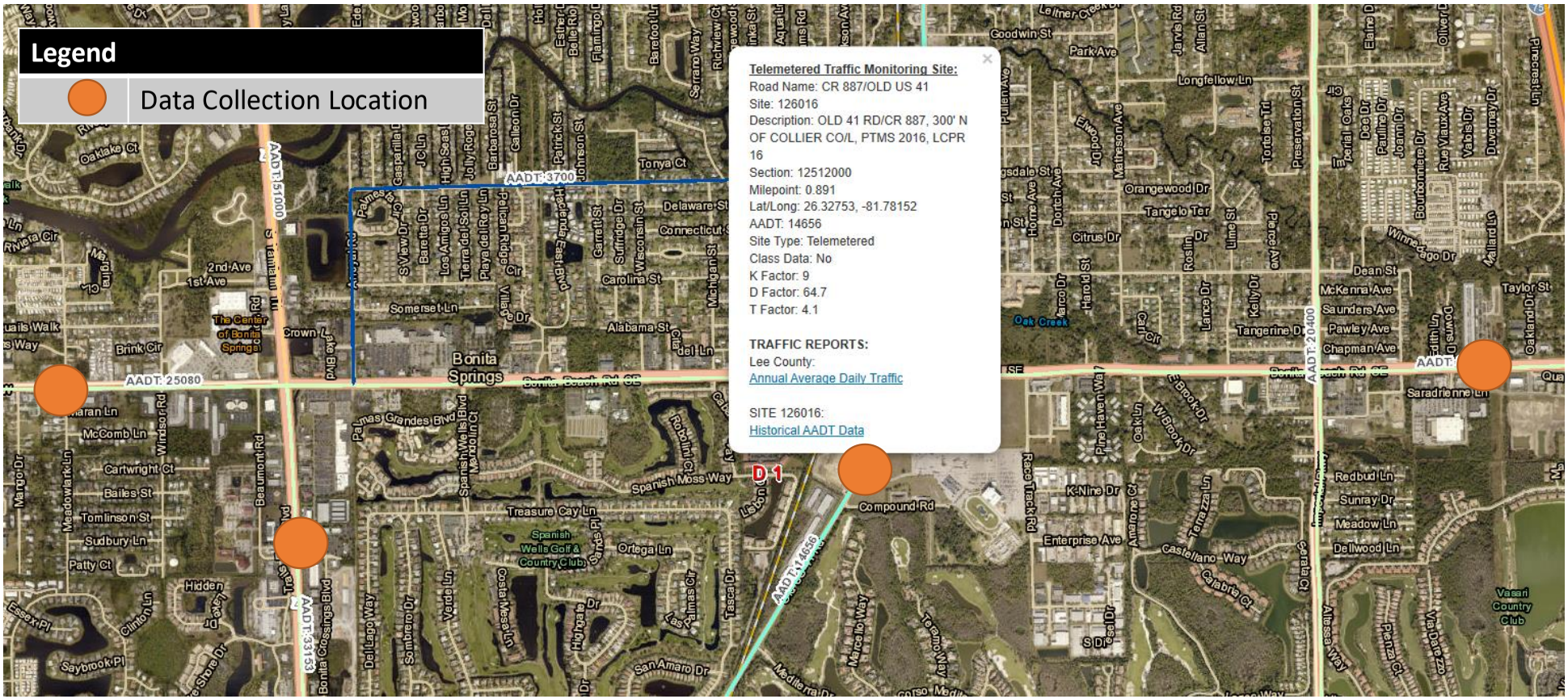

Legend
Data Collection Location
Telemetered Traffic Monitoring Site:
Road Name: CR 887/OLD US 41
Site: 126016
Description: OLD 41 RD/CR 887, 300' N OF COLLIER CO/L, PTMS 2016, LCPR 16
Section: 12512000
Milepoint: 0.891
Lat/Long: 26.32753, -81.78152
AADT: 14656
Site Type: Telemetered
Class Data: No
K Factor: 9
D Factor: 64.7
T Factor: 4.1
TRAFFIC REPORTS:
Lee County:
Annual Average Daily Traffic
SITE 126016:
Historical AADT Data
AADT: 3700
AADT: 51000
AADT: 25080
AADT: 33153
AADT: 14656
AADT: 20400
D 1
Bonita Springs
Compound Rd
Spanish Moss Way
Treasure Cay Ln
Ortega Ln
Spanish Wells Golf & Country Club
Palmas Grandes Blvd
Bonita Grande Dr
Bonita Crossings Blvd
Old 41
Tonya Ct
Delaware St
Connecticut St
Carolina St
Alabama St
Somerset Ln
Goodwin St
Park Ave
Longfellow Ln
Orangewood Dr
Tangelo Ter
Citrus Dr
Oak Creek
Tangerine Dr
Dean St
McKenna Ave
Saunders Ave
Pawley Ave
Chapman Ave
Saradrienne Ln
Redbud Ln
Sunray Dr
Meadow Ln
Dellwood Ln
K-Nine Dr
Enterprise Ave
Castellano Way
Calabria Ct
Vasari Country Club
Oak Lake Ct
2nd Ave
1st Ave
The Center of Bonita Springs
Brink Cir
McComb Ln
Cartwright Ct
Bailes St
Tomlinson St
Sudbury Ln
Patty Ct
Hidden Lake Dr
Saybrook Pl
Essex Pl
Clinton Ln
Del Lago Way
Sombrero Dr
Verde Ln
Ocean Breeze Ln
Highgate Dr
Tasca Dr
San Amaro Dr
Mediterra Dr
Marcello Way
Tesoro Way
Via Delaro
Plenza Ct
Redwood Ln
Beaumont Rd
Windsor Rd
Meadowlark Ln
Margo Dr
Spanish Wells Blvd
Mcgolrick Ct
Robbins Ct
Lisbon Ct
Race Track Rd
Pine Haven Way
Oak Ln
Wilbrook Dr
Amarone Ct
Tamazza Ln
Lime St
Rosita Dr
Harold St
Lance Dr
Kelly Dr
Dorich Ave
Horne Ave
Matheson Ave
Tortoise Trl
Preservation St
Jarvis Rd
Allan St
Elaine Dr
Oliver Dr
Pauline Dr
Joann Dr
Bourtonniere Dr
Rue Vieux Ave
Vabis Dr
Duvernay Dr
Mallard Ln
Winnebago Dr
Taylor St
Oakland Dr
Griffith Ln
Dominic Dr
Perial Oaks
Dee Dr
Leitner Creek Dr
Sarraro Way
Richview Ct
Barefoot Ln
Flamingo Dr
Esther Dr
Belle Rio Dr
Patrick St
Johnson St
Galleon Dr
Barbarosa St
Jolly Roger
High Seas
JC Ln
Gasparilla Dr
Palmetto Ridge Cir
Heritage Estates Blvd
Garrett St
Surfridge Dr
Wisconsin St
Michigan St
Terra del Sol Ln
Playa del Ray Ln
Los Amigos Ln
Baretta Dr
S View Dr
Palmetto Ridge Cir
Village Dr
Crown Lake Blvd
Old 41
Bonita Beach Rd SE
Bonita Beach Rd SE
Old 41
Calle Del Ln
Circle Dr
Circle Cir
Circle Cir
Circle Dr
Circle Dr
Circle Dr

Figure 3: Lee County' Transportation Data Management System 24/7/365 Collection Locations

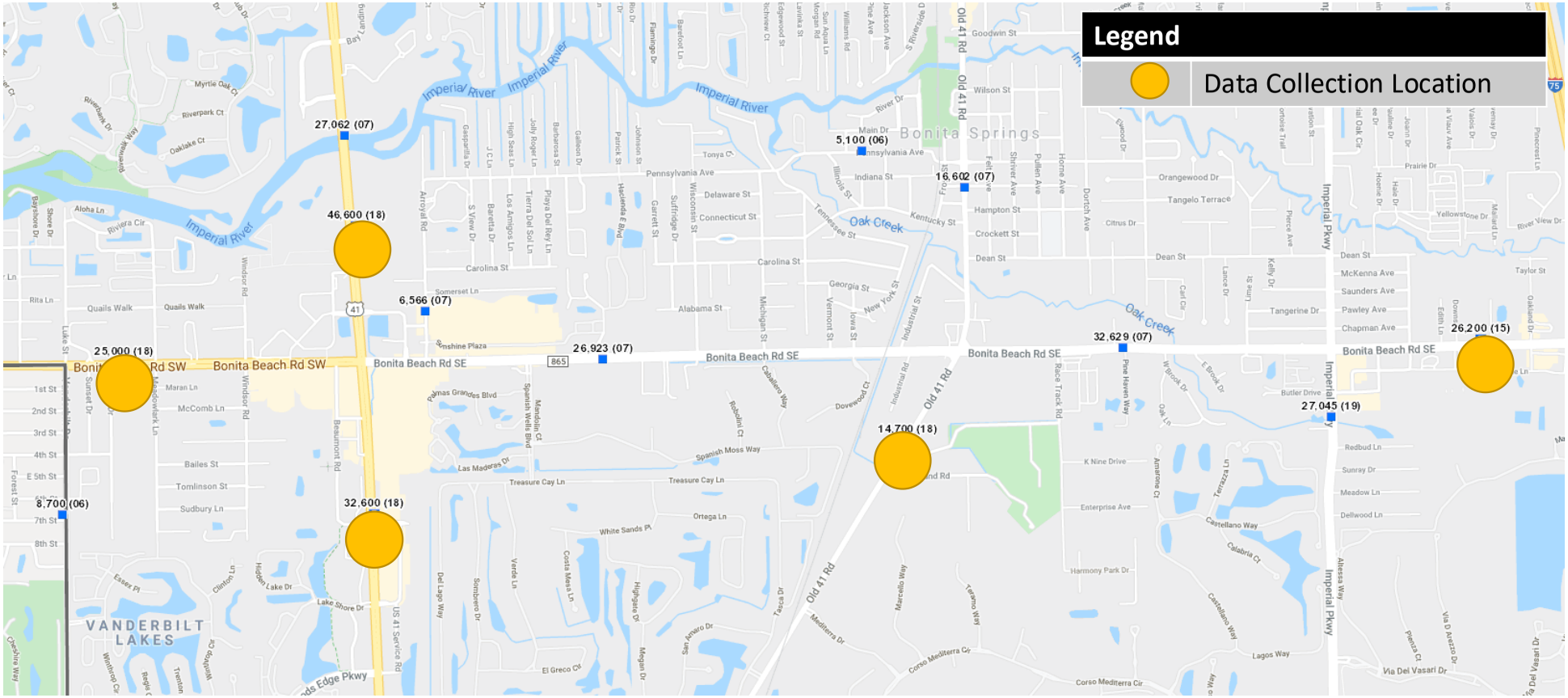


Figure 4: Data Collection, Conflation, and Analysis Overview

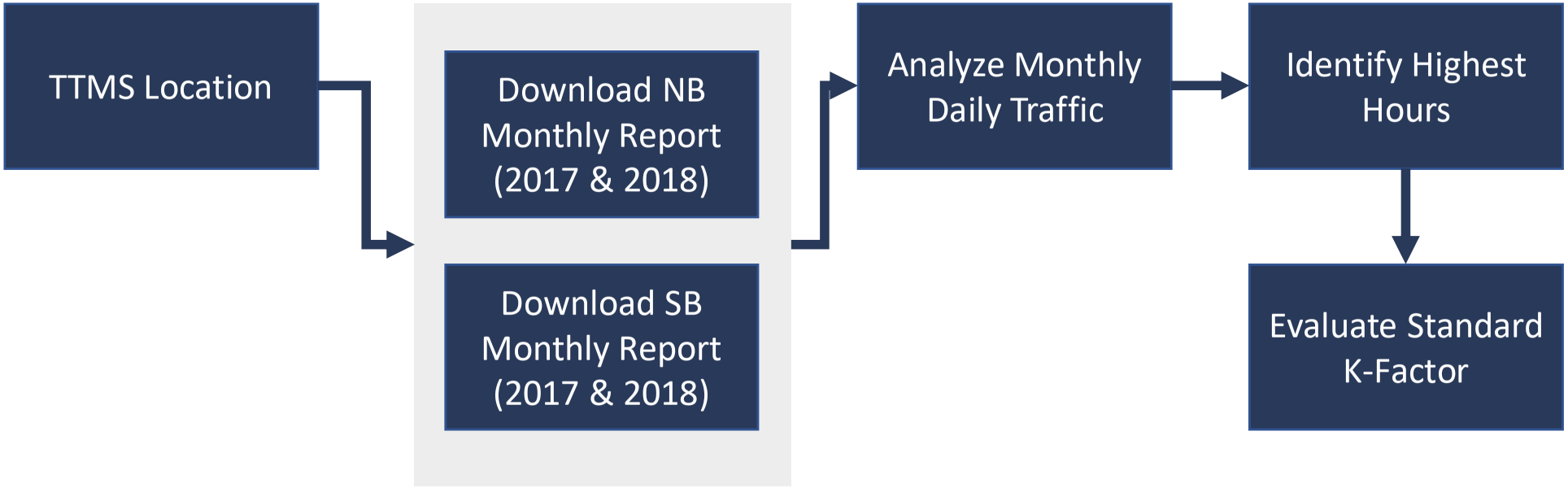
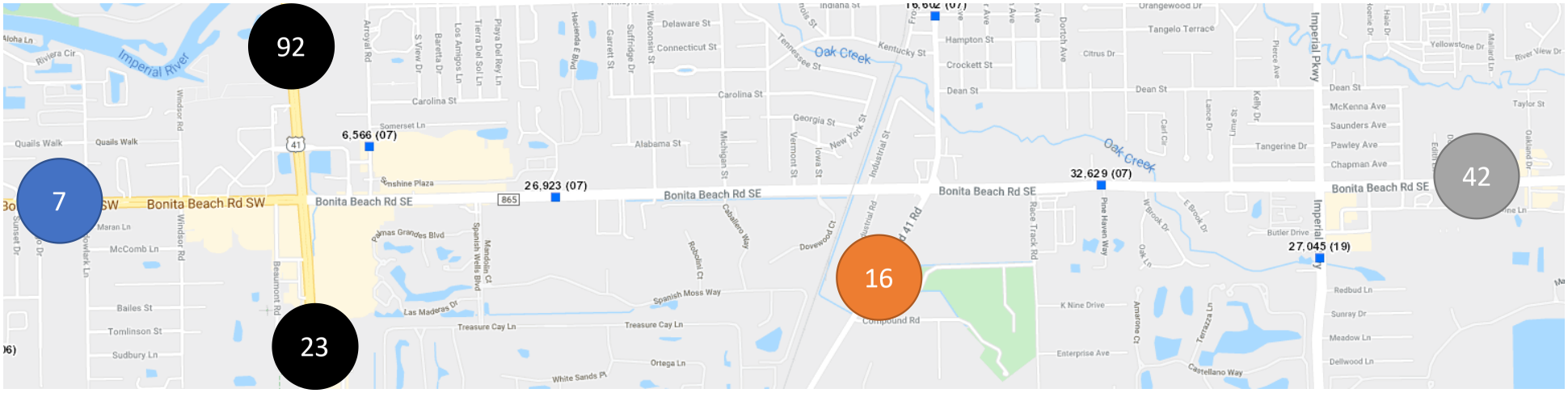


Figure 5: Average Daily Traffic by Month and Data Collection Site



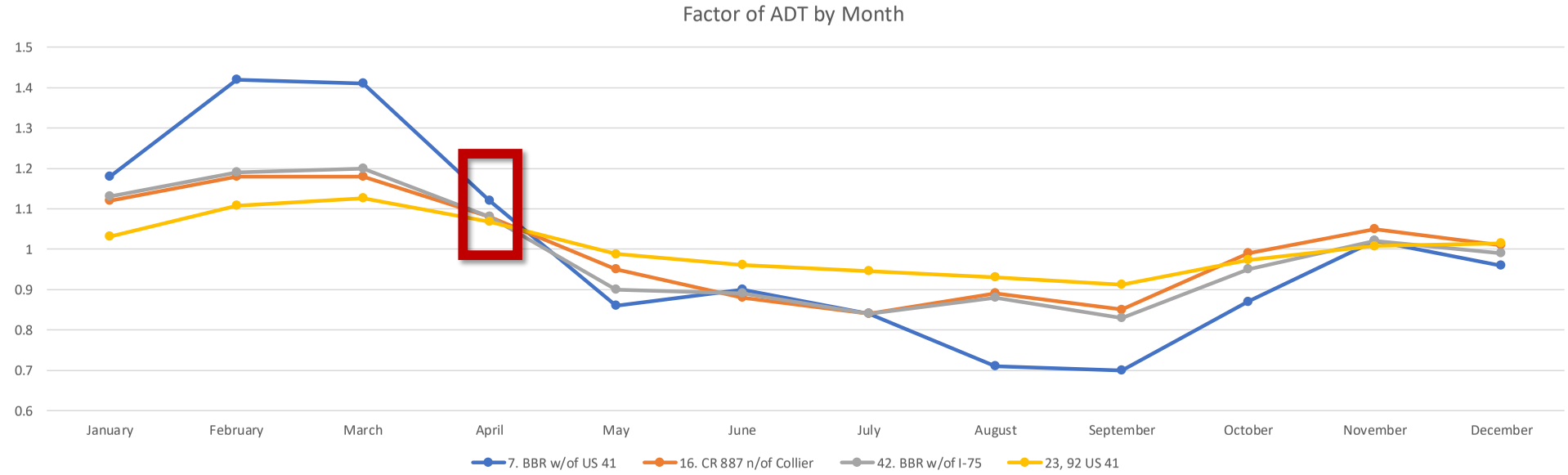
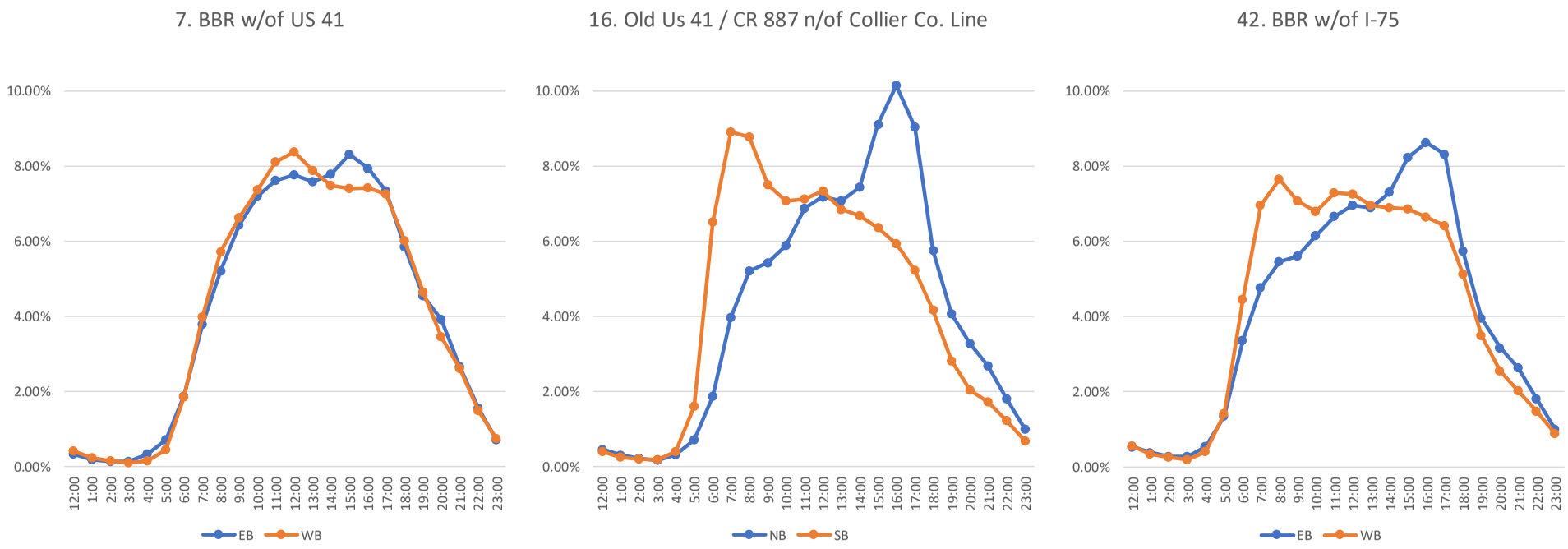


Table 1: April Percentage of ADT occurring by Highest Hour

Highest Hour	Old US 41 S of BBR	BBR W of I-75	BBR W of US 41
1	9.9%	12.7%	10.8%
2	9.7%	12.6%	10.7%
3	9.7%	12.6%	10.6%
4	9.6%	10.8%	10.3%
5	9.6%	10.7%	10.3%
6	9.5%	10.5%	10.1%
7	9.5%	10.4%	10.0%
8	9.5%	10.3%	9.8%
9	9.5%	10.2%	9.7%
10	9.5%	9.9%	9.7%
11	9.4%	9.7%	9.7%
12	9.4%	9.6%	9.6%
13	9.4%	9.6%	9.6%
14	9.3%	9.5%	9.5%
15	9.2%	9.4%	9.4%
16	9.2%	9.4%	9.2%
17	9.2%	9.2%	9.1%
18	9.2%	9.1%	8.9%
19	9.2%	9.1%	8.7%
20	9.2%	9.0%	8.5%
21	9.2%	8.8%	8.5%
22	9.2%	8.7%	8.5%
23	9.1%	8.7%	8.4%
24	9.1%	8.7%	8.4%
25	9.1%	8.7%	8.4%
26	9.0%	8.6%	8.4%
27	9.0%	8.6%	8.4%
28	9.0%	8.5%	8.3%
29	9.0%	8.5%	8.3%
30	9.0%	8.4%	8.3%
31	9.0%	8.4%	8.3%
32	9.0%	8.4%	8.3%
33	8.9%	8.4%	8.3%
34	8.9%	8.4%	8.3%
35	8.9%	8.3%	8.3%

Figure 6: Average Diurnal Distribution of Traffic for the month of April



Appendix B:
April 2019 Traffic Counts

Volume Count Report

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 16, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Wiggins Pass Rd		

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	11	8	11	23	75	265	390	422	440	414
30	22	18	10	13	8	29	133	296	403	434	456	563
45	27	18	17	18	27	42	156	361	394	384	390	526
00	18	19	13	14	30	67	279	370	398	444	483	480
Hr Total	**96**	**73**	**51**	**53**	**76**	**161**	**643**	**1,292**	**1,585**	**1,684**	**1,769**	**1,983**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	472	513	616	626	723	610	516	330	291	251	210	80
30	543	537	534	630	594	660	466	311	283	257	212	80
45	525	558	608	581	583	656	398	278	260	208	141	72
00	529	506	611	585	666	612	342	269	248	172	122	47
Hr Total	**2,069**	**2,114**	**2,369**	**2,422**	**2,566**	**2,538**	**1,722**	**1,188**	**1,082**	**888**	**685**	**279**

24 Hour Total:	29,388					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,041	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,592	PM Peak Hour Factor:	0.97	

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	10	14	21	37	153	393	568	490	474	473
30	21	13	13	15	12	82	268	497	564	523	454	536
45	20	15	14	15	25	111	354	553	507	493	494	511
00	10	14	7	16	30	113	351	611	550	528	509	476
Hr Total	**73**	**52**	**44**	**60**	**88**	**343**	**1,126**	**2,054**	**2,189**	**2,034**	**1,931**	**1,996**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	539	476	510	482	475	587	405	273	210	183	94	62
30	493	483	484	478	456	539	400	284	172	156	80	50
45	489	539	499	469	440	428	322	215	178	129	78	27
00	553	448	477	456	475	481	335	172	192	121	94	31
Hr Total	**2,074**	**1,946**	**1,970**	**1,885**	**1,846**	**2,035**	**1,462**	**944**	**752**	**589**	**346**	**170**

24 Hour Total:	28,009					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,296	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	12:00	PM Peak Volume:	2,074	PM Peak Hour Factor:	0.94	

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	28	21	22	32	60	228	658	958	912	914	887
30	43	31	23	28	20	111	401	793	967	957	910	1,099
45	47	33	31	33	52	153	510	914	901	877	884	1,037
00	28	33	20	30	60	180	630	981	948	972	992	956
Hr Total	**169**	**125**	**95**	**113**	**164**	**504**	**1,769**	**3,346**	**3,774**	**3,718**	**3,700**	**3,979**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,011	989	1,126	1,108	1,198	1,197	921	603	501	434	304	142
30	1,036	1,020	1,018	1,108	1,050	1,199	866	595	455	413	292	130
45	1,014	1,097	1,107	1,050	1,023	1,084	720	493	438	337	219	99
00	1,082	954	1,088	1,041	1,141	1,093	677	441	440	293	216	78
Hr Total	**4,143**	**4,060**	**4,339**	**4,307**	**4,412**	**4,573**	**3,184**	**2,132**	**1,834**	**1,477**	**1,031**	**449**

24 Hour Total:	57,397					
AM Peak Hour begins:	11:15	AM Peak Volume:	4,103	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	4,621	PM Peak Hour Factor:	0.96	

Volume Count Report

Start Date:	April 17, 2019	Start Time:	00:00
Stop Date:	April 17, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Wiggins Pass Rd		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	21	12	12	11	24	79	246	363	393	443	457
30	30	22	10	11	13	28	142	271	404	419	433	491
45	23	24	13	6	26	48	185	361	427	410	429	513
00	19	21	7	4	26	56	265	405	441	441	514	563
Hr Total	**109**	**88**	**42**	**33**	**76**	**156**	**671**	**1,283**	**1,635**	**1,663**	**1,819**	**2,024**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	595	478	581	558	744	725	633	374	345	250	227	83
30	508	563	546	637	610	720	497	424	332	240	202	78
45	532	546	573	526	658	623	378	349	325	214	127	67
00	539	491	628	490	686	628	402	339	278	195	112	48
Hr Total	**2,174**	**2,078**	**2,328**	**2,211**	**2,698**	**2,696**	**1,910**	**1,486**	**1,280**	**899**	**668**	**276**

24 Hour Total:	30,303					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,179	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	2,789	PM Peak Hour Factor:		0.96

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	14	11	14	7	53	147	373	552	510	455	460
30	36	13	10	11	12	64	262	504	578	517	508	566
45	11	9	9	11	23	96	379	572	560	522	526	532
00	19	8	11	19	31	114	332	591	530	497	514	497
Hr Total	**90**	**44**	**41**	**55**	**73**	**327**	**1,120**	**2,040**	**2,220**	**2,046**	**2,003**	**2,055**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	525	489	479	477	502	562	477	303	210	184	122	62
30	556	494	457	502	469	561	433	296	221	152	91	53
45	496	491	466	448	536	484	298	290	181	141	72	31
00	536	500	489	481	498	450	336	244	205	118	96	31
Hr Total	**2,113**	**1,974**	**1,891**	**1,908**	**2,005**	**2,057**	**1,544**	**1,133**	**817**	**595**	**381**	**177**

24 Hour Total:	28,709					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,293	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,157	PM Peak Hour Factor:		0.96

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	35	23	26	18	77	226	619	915	903	898	917
30	66	35	20	22	25	92	404	775	982	936	941	1,057
45	34	33	22	17	49	144	564	933	987	932	955	1,045
00	38	29	18	23	57	170	597	996	971	938	1,028	1,060
Hr Total	**199**	**132**	**83**	**88**	**149**	**483**	**1,791**	**3,323**	**3,855**	**3,709**	**3,822**	**4,079**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,120	967	1,060	1,035	1,246	1,287	1,110	677	555	434	349	145
30	1,064	1,057	1,003	1,139	1,079	1,281	930	720	553	392	293	131
45	1,028	1,037	1,039	974	1,194	1,107	676	639	506	355	199	98
00	1,075	991	1,117	971	1,184	1,078	738	583	483	313	208	79
Hr Total	**4,287**	**4,052**	**4,219**	**4,119**	**4,703**	**4,753**	**3,454**	**2,619**	**2,097**	**1,494**	**1,049**	**453**

24 Hour Total:	59,012					
AM Peak Hour begins:	11:30	AM Peak Volume:	4,289	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	4,946	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	April 18, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Wiggins Pass Rd		

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	28	17	12	8	25	88	234	399	376	429	452
30	18	34	16	15	12	35	118	294	370	451	443	480
45	29	16	14	6	26	51	151	371	395	432	426	534
00	26	13	16	8	25	62	247	393	449	430	511	474
Hr Total	**121**	**91**	**63**	**41**	**71**	**173**	**604**	**1,292**	**1,613**	**1,689**	**1,809**	**1,940**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	570	518	582	613	674	691	521	314	295	283	261	98
30	496	556	536	609	679	739	482	348	317	273	186	75
45	480	591	557	648	661	613	408	354	303	234	143	70
00	528	540	666	577	643	578	385	290	299	191	128	61
Hr Total	**2,074**	**2,205**	**2,341**	**2,447**	**2,657**	**2,621**	**1,796**	**1,306**	**1,214**	**981**	**718**	**304**

24 Hour Total:	30,171					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,074	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:30	PM Peak Volume:	2,734	PM Peak Hour Factor:	0.92	

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	11	11	15	16	26	163	329	547	524	460	529
30	16	19	17	12	16	77	249	484	554	466	503	551
45	12	16	10	11	20	88	346	613	570	570	542	538
00	24	6	15	17	30	111	347	566	518	508	569	508
Hr Total	**82**	**52**	**53**	**55**	**82**	**302**	**1,105**	**1,992**	**2,189**	**2,068**	**2,074**	**2,126**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	496	484	479	499	490	556	444	271	223	173	111	80
30	464	533	504	495	450	535	372	312	222	142	106	54
45	481	537	514	480	459	480	332	243	201	160	91	44
00	521	489	496	497	513	482	352	225	199	142	100	22
Hr Total	**1,962**	**2,043**	**1,993**	**1,971**	**1,912**	**2,053**	**1,500**	**1,051**	**845**	**617**	**408**	**200**

24 Hour Total:	28,735					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,280	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,084	PM Peak Hour Factor:	0.94	

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	39	28	27	24	51	251	563	946	900	889	981
30	34	53	33	27	28	112	367	778	924	917	946	1,031
45	41	32	24	17	46	139	497	984	965	1,002	968	1,072
00	50	19	31	25	55	173	594	959	967	938	1,080	982
Hr Total	**203**	**143**	**116**	**96**	**153**	**475**	**1,709**	**3,284**	**3,802**	**3,757**	**3,883**	**4,066**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,066	1,002	1,061	1,112	1,164	1,247	965	585	518	456	372	178
30	960	1,089	1,040	1,104	1,129	1,274	854	660	539	415	292	129
45	961	1,128	1,071	1,128	1,120	1,093	740	597	504	394	234	114
00	1,049	1,029	1,162	1,074	1,156	1,060	737	515	498	333	228	83
Hr Total	**4,036**	**4,248**	**4,334**	**4,418**	**4,569**	**4,674**	**3,296**	**2,357**	**2,059**	**1,598**	**1,126**	**504**

24 Hour Total:	58,906					
AM Peak Hour begins:	10:45	AM Peak Volume:	4,164	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:30	PM Peak Volume:	4,797	PM Peak Hour Factor:	0.94	

Volume Count Report
3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Wiggins Pass Rd		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	22	13	11	10	24	81	248	384	397	437	441
30	23	25	12	13	11	31	131	287	392	435	444	511
45	26	19	15	10	26	47	164	364	405	409	415	524
00	21	18	12	9	27	62	264	389	429	438	503	506
Hr Total	**109**	**84**	**52**	**42**	**74**	**163**	**639**	**1,289**	**1,611**	**1,679**	**1,799**	**1,982**
								PHF	0.93808			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	546	503	593	599	714	675	557	339	310	261	233	87
30	516	552	539	625	628	706	482	361	311	257	200	78
45	512	565	579	585	634	631	395	327	296	219	137	70
00	532	512	635	551	665	606	376	299	275	186	121	52
Hr Total	**2,106**	**2,132**	**2,346**	**2,360**	**2,640**	**2,618**	**1,809**	**1,327**	**1,192**	**923**	**690**	**286**
					PHF	0.92673						

24 Hour Total:	29,954				
AM Peak Hour begins:	11:30	AM Peak Volume:	2,091	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	2,681	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	25	12	11	14	15	39	154	365	556	508	463	487
30	24	15	13	13	13	74	260	495	565	502	488	551
45	14	13	11	12	23	98	360	579	546	528	521	527
00	18	9	11	17	30	113	343	589	533	511	531	494
Hr Total	**82**	**49**	**46**	**57**	**81**	**324**	**1,117**	**2,029**	**2,199**	**2,049**	**2,003**	**2,059**
								PHF	0.97258			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	520	483	489	486	489	568	442	282	214	180	109	68
30	504	503	482	492	458	545	402	297	205	150	92	52
45	489	522	493	466	478	464	317	249	187	143	80	34
00	537	479	487	478	495	471	341	214	199	127	97	28
Hr Total	**2,050**	**1,988**	**1,951**	**1,921**	**1,921**	**2,048**	**1,502**	**1,043**	**805**	**600**	**378**	**182**
					PHF	0.90103						

24 Hour Total:	28,484				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,290	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,087	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	63	34	24	25	25	63	235	613	940	905	900	928
30	48	40	25	26	24	105	391	782	958	937	932	1,062
45	41	33	26	22	49	145	524	944	951	937	936	1,051
00	39	27	23	26	57	174	607	979	962	949	1,033	999
Hr Total	**190**	**133**	**98**	**99**	**155**	**487**	**1,756**	**3,318**	**3,810**	**3,728**	**3,802**	**4,041**
								PHF	0.99021			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,066	986	1,082	1,085	1,203	1,244	999	622	525	441	342	155
30	1,020	1,055	1,020	1,117	1,086	1,251	883	658	516	407	292	130
45	1,001	1,087	1,072	1,051	1,112	1,095	712	576	483	362	217	104
00	1,069	991	1,122	1,029	1,160	1,077	717	513	474	313	217	80
Hr Total	**4,155**	**4,120**	**4,297**	**4,281**	**4,561**	**4,667**	**3,311**	**2,369**	**1,997**	**1,523**	**1,069**	**469**
					PHF	0.93234						

24 Hour Total:	58,438				
AM Peak Hour begins:	11:15	AM Peak Volume:	4,179	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:30	PM Peak Volume:	4,768	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 16, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Old US 41		

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	4	4	18	35	88	256	364	431	453	439
30	18	18	10	4	3	21	128	268	400	407	454	474
45	12	20	16	12	33	49	148	324	353	375	421	497
00	16	18	8	8	15	74	214	375	384	404	432	494
Hr Total	**68**	**70**	**38**	**28**	**69**	**179**	**578**	**1,223**	**1,501**	**1,617**	**1,760**	**1,904**
								PHF	0.93813			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	509	511	619	616	710	670	492	301	258	209	152	61
30	489	553	541	630	631	704	459	290	263	246	135	54
45	520	512	675	565	560	720	425	266	239	176	103	55
00	499	539	604	569	714	615	336	258	237	132	73	25
Hr Total	**2,017**	**2,115**	**2,439**	**2,380**	**2,615**	**2,709**	**1,712**	**1,115**	**997**	**763**	**463**	**195**
					PHF	0.94063						

24 Hour Total:	28,555				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,989	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	2,808	PM Peak Hour Factor:	0.98

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	8	12	19	38	148	411	603	479	424	457
30	22	12	13	15	16	70	262	493	537	475	459	472
45	20	17	11	16	30	100	339	541	524	478	432	518
00	9	16	7	15	45	111	362	597	550	498	527	450
Hr Total	**80**	**59**	**39**	**58**	**110**	**319**	**1,111**	**2,042**	**2,214**	**1,930**	**1,842**	**1,897**
								PHF	0.91791			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	479	454	471	446	466	540	384	269	193	174	93	63
30	485	471	455	461	447	498	391	253	161	159	75	42
45	451	488	480	486	411	423	308	210	167	140	76	28
00	509	437	450	401	453	411	277	161	158	108	108	32
Hr Total	**1,924**	**1,850**	**1,856**	**1,794**	**1,777**	**1,872**	**1,360**	**893**	**679**	**581**	**352**	**165**
					PHF	0.86667						

24 Hour Total:	26,804				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,278	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00	PM Peak Volume:	1,924	PM Peak Hour Factor:	0.94

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	28	12	16	37	73	236	667	967	910	877	896
30	40	30	23	19	19	91	390	761	937	882	913	946
45	32	37	27	28	63	149	487	865	877	853	853	1,015
00	25	34	15	23	60	185	576	972	934	902	959	944
Hr Total	**148**	**129**	**77**	**86**	**179**	**498**	**1,689**	**3,265**	**3,715**	**3,547**	**3,602**	**3,801**
								PHF	0.96044			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	988	965	1,090	1,062	1,176	1,210	876	570	451	383	245	124
30	974	1,024	996	1,091	1,078	1,202	850	543	424	405	210	96
45	971	1,000	1,155	1,051	971	1,143	733	476	406	316	179	83
00	1,008	976	1,054	970	1,167	1,026	613	419	395	240	181	57
Hr Total	**3,941**	**3,965**	**4,295**	**4,174**	**4,392**	**4,581**	**3,072**	**2,008**	**1,676**	**1,344**	**815**	**360**
					PHF	0.94649						

24 Hour Total:	55,359				
AM Peak Hour begins:	11:30	AM Peak Volume:	3,921	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	4,722	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date:	April 17, 2019	Start Time:	00:00
Stop Date:	April 17, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Old US 41		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	17	6	12	23	35	104	231	370	395	462	437
30	29	17	12	12	15	32	160	318	392	413	486	488
45	23	20	14	6	20	62	196	351	401	400	418	502
00	18	21	4	6	45	67	235	373	440	413	494	521
Hr Total	**90**	**75**	**36**	**36**	**103**	**196**	**695**	**1,273**	**1,603**	**1,621**	**1,860**	**1,948**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	518	544	559	576	704	685	651	349	344	262	172	66
30	488	533	616	549	708	713	545	423	339	237	132	44
45	524	538	594	565	710	690	404	342	274	178	98	42
00	556	560	607	577	700	595	362	332	200	133	84	34
Hr Total	**2,086**	**2,175**	**2,376**	**2,267**	**2,822**	**2,683**	**1,962**	**1,446**	**1,157**	**810**	**486**	**186**

24 Hour Total:	29,992					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,029	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:00	PM Peak Volume:	2,822	PM Peak Hour Factor:	0.99	

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	9	12	10	53	148	357	598	491	419	474
30	33	15	10	12	11	59	261	494	540	491	502	490
45	13	9	9	13	33	99	377	634	587	505	475	540
00	19	7	12	19	33	110	313	573	505	470	482	474
Hr Total	**86**	**45**	**40**	**56**	**87**	**321**	**1,099**	**2,058**	**2,230**	**1,957**	**1,878**	**1,978**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	491	433	466	418	462	546	448	290	197	174	118	68
30	504	461	422	474	444	529	419	287	187	149	87	50
45	425	482	447	429	498	453	297	266	179	127	69	35
00	538	455	449	426	431	413	303	234	198	117	89	31
Hr Total	**1,958**	**1,831**	**1,784**	**1,747**	**1,835**	**1,941**	**1,467**	**1,077**	**761**	**567**	**363**	**184**

24 Hour Total:	27,350					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,345	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:30	PM Peak Volume:	2,004	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	31	15	24	33	88	252	588	968	886	881	911
30	62	32	22	24	26	91	421	812	932	904	988	978
45	36	29	23	19	53	161	573	985	988	905	893	1,042
00	37	28	16	25	78	177	548	946	945	883	976	995
Hr Total	**176**	**120**	**76**	**92**	**190**	**517**	**1,794**	**3,331**	**3,833**	**3,578**	**3,738**	**3,926**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,009	977	1,025	994	1,166	1,231	1,099	639	541	436	290	134
30	992	994	1,038	1,023	1,152	1,242	964	710	526	386	219	94
45	949	1,020	1,041	994	1,208	1,143	701	608	453	305	167	77
00	1,094	1,015	1,056	1,003	1,131	1,008	665	566	398	250	173	65
Hr Total	**4,044**	**4,006**	**4,160**	**4,014**	**4,657**	**4,624**	**3,429**	**2,523**	**1,918**	**1,377**	**849**	**370**

24 Hour Total:	57,342					
AM Peak Hour begins:	11:30	AM Peak Volume:	4,038	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:30	PM Peak Volume:	4,812	PM Peak Hour Factor:	0.97	

Volume Count Report

Start Date:	April 18, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Old US 41		

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	24	10	12	39	96	253	398	377	415	487
30	18	28	10	12	16	46	135	323	402	415	455	473
45	16	14	14	4	33	56	159	359	423	404	430	511
00	22	14	16	6	35	71	245	406	424	430	486	500
Hr Total	**96**	**74**	**64**	**32**	**96**	**212**	**635**	**1,341**	**1,647**	**1,626**	**1,786**	**1,971**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	542	576	568	584	642	669	566	303	304	261	122	75
30	556	564	524	579	622	708	506	317	270	211	77	61
45	542	643	559	556	656	658	392	333	260	203	71	48
00	554	609	603	608	635	588	392	287	245	153	88	22
Hr Total	**2,194**	**2,392**	**2,254**	**2,327**	**2,555**	**2,623**	**1,856**	**1,240**	**1,079**	**828**	**358**	**206**

24 Hour Total:	29,492					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,109	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,670	PM Peak Hour Factor:	0.94	

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	10	12	9	17	30	162	318	591	521	424	511
30	12	12	14	12	18	73	264	479	513	485	479	479
45	10	17	11	10	25	100	336	621	524	505	450	540
00	20	5	16	18	28	118	333	560	530	483	519	498
Hr Total	**72**	**44**	**53**	**49**	**88**	**321**	**1,095**	**1,978**	**2,158**	**1,994**	**1,872**	**2,028**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	467	467	446	436	444	505	429	277	218	166	122	70
30	469	494	468	455	458	499	339	276	216	154	100	53
45	474	528	456	470	438	457	349	222	186	159	96	46
00	492	426	456	466	446	470	318	192	195	131	97	23
Hr Total	**1,902**	**1,915**	**1,826**	**1,827**	**1,786**	**1,931**	**1,435**	**967**	**815**	**610**	**415**	**192**

24 Hour Total:	27,373					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,285	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	12:45	PM Peak Volume:	1,981	PM Peak Hour Factor:	0.94	

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	28	36	19	29	69	258	571	989	898	839	998
30	30	40	24	24	34	119	399	802	915	900	934	952
45	26	31	25	14	58	156	495	980	947	909	880	1,051
00	42	19	32	24	63	189	578	966	954	913	1,005	998
Hr Total	**168**	**118**	**117**	**81**	**184**	**533**	**1,730**	**3,319**	**3,805**	**3,620**	**3,658**	**3,999**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,009	1,043	1,014	1,020	1,086	1,174	995	580	522	427	244	145
30	1,025	1,058	992	1,034	1,080	1,207	845	593	486	365	177	114
45	1,016	1,171	1,015	1,026	1,094	1,115	741	555	446	362	167	94
00	1,046	1,035	1,059	1,074	1,081	1,058	710	479	440	284	185	45
Hr Total	**4,096**	**4,307**	**4,080**	**4,154**	**4,341**	**4,554**	**3,291**	**2,207**	**1,894**	**1,438**	**773**	**398**

24 Hour Total:	56,865					
AM Peak Hour begins:	11:30	AM Peak Volume:	4,083	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	4,577	PM Peak Hour Factor:	0.95	

Volume Count Report
3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 south of Old US 41		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	11	9	18	36	96	247	377	401	443	454
30	22	21	11	9	11	33	141	303	398	412	465	478
45	17	18	15	7	29	56	168	345	392	393	423	503
00	19	18	9	7	32	71	231	385	416	416	471	505
Hr Total	**85**	**73**	**46**	**32**	**89**	**196**	**636**	**1,279**	**1,584**	**1,621**	**1,802**	**1,941**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	523	544	582	592	685	675	570	318	302	244	149	67
30	511	550	560	586	654	708	503	343	291	231	115	53
45	529	564	609	562	642	689	407	314	258	186	91	48
00	536	569	605	585	683	599	363	292	227	139	82	27
Hr Total	**2,099**	**2,227**	**2,356**	**2,325**	**2,664**	**2,672**	**1,843**	**1,267**	**1,078**	**800**	**436**	**196**

24 Hour Total:	29,346					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,042	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	2,755	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	27	13	10	11	15	40	153	362	597	497	422	481
30	22	13	12	13	15	67	262	489	530	484	480	480
45	14	14	10	13	29	100	351	599	545	496	452	533
00	16	9	12	17	35	113	336	577	528	484	509	474
Hr Total	**79**	**49**	**44**	**54**	**95**	**320**	**1,102**	**2,026**	**2,201**	**1,960**	**1,864**	**1,968**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	479	451	461	433	457	530	420	279	203	171	111	67
30	486	475	448	463	450	509	383	272	188	154	87	48
45	450	499	461	462	449	444	318	233	177	142	80	36
00	513	439	452	431	443	431	299	196	184	119	98	29
Hr Total	**1,928**	**1,865**	**1,822**	**1,789**	**1,799**	**1,915**	**1,421**	**979**	**752**	**586**	**377**	**180**

24 Hour Total:	27,176					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,303	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:45	PM Peak Volume:	1,939	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	54	29	21	20	33	77	249	609	975	898	866	935
30	44	34	23	22	26	100	403	792	928	895	945	959
45	31	32	25	20	58	155	518	943	937	889	875	1,036
00	35	27	21	24	67	184	567	961	944	899	980	979
Hr Total	**164**	**122**	**90**	**86**	**184**	**516**	**1,738**	**3,305**	**3,784**	**3,582**	**3,666**	**3,909**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,002	995	1,043	1,025	1,143	1,205	990	596	505	415	260	134
30	997	1,025	1,009	1,049	1,103	1,217	886	615	479	385	202	101
45	979	1,064	1,070	1,024	1,091	1,134	725	546	435	328	171	85
00	1,049	1,009	1,056	1,016	1,126	1,031	663	488	411	258	180	56
Hr Total	**4,027**	**4,093**	**4,178**	**4,114**	**4,463**	**4,586**	**3,264**	**2,246**	**1,829**	**1,386**	**812**	**376**

24 Hour Total:	56,522					
AM Peak Hour begins:	11:30	AM Peak Volume:	4,014	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	4,682	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 16, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 north of Old US 41		

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	5	4	4	11	50	170	277	274	337	314
30	19	16	4	11	9	24	75	196	295	312	350	356
45	20	13	13	11	14	27	86	238	284	267	304	385
00	14	14	5	9	24	39	158	272	283	305	331	340
Hr Total	**76**	**59**	**27**	**35**	**51**	**101**	**369**	**876**	**1,139**	**1,158**	**1,322**	**1,395**
								PHF	0.96525			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	368	412	416	513	463	366	254	183	175	135	56
30	382	363	435	486	466	499	353	211	187	161	155	54
45	360	392	430	429	436	494	285	192	184	135	81	47
00	420	396	431	411	450	415	236	195	177	112	83	29
Hr Total	**1,525**	**1,519**	**1,708**	**1,742**	**1,865**	**1,871**	**1,240**	**852**	**731**	**583**	**454**	**186**
					PHF	0.93737						

24 Hour Total:	20,884				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,470	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	1,906	PM Peak Hour Factor:	0.95

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	5	10	19	21	103	303	419	376	330	367
30	16	12	12	8	11	47	205	349	382	374	325	357
45	12	9	5	14	16	79	246	423	351	378	352	398
00	6	5	5	12	19	72	241	438	407	362	383	366
Hr Total	**50**	**35**	**27**	**44**	**65**	**219**	**795**	**1,513**	**1,559**	**1,490**	**1,390**	**1,488**
								PHF	0.93019			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	368	373	357	339	375	263	207	142	124	57	52
30	355	379	355	370	365	420	322	203	134	132	54	35
45	396	350	345	364	311	332	230	169	145	105	54	25
00	399	341	350	332	383	323	223	114	124	86	69	25
Hr Total	**1,500**	**1,438**	**1,423**	**1,423**	**1,398**	**1,450**	**1,038**	**693**	**545**	**447**	**234**	**137**
					PHF	0.8631						

24 Hour Total:	20,401				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,662	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:30	PM Peak Volume:	1,542	PM Peak Hour Factor:	0.97

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	25	10	14	23	32	153	473	696	650	667	681
30	35	28	16	19	20	71	280	545	677	686	675	713
45	32	22	18	25	30	106	332	661	635	645	656	783
00	20	19	10	21	43	111	399	710	690	667	714	706
Hr Total	**126**	**94**	**54**	**79**	**116**	**320**	**1,164**	**2,389**	**2,698**	**2,648**	**2,712**	**2,883**
								PHF	0.96911			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	713	736	785	773	852	838	629	461	325	299	192	108
30	737	742	790	856	831	919	675	414	321	293	209	89
45	756	742	775	793	747	826	515	361	329	240	135	72
00	819	737	781	743	833	738	459	309	301	198	152	54
Hr Total	**3,025**	**2,957**	**3,131**	**3,165**	**3,263**	**3,321**	**2,278**	**1,545**	**1,276**	**1,030**	**688**	**323**
					PHF	0.90343						

24 Hour Total:	41,285				
AM Peak Hour begins:	11:30	AM Peak Volume:	2,939	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	3,416	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date:	April 17, 2019	Start Time:	00:00
Stop Date:	April 17, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 north of Old US 41		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	16	6	7	8	15	52	159	263	281	329	332
30	15	14	7	7	7	28	85	184	305	303	331	338
45	13	16	6	7	11	36	98	252	309	281	312	402
00	14	11	5	4	17	26	158	294	316	312	373	374
Hr Total	**68**	**57**	**24**	**25**	**43**	**105**	**393**	**889**	**1,193**	**1,177**	**1,345**	**1,446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	441	379	389	378	505	506	501	265	238	173	160	50
30	418	388	409	500	508	561	394	305	229	155	124	65
45	365	386	410	405	510	490	297	257	226	139	86	41
00	397	393	421	363	499	395	264	223	184	123	67	26
Hr Total	**1,621**	**1,546**	**1,629**	**1,646**	**2,022**	**1,952**	**1,456**	**1,050**	**877**	**590**	**437**	**182**

24 Hour Total:	21,773					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,635	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:30	PM Peak Volume:	2,076	PM Peak Hour Factor:	0.93	

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	5	12	8	39	104	293	421	357	327	362
30	22	8	5	6	8	40	201	333	376	376	383	397
45	9	7	6	15	23	71	269	478	439	387	371	403
00	11	2	8	11	19	78	243	375	362	332	388	375
Hr Total	**53**	**27**	**24**	**44**	**58**	**228**	**817**	**1,479**	**1,598**	**1,452**	**1,469**	**1,537**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	361	378	365	337	340	397	310	243	168	143	84	56
30	406	407	352	355	372	432	303	217	152	123	72	40
45	395	397	329	320	369	348	243	193	136	109	58	20
00	387	344	344	359	341	358	233	189	154	83	63	26
Hr Total	**1,549**	**1,526**	**1,390**	**1,371**	**1,422**	**1,535**	**1,089**	**842**	**610**	**458**	**277**	**142**

24 Hour Total:	20,997					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,650	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	12:45	PM Peak Volume:	1,569	PM Peak Hour Factor:	0.96	

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	26	11	19	16	54	156	452	684	638	656	694
30	37	22	12	13	15	68	286	517	681	679	714	735
45	22	23	12	22	34	107	367	730	748	668	683	805
00	25	13	13	15	36	104	401	669	678	644	761	749
Hr Total	**121**	**84**	**48**	**69**	**101**	**333**	**1,210**	**2,368**	**2,791**	**2,629**	**2,814**	**2,983**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	802	757	754	715	845	903	811	508	406	316	244	106
30	824	795	761	855	880	993	697	522	381	278	196	105
45	760	783	739	725	879	838	540	450	362	248	144	61
00	784	737	765	722	840	753	497	412	338	206	130	52
Hr Total	**3,170**	**3,072**	**3,019**	**3,017**	**3,444**	**3,487**	**2,545**	**1,892**	**1,487**	**1,048**	**714**	**324**

24 Hour Total:	42,770					
AM Peak Hour begins:	11:30	AM Peak Volume:	3,180	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:30	PM Peak Volume:	3,615	PM Peak Hour Factor:	0.91	

Volume Count Report

Start Date:	April 18, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 north of Old US 41		

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	16	18	9	5	19	46	136	301	277	308	369
30	11	23	10	8	8	26	75	219	259	315	347	320
45	15	12	9	6	17	36	85	259	293	294	327	411
00	20	10	19	8	18	51	149	280	312	326	365	357
Hr Total	**80**	**61**	**56**	**31**	**48**	**132**	**355**	**894**	**1,165**	**1,212**	**1,347**	**1,457**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	406	406	419	461	511	386	234	208	213	171	70
30	390	368	429	447	501	565	409	229	210	179	129	57
45	360	442	388	483	516	467	320	217	226	170	96	48
00	421	414	486	459	482	393	294	220	214	136	87	39
Hr Total	**1,551**	**1,630**	**1,709**	**1,808**	**1,960**	**1,936**	**1,409**	**900**	**858**	**698**	**483**	**214**

24 Hour Total:	21,994					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,538	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:30	PM Peak Volume:	2,074	PM Peak Hour Factor:	0.92	

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	4	6	8	13	19	133	259	413	378	360	379
30	6	10	11	7	13	52	186	317	374	381	361	394
45	6	13	9	7	18	61	249	473	382	379	391	430
00	12	4	13	15	17	70	280	391	366	370	362	420
Hr Total	**41**	**31**	**39**	**37**	**61**	**202**	**848**	**1,440**	**1,535**	**1,508**	**1,474**	**1,623**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	393	427	325	330	354	393	281	210	180	131	96	57
30	386	382	392	360	345	408	295	227	192	114	79	40
45	390	394	385	351	349	371	261	194	163	141	74	33
00	366	350	357	365	343	377	248	145	152	113	74	20
Hr Total	**1,535**	**1,553**	**1,459**	**1,406**	**1,391**	**1,549**	**1,085**	**776**	**687**	**499**	**323**	**150**

24 Hour Total:	21,252					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,651	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	12:15	PM Peak Volume:	1,569	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	20	24	17	18	38	179	395	714	655	668	748
30	17	33	21	15	21	78	261	536	633	696	708	714
45	21	25	18	13	35	97	334	732	675	673	718	841
00	32	14	32	23	35	121	429	671	678	696	727	777
Hr Total	**121**	**92**	**95**	**68**	**109**	**334**	**1,203**	**2,334**	**2,700**	**2,720**	**2,821**	**3,080**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	773	833	731	749	815	904	667	444	388	344	267	127
30	776	750	821	807	846	973	704	456	402	293	208	97
45	750	836	773	834	865	838	581	411	389	311	170	81
00	787	764	843	824	825	770	542	365	366	249	161	59
Hr Total	**3,086**	**3,183**	**3,168**	**3,214**	**3,351**	**3,485**	**2,494**	**1,676**	**1,545**	**1,197**	**806**	**364**

24 Hour Total:	43,246					
AM Peak Hour begins:	11:30	AM Peak Volume:	3,167	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:30	PM Peak Volume:	3,567	PM Peak Hour Factor:	0.92	

Volume Count Report

3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	US 41 north of Old US 41		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	16	10	7	6	15	49	155	280	277	325	338
30	15	18	7	9	8	26	78	200	286	310	343	338
45	16	14	9	8	14	33	90	250	295	281	314	399
00	16	12	10	7	20	39	155	282	304	314	356	357
Hr Total	**75**	**59**	**36**	**30**	**47**	**113**	**372**	**886**	**1,166**	**1,182**	**1,338**	**1,433**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	395	384	402	404	493	493	418	251	210	187	155	59
30	397	373	424	478	492	542	385	248	209	165	136	59
45	362	407	409	439	487	484	301	222	212	148	88	45
00	413	401	446	411	477	401	265	213	192	124	79	31
Hr Total	**1,566**	**1,565**	**1,682**	**1,732**	**1,949**	**1,920**	**1,368**	**934**	**822**	**624**	**458**	**194**

24 Hour Total:	21,550					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,548	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	1,999	PM Peak Hour Factor:		0.92

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	5	10	13	26	113	285	418	370	339	369
30	15	10	9	7	11	46	197	333	377	377	356	383
45	9	10	7	12	19	70	255	458	391	381	371	410
00	10	4	9	13	18	73	255	401	378	355	378	387
Hr Total	**48**	**31**	**30**	**42**	**61**	**216**	**820**	**1,477**	**1,564**	**1,483**	**1,444**	**1,549**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	391	354	341	344	388	285	220	163	133	79	55
30	382	389	366	362	361	420	307	216	159	123	68	38
45	394	380	353	345	343	350	245	185	148	118	62	26
00	384	345	350	352	356	353	235	149	143	94	69	24
Hr Total	**1,528**	**1,506**	**1,424**	**1,400**	**1,404**	**1,511**	**1,071**	**770**	**614**	**468**	**278**	**143**

24 Hour Total:	20,883					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,654	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	12:30	PM Peak Volume:	1,558	PM Peak Hour Factor:		0.99

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	24	15	17	19	41	163	440	698	648	664	708
30	30	28	16	16	19	72	276	533	664	687	699	721
45	25	23	16	20	33	103	344	708	686	662	686	810
00	26	15	18	20	38	112	410	683	682	669	734	744
Hr Total	**123**	**90**	**66**	**72**	**109**	**329**	**1,192**	**2,364**	**2,730**	**2,666**	**2,782**	**2,982**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	763	775	757	746	837	882	702	471	373	320	234	114
30	779	762	791	839	852	962	692	464	368	288	204	97
45	755	787	762	784	830	834	545	407	360	266	150	71
00	797	746	796	763	833	754	499	362	335	218	148	55
Hr Total	**3,094**	**3,071**	**3,106**	**3,132**	**3,353**	**3,431**	**2,439**	**1,704**	**1,436**	**1,092**	**736**	**337**

24 Hour Total:	42,434					
AM Peak Hour begins:	11:30	AM Peak Volume:	3,095	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	3,510	PM Peak Hour Factor:		0.91

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Northbound
Start Date:
Stop Date:

City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12
45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
100	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	40
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
445	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	10
500	0	5	3	0	0	0	0	1	0	0	0	0	0	0	0	9
Hourly Total	0	19	10	0	2	0	0	1	0	0	0	0	0	0	0	33
515	0	7	4	0	1	0	0	0	1	0	0	0	0	0	0	13
530	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	10
545	0	8	5	1	1	1	0	0	1	0	0	0	0	0	0	18
600	0	12	7	1	1	0	0	1	0	0	0	0	0	0	0	23
Hourly Total	0	34	19	3	3	1	0	1	3	0	0	0	0	0	0	65
615	0	24	9	2	1	0	0	1	1	0	0	0	0	0	0	38
630	0	25	17	1	3	1	0	0	1	0	0	0	0	0	0	49
645	0	36	20	0	4	0	0	0	1	0	0	0	0	0	0	63
700	1	56	31	0	5	0	0	1	1	0	0	0	0	0	0	95
Hourly Total	1	142	76	3	14	1	0	2	4	0	0	0	0	0	1	244
715	0	52	26	1	5	1	0	1	1	0	0	0	0	0	1	87
730	0	56	35	1	4	2	0	2	1	0	0	0	0	0	0	101
745	0	64	25	1	8	1	0	0	1	0	0	0	0	0	0	100
800	0	81	40	0	5	0	0	1	1	0	0	0	0	0	0	129
Hourly Total	0	254	126	2	22	4	0	4	4	0	0	0	0	0	1	417
815	1	82	40	1	4	1	0	1	0	0	0	0	0	0	0	131
830	2	88	34	0	4	0	0	1	1	0	0	0	0	0	0	131
845	1	85	35	1	4	1	0	3	0	0	0	0	0	0	1	130
900	1	94	28	1	7	1	0	2	1	0	0	0	0	0	0	134
Hourly Total	4	350	137	3	19	4	0	7	3	0	0	0	0	0	1	527
915	1	87	31	0	6	2	0	0	1	0	0	0	0	0	0	129
930	0	81	35	0	4	1	0	0	1	0	0	0	0	0	0	123
945	1	81	38	0	9	1	0	1	2	0	0	0	0	0	0	133
1000	0	83	26	1	6	3	0	1	1	0	0	0	0	0	0	121
Hourly Total	1	331	130	2	26	7	1	2	5	0	0	0	0	0	0	506
1015	1	95	30	0	5	1	0	0	1	0	0	0	0	0	0	134
1030	1	86	33	1	6	0	0	1	1	0	0	0	0	0	0	131
1045	1	82	33	1	8	2	0	1	2	0	0	0	0	0	0	129
1100	0	93	28	0	4	1	0	1	1	0	0	0	0	0	0	129
Hourly Total	3	356	124	2	24	4	0	4	4	0	0	0	0	0	1	522
1115	0	109	27	0	6	1	0	3	1	0	0	0	0	0	0	146
1130	1	91	31	0	5	2	0	2	1	0	0	0	0	0	0	133
1145	1	115	31	1	5	2	0	3	1	0	0	0	0	0	0	158
1200	0	115	33	0	4	2	0	3	2	0	0	0	0	0	1	160
Hourly Total	2	430	121	2	20	7	0	11	4	0	0	0	0	0	1	597
1215	0	113	39	0	8	1	0	1	2	0	0	0	0	0	0	166
1230	0	127	33	1	7	1	0	3	3	0	0	0	0	0	0	174
1245	4	129	27	0	6	2	0	1	1	0	0	0	0	0	0	171
1300	0	129	35	0	2	1	0	1	3	0	0	0	0	0	0	171
Hourly Total	4	498	134	1	23	5	0	6	9	0	0	0	0	0	0	682
1315	0	126	34	1	7	2	0	1	2	0	0	0	0	0	0	173
1330	0	135	33	1	6	1	0	3	2	0	0	0	0	0	0	182
1345	0	134	43	1	8	1	0	3	2	0	0	0	0	0	0	191
1400	1	132	30	0	7	1	0	2	2	0	0	0	0	0	0	175
Hourly Total	2	526	140	2	28	5	0	9	8	0	0	0	0	0	1	721
1415	1	119	38	0	7	1	0	2	3	0	0	0	0	0	0	171
1430	2	127	37	1	6	2	0	3	2	0	0	0	0	0	0	179
1445	2	120	30	0	7	2	0	1	3	0	0	0	0	0	0	166
1500	0	148	29	0	7	1	0	2	2	0	0	0	0	0	1	190
Hourly Total	5	513	134	2	27	6	0	9	9	0	0	0	0	0	1	706
1515	1	137	42	0	7	2	0	2	3	0	0	0	0	0	0	195
1530	0	153	43	0	10	1	0	3	1	0	0	0	0	0	0	212
1545	2	146	42	0	6	2	0	2	2	0	0	0	0	0	1	202
1600	0	133	38	0	9	2	0	1	2	0	0	0	0	0	0	185
Hourly Total	3	569	165	1	32	6	0	8	7	0	0	0	0	0	2	793

1615	0	157	49	0	8	2	0	1	1	0	0	0	0	0	0	220
1630	1	150	39	0	8	1	0	2	1	0	0	0	0	0	0	201
1645	1	141	46	0	7	1	0	3	1	0	0	0	0	0	0	200
1700	1	156	35	0	8	1	0	3	0	0	0	0	0	0	0	203
Hourly Total	3	604	169	1	31	5	0	8	3	0	0	0	0	0	0	824
1715	1	179	39	0	4	0	0	2	0	0	0	0	0	0	0	226
1730	1	166	38	0	9	1	0	3	0	0	0	0	0	0	0	218
1745	1	154	31	0	4	0	0	1	0	0	0	0	0	0	0	191
1800	0	157	34	0	5	0	0	3	0	0	0	0	0	0	0	200
Hourly Total	3	656	143	0	22	1	0	8	1	0	0	0	0	0	0	835
1815	0	144	28	0	4	0	0	2	0	0	0	0	0	0	1	179
1830	0	127	24	0	4	0	0	1	0	0	0	0	0	0	0	156
1845	0	106	21	0	2	0	0	1	0	0	0	0	0	0	0	130
1900	1	97	23	0	3	0	0	0	0	0	0	0	0	0	0	123
Hourly Total	2	474	96	0	12	0	0	4	0	0	0	0	0	0	1	589
1915	0	87	18	0	2	0	0	1	0	0	0	0	0	0	0	108
1930	0	96	23	0	2	0	0	1	0	0	0	0	0	0	0	122
1945	1	82	13	0	1	0	0	0	0	0	0	0	0	0	0	98
2000	1	81	19	0	1	0	0	1	0	0	0	0	0	0	0	102
Hourly Total	1	345	73	0	6	0	0	3	1	0	0	0	0	0	0	429
2015	1	89	19	0	2	0	0	0	0	0	0	0	0	0	0	111
2030	0	88	16	0	1	0	0	0	0	0	0	0	0	0	0	106
2045	1	70	14	0	1	0	0	1	0	0	0	0	0	0	0	86
2100	1	69	10	0	1	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	3	317	58	0	4	0	0	1	0	0	0	0	0	0	0	383
2115	0	77	16	0	0	0	0	0	0	0	0	0	0	0	0	94
2130	1	72	14	0	1	0	0	1	0	0	0	0	0	0	0	88
2145	0	58	15	0	1	0	0	0	0	0	0	0	0	0	0	76
2200	1	56	9	0	1	0	0	1	0	0	0	0	0	0	0	67
Hourly Total	1	263	55	0	3	0	0	2	0	0	0	0	0	0	1	325
2215	0	56	12	0	1	0	0	0	0	0	0	0	0	0	0	68
2230	1	59	13	0	0	0	0	0	0	0	0	0	0	0	0	73
2245	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	46
2300	0	37	7	0	0	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	1	192	38	0	1	0	0	0	0	0	0	0	0	0	1	233
2315	0	32	7	0	1	0	0	0	0	0	0	0	0	0	0	40
2330	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
2345	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	24
2400	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**86**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**107**
DAILY TOTAL	**39**	**7040**	**1992**	**24**	**320**	**56**	**1**	**90**	**65**	**0**	**0**	**0**	**0**	**0**	**12**	**9639**
Percentages	**0.4%**	**73.0%**	**20.7%**	**0.2%**	**3.3%**	**0.6%**	**0.0%**	**0.9%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	13
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	27	6	0	1	0	0	0	0	0	0	0	0	0	0	34
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	19	4	0	0	0	0	0	0	0	0	0	0	0	0	24
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5
345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	18
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
445	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
500	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	22	11	0	1	0	0	0	1	0	0	0	0	0	0	36
515	0	13	2	0	0	0	1	0	0	0	0	0	0	0	0	16
530	0	18	5	0	0	1	0	1	0	0	0	0	0	0	0	26
545	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
600	1	34	7	1	2	0	0	0	0	1	0	0	0	0	0	45
Hourly Total	1	87	20	1	4	1	1	1	0	1	0	0	0	0	0	116
615	0	28	17	0	1	0	0	1	1	1	0	0	0	0	0	50
630	0	54	24	0	2	1	0	0	2	0	0	0	0	0	0	85
645	0	73	40	0	3	1	0	1	2	0	0	0	0	0	0	121
700	0	66	31	0	5	1	1	1	0	0	0	0	0	0	0	105
Hourly Total	0	222	113	1	12	4	1	3	5	1	0	0	0	0	0	361
715	1	76	38	1	10	1	1	2	1	0	0	0	0	0	0	130
730	0	100	41	1	10	2	0	4	0	0	0	0	0	0	1	159
745	0	125	39	0	8	1	0	5	0	0	0	0	0	0	0	179
800	1	113	48	5	15	2	0	4	1	0	0	0	0	0	17	207
Hourly Total	3	413	165	8	42	5	1	15	3	1	0	0	0	0	18	674
815	2	104	49	1	20	2	1	3	1	0	0	0	1	0	15	199
830	0	113	52	1	11	1	0	3	1	0	0	0	0	0	1	183
845	0	130	49	0	11	1	0	2	1	0	0	0	0	0	0	196
900	0	130	40	0	7	0	0	2	1	0	0	0	0	0	0	181
Hourly Total	3	478	190	2	50	4	1	10	4	0	0	0	1	0	16	759
915	1	120	48	0	7	0	0	2	1	0	0	0	0	0	0	179
930	1	112	41	1	6	1	1	2	1	0	0	0	0	0	0	165
945	1	116	41	1	8	2	0	1	2	1	0	0	0	0	4	176
1000	0	137	38	0	11	1	0	2	2	0	0	0	0	0	0	192
Hourly Total	3	485	168	2	32	4	1	7	5	1	0	0	0	0	4	712
1015	0	117	43	1	3	1	0	2	1	0	0	0	0	0	0	169
1030	0	114	39	0	7	3	0	2	0	0	0	0	0	0	0	166
1045	0	125	35	0	6	1	1	3	1	0	0	0	0	0	0	172
1100	0	113	40	0	7	0	1	3	1	1	0	0	0	0	0	167
Hourly Total	1	469	157	1	23	5	2	11	4	1	0	0	0	0	0	674
1115	0	119	41	0	4	1	0	2	1	1	0	0	0	0	0	170
1130	1	106	36	0	6	2	1	3	3	0	0	0	0	0	1	160
1145	0	126	37	0	6	0	0	1	1	1	0	0	0	0	1	173
1200	1	118	45	2	4	1	1	2	2	0	0	0	0	0	2	178
Hourly Total	3	469	160	3	20	5	2	8	7	2	0	0	0	0	3	681
1215	1	140	42	0	4	1	0	2	3	1	0	0	0	0	0	194
1230	1	128	39	0	3	1	1	1	1	1	0	0	0	0	0	176
1245	0	133	30	0	4	0	0	1	1	0	0	0	0	0	1	172
1300	1	115	40	0	5	0	0	1	1	1	0	0	0	0	0	165
Hourly Total	3	516	151	0	17	3	2	5	5	2	0	0	0	0	1	706
1315	0	101	31	0	7	1	1	1	1	1	0	0	0	0	0	144
1330	0	119	33	0	6	1	0	1	0	1	0	0	0	0	0	162
1345	1	104	25	1	5	1	1	2	0	1	0	0	0	0	1	142
1400	0	123	34	0	6	0	1	1	1	1	0	0	0	0	0	168
Hourly Total	2	446	123	2	23	3	3	5	3	4	0	0	0	0	2	615
1415	0	98	27	0	2	0	1	1	2	1	0	0	0	0	0	134
1430	0	101	28	1	4	0	0	1	3	0	0	0	0	0	1	139
1445	0	118	35	3	5	0	1	2	3	0	0	0	0	0	0	167
1500	0	115	31	0	6	0	1	0	1	0	0	0	0	0	1	155
Hourly Total	1	432	121	4	18	0	3	5	9	2	0	0	0	0	2	595
1515	0	105	24	0	5	0	1	1	1	0	0	0	0	0	1	139
1530	1	101	38	1	4	2	0	1	0	1	0	0	0	0	0	150
1545	1	126	34	1	6	2	1	1	1	0	0	0	0	0	1	174
1600	1	111	35	0	4	2	0	1	0	1	0	0	0	0	1	156
Hourly Total	4	443	132	2	19	5	2	5	2	2	0	0	0	0	2	619

1615	0	117	33	0	3	1	0	1	0	0	0	0	0	0	1	156
1630	1	117	33	0	2	0	0	2	1	0	0	0	0	0	0	155
1645	1	131	36	1	4	0	0	1	0	0	0	0	0	0	0	174
1700	1	117	27	0	6	0	0	1	0	0	0	0	0	0	0	152
Hourly Total	2	481	129	1	15	1	0	5	1	0	0	0	0	0	1	637
1715	1	141	26	0	3	0	0	1	1	0	0	0	0	0	0	173
1730	1	122	30	0	4	0	0	0	0	0	0	0	0	0	0	158
1745	0	117	26	1	2	0	0	1	0	0	0	0	0	0	1	148
1800	0	95	27	1	1	0	0	1	0	0	0	0	0	0	0	124
Hourly Total	2	474	109	1	10	1	0	3	1	0	0	0	0	0	1	603
1815	0	91	27	0	1	0	0	0	0	0	0	0	0	0	0	120
1830	0	99	17	0	2	0	0	0	0	0	0	0	0	0	0	119
1845	0	74	18	0	2	0	0	1	0	0	0	0	0	0	0	95
1900	1	71	19	0	2	0	0	0	0	0	0	0	0	0	0	93
Hourly Total	2	334	81	0	7	0	0	1	1	0	0	0	0	0	0	427
1915	0	58	14	0	1	0	0	0	0	0	0	0	0	0	0	74
1930	0	61	13	0	2	0	0	0	0	0	0	0	0	0	0	76
1945	0	63	13	0	1	0	0	0	0	0	0	0	0	0	0	77
2000	1	45	12	0	1	0	0	0	0	0	0	0	0	0	0	58
Hourly Total	2	226	52	0	5	0	0	1	0	0	0	0	0	0	0	286
2015	0	45	12	0	0	0	0	0	0	0	0	0	0	0	0	58
2030	0	37	7	0	1	0	0	0	0	0	0	0	0	0	0	45
2045	1	29	8	0	0	0	0	0	0	0	0	0	0	0	0	38
2100	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	1	142	34	0	2	0	0	1	0	0	0	0	0	0	0	180
2115	0	30	7	0	1	0	0	0	0	0	0	0	0	0	0	38
2130	0	36	5	0	1	0	0	0	0	0	0	0	0	0	0	41
2145	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
2200	0	28	7	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	120	24	0	3	0	0	0	0	0	0	0	0	0	0	148
2215	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2230	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	23
2245	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25
2300	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	1	84	16	0	1	0	0	0	0	0	0	0	0	0	0	104
2315	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
2400	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**40**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
DAILY TOTAL	**35**	**6452**	**1985**	**28**	**307**	**41**	**19**	**86**	**51**	**17**	**0**	**0**	**1**	**0**	**50**	**9072**
Percentages	**0.4%**	**71.1%**	**21.9%**	**0.3%**	**3.4%**	**0.5%**	**0.2%**	**0.9%**	**0.6%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Northbound
Start Date:
Stop Date:

City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
100	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	58	14	0	1	0	0	0	0	0	0	0	0	0	0	74
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
200	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	40	12	0	0	0	0	0	0	0	0	0	0	0	0	53
215	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	27	7	0	1	0	0	0	0	0	0	0	0	0	0	35
315	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	25	12	0	0	0	0	0	0	0	0	0	0	0	0	38
415	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	7	1	0	2	0	0	0	0	0	0	0	0	0	0	10
445	0	11	9	0	1	0	0	0	1	0	0	0	0	0	0	23
500	0	16	10	0	0	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	0	41	21	0	3	0	0	1	2	0	0	0	0	0	0	69
515	0	20	6	0	1	0	1	0	1	0	0	0	0	0	0	29
530	0	24	8	0	0	1	0	1	1	0	0	0	0	0	0	36
545	0	31	11	1	2	1	0	0	1	0	0	0	0	0	0	48
600	1	46	14	1	4	0	0	1	0	1	0	0	0	0	0	68
Hourly Total	1	121	39	3	7	2	1	2	3	1	0	0	0	0	0	181
615	0	53	26	2	3	0	0	1	2	1	0	0	0	0	0	88
630	0	80	41	1	6	2	0	0	4	0	0	0	0	0	0	134
645	0	110	60	0	8	1	0	1	3	0	0	0	0	0	0	184
700	1	122	62	1	10	1	1	2	1	0	0	0	0	0	0	200
Hourly Total	1	364	189	4	26	5	1	5	9	1	0	0	0	0	1	606
715	1	128	64	2	14	2	1	3	2	0	0	0	0	0	1	217
730	0	156	76	2	14	3	0	5	1	0	0	0	0	0	1	259
745	0	189	64	1	16	2	0	5	1	0	0	0	0	0	0	279
800	1	194	88	5	21	2	0	5	2	0	0	0	0	0	17	336
Hourly Total	3	667	291	10	65	9	1	19	6	1	0	0	0	0	19	1091
815	3	187	89	1	25	3	1	4	1	0	0	0	1	0	15	330
830	2	201	86	2	15	1	0	4	2	0	0	0	0	0	1	315
845	1	215	84	1	15	2	0	5	2	0	0	0	0	0	1	326
900	1	224	68	1	14	2	0	4	2	0	0	0	0	0	0	315
Hourly Total	7	827	327	5	69	8	1	17	6	0	0	0	1	0	17	1286
915	1	207	79	1	13	3	0	2	2	0	0	0	0	0	0	308
930	1	192	76	1	10	2	1	2	2	0	0	0	0	0	0	287
945	1	196	79	2	17	3	0	2	4	1	0	0	0	0	4	310
1000	0	220	64	1	18	4	1	2	3	0	0	0	0	0	0	313
Hourly Total	4	816	298	4	58	11	2	9	10	1	0	0	0	0	4	1218
1015	1	212	73	1	8	2	0	3	2	0	0	0	0	0	0	303
1030	1	200	72	1	13	3	0	4	1	0	0	0	0	0	0	297
1045	1	207	68	1	14	3	1	3	3	0	0	0	0	0	1	301
1100	1	206	68	1	12	1	1	5	2	1	0	0	0	0	0	296
Hourly Total	4	825	282	3	47	9	2	14	8	1	0	0	0	0	1	1197
1115	1	228	68	0	11	1	0	5	2	1	0	0	0	0	0	316
1130	1	197	67	1	11	4	1	5	3	0	0	0	0	0	1	293
1145	1	241	68	1	11	2	0	4	2	1	0	0	0	0	1	331
1200	2	233	78	2	7	3	1	5	4	0	0	0	0	0	2	338
Hourly Total	5	899	281	4	40	11	2	18	11	2	0	0	0	0	4	1278
1215	1	254	81	0	12	2	0	3	5	1	0	0	0	0	0	360
1230	2	254	72	1	10	1	1	4	3	1	0	0	0	0	0	349
1245	4	262	57	0	11	2	0	3	2	0	0	0	0	0	1	343
1300	1	244	75	0	7	2	0	2	3	1	0	0	0	0	0	336
Hourly Total	8	1015	285	1	40	7	2	11	14	2	0	0	0	0	2	1388
1315	1	226	65	1	14	3	1	2	3	1	0	0	0	0	0	317
1330	1	253	66	1	12	3	0	4	2	1	0	0	0	0	0	344
1345	1	237	68	2	13	1	1	5	2	1	0	0	0	0	2	333
1400	1	256	64	0	12	1	1	3	4	1	0	0	0	0	0	343
Hourly Total	4	973	263	4	51	8	3	14	11	4	0	0	0	0	2	1336
1415	1	216	66	1	9	1	1	4	5	1	0	0	0	0	0	304
1430	2	228	65	1	9	2	0	4	5	0	0	0	0	0	1	318
1445	2	238	65	3	12	2	1	3	5	0	0	0	0	0	0	333
1500	0	263	60	1	14	1	1	3	2	0	0	0	0	0	1	345
Hourly Total	6	945	255	6	44	6	3	14	17	2	0	0	0	0	3	1301
1515	2	242	66	0	12	2	1	3	4	0	0	0	0	0	1	334
1530	2	254	81	1	14	3	0	4	1	1	0	0	0	0	0	362
1545	3	272	76	1	12	4	1	3	3	0	0	0	0	0	2	376
1600	1	244	73	0	13	3	0	2	2	1	0	0	0	0	1	340
Hourly Total	7	1012	297	3	50	12	2	13	10	2	0	0	0	0	4	1412

1615	0	274	82	0	11	3	1	2	2	0	0	0	0	0	1	375
1630	1	267	72	0	10	1	0	4	1	0	0	0	0	0	0	356
1645	2	272	82	1	11	1	0	4	1	0	0	0	0	0	0	374
1700	2	273	62	0	14	1	0	4	0	0	0	0	0	0	0	355
Hourly Total	5	1085	298	1	46	6	1	13	4	0	0	0	0	0	1	1461
1715	2	320	65	0	7	1	0	2	1	0	0	0	0	0	0	399
1730	2	288	69	0	13	1	0	3	0	0	0	0	0	0	0	376
1745	1	271	57	1	6	0	0	2	0	0	0	0	0	0	1	339
1800	0	252	61	1	6	0	0	4	0	0	0	0	0	0	0	324
Hourly Total	5	1130	252	2	32	2	0	12	2	0	0	0	0	0	1	1437
1815	1	235	55	0	4	0	0	2	0	0	0	0	0	0	1	299
1830	1	226	41	0	5	0	0	1	0	0	0	0	0	0	0	275
1845	1	180	39	0	4	0	0	2	0	0	0	0	0	0	0	226
1900	1	167	42	0	5	0	0	1	0	0	0	0	0	0	0	216
Hourly Total	3	808	177	0	19	0	0	6	1	0	0	0	0	0	1	1015
1915	0	144	32	0	4	0	0	1	0	0	0	0	0	0	0	182
1930	0	157	36	0	3	0	0	1	1	0	0	0	0	0	0	198
1945	1	144	26	0	3	0	0	0	0	0	0	0	0	0	0	175
2000	1	125	31	0	2	0	0	1	0	0	0	0	0	0	0	160
Hourly Total	3	571	125	0	11	0	0	3	1	0	0	0	0	0	0	715
2015	1	135	30	0	2	0	0	0	0	0	0	0	0	0	0	168
2030	0	125	23	0	2	0	0	0	0	0	0	0	0	0	0	151
2045	2	99	21	0	1	0	0	1	0	0	0	0	0	0	0	124
2100	1	100	17	0	1	0	0	0	0	0	0	0	0	0	0	120
Hourly Total	4	459	92	0	7	0	0	2	1	0	0	0	0	0	0	564
2115	0	107	23	0	1	0	0	0	0	0	0	0	0	0	0	132
2130	1	107	19	0	2	0	0	1	0	0	0	0	0	0	0	130
2145	0	84	20	0	2	0	0	0	0	0	0	0	0	0	0	108
2200	1	83	16	0	2	0	0	1	0	0	0	0	0	0	1	103
Hourly Total	2	382	78	0	6	0	0	2	0	0	0	0	0	0	1	473
2215	1	81	18	0	1	0	0	0	0	0	0	0	0	0	0	101
2230	1	78	17	0	0	0	0	0	0	0	0	0	0	0	0	96
2245	0	59	11	0	1	0	0	0	0	0	0	0	0	0	1	71
2300	1	58	8	0	1	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	3	276	54	0	2	0	0	1	0	0	0	0	0	0	1	336
2315	0	44	10	0	1	0	0	0	0	0	0	0	0	0	0	55
2330	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
2345	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	36
2400	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**127**	**29**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**158**
DAILY TOTAL	**77**	**13493**	**3978**	**50**	**627**	**96**	**21**	**176**	**116**	**17**	**0**	**0**	**1**	**0**	**62**	**18714**
Percentages	**0.4%**	**72.1%**	**21.3%**	**0.3%**	**3.4%**	**0.5%**	**0.1%**	**0.9%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**100.0%**

	% Trucks			% HV							
Daily	627	96	21	176	116	17	0	0	1	0	62	18714
Daily	6%			2%								
AM sum	317	55	10	85	55	7	0	0	1	0	46	7126
AM	7%			2%								
PM sum	310	41	11	91	61	10	0	0	0	0	16	11596
PM	5%			1%								

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**31**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
215	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**
415	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
430	1	5	0	0	2	0	0	0	0	0	0	0	0	0	0	8
445	0	3	5	0	2	0	0	0	0	0	0	0	0	0	0	10
500	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**18**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
515	0	7	5	1	0	0	0	0	1	0	0	0	0	0	0	14
530	0	9	3	1	0	0	0	0	0	0	0	0	0	0	0	13
545	0	6	7	1	1	3	0	0	0	0	0	0	0	0	0	18
600	1	6	4	0	1	1	0	0	1	0	0	0	0	0	0	14
Hourly Total	**1**	**28**	**19**	**3**	**2**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
615	0	31	11	2	0	0	0	0	0	0	0	0	0	0	0	44
630	0	20	14	1	4	3	0	0	2	0	0	0	0	0	0	44
645	0	37	22	0	2	0	0	1	1	0	0	0	0	0	0	63
700	2	55	27	0	6	0	0	1	2	0	0	0	0	0	0	93
Hourly Total	**2**	**143**	**74**	**3**	**12**	**3**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**244**
715	0	48	25	0	5	1	0	0	0	0	0	0	0	0	0	79
730	0	61	43	0	3	2	0	3	1	0	0	0	0	0	0	113
745	0	55	25	1	9	2	0	0	3	0	0	0	0	0	0	95
800	0	79	37	0	4	0	0	3	1	0	0	0	0	0	0	124
Hourly Total	**0**	**243**	**130**	**1**	**21**	**5**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**411**
815	0	88	39	2	6	1	0	1	0	0	0	0	0	0	0	137
830	1	94	30	0	5	0	0	1	3	0	0	0	0	0	0	134
845	0	90	45	1	3	1	0	3	0	0	0	0	0	0	1	144
900	0	93	31	0	8	3	0	1	1	0	0	0	0	0	0	137
Hourly Total	**1**	**365**	**145**	**3**	**22**	**5**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**552**
915	1	76	29	0	5	2	0	1	0	0	0	0	0	0	0	114
930	0	76	39	0	2	0	0	1	1	0	0	0	0	0	0	119
945	1	79	32	0	4	2	0	1	1	0	0	0	0	0	0	120
1000	0	75	17	0	9	1	1	1	0	0	0	0	0	0	0	104
Hourly Total	**2**	**306**	**117**	**0**	**20**	**5**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**457**
1015	1	82	36	0	7	0	0	1	1	0	0	0	0	0	0	128
1030	3	76	36	0	4	1	0	2	1	0	0	0	0	0	1	124
1045	0	88	32	2	7	2	0	0	4	0	0	0	0	0	0	135
1100	1	96	32	1	4	0	0	1	2	0	0	0	0	0	0	137
Hourly Total	**5**	**342**	**136**	**3**	**22**	**3**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**524**
1115	0	94	20	0	5	1	0	5	1	0	0	0	0	0	0	126
1130	2	80	28	0	3	3	0	2	1	0	0	0	0	0	0	119
1145	2	120	26	2	5	0	0	2	0	0	0	0	0	0	0	157
1200	0	112	27	0	5	2	0	2	2	0	0	0	0	0	0	150
Hourly Total	**4**	**406**	**101**	**2**	**18**	**6**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**552**
1215	0	105	43	0	10	0	0	1	1	0	0	0	0	0	0	160
1230	0	119	38	0	5	0	0	3	5	0	0	0	0	0	0	170
1245	9	123	22	0	6	2	0	0	2	0	0	0	0	0	0	164
1300	0	130	35	0	3	0	0	0	3	0	0	0	0	0	0	171
Hourly Total	**9**	**477**	**138**	**0**	**24**	**2**	**0**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**665**
1315	0	121	34	0	10	2	1	2	1	0	0	0	0	0	0	171
1330	1	153	29	2	6	2	0	4	2	0	0	0	0	0	0	199
1345	0	141	28	0	8	1	0	5	2	0	0	0	0	0	0	185
1400	0	132	33	0	5	1	0	3	2	0	0	0	0	0	0	176
Hourly Total	**1**	**547**	**124**	**2**	**29**	**6**	**1**	**14**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**731**
1415	0	114	43	0	8	2	0	3	3	0	0	0	0	0	0	173
1430	0	116	34	0	4	2	0	0	2	0	0	0	0	0	0	158
1445	0	120	33	1	9	1	0	1	1	0	0	0	0	0	0	166
1500	0	139	23	1	6	2	0	4	1	0	0	0	0	0	1	177
Hourly Total	**0**	**489**	**133**	**2**	**27**	**7**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**674**
1515	1	155	43	1	9	1	0	5	2	0	0	0	0	0	1	218
1530	0	161	45	0	9	0	0	5	0	0	0	0	0	0	0	220
1545	0	140	43	0	3	1	0	2	2	0	0	0	0	0	2	193

1600	0	146	40	0	7	2	0	1	1	0	0	0	0	0	0	197
Hourly Total	**1**	**602**	**171**	**1**	**28**	**4**	**0**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**828**
1615	0	170	49	0	7	3	1	1	2	0	0	0	0	0	0	233
1630	1	171	45	1	6	1	0	2	1	0	0	0	0	0	0	228
1645	3	150	44	0	8	0	0	3	0	0	0	0	0	0	0	208
1700	1	155	34	0	5	1	0	6	0	0	0	0	0	0	0	202
Hourly Total	**5**	**646**	**172**	**1**	**26**	**5**	**1**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**871**
1715	1	187	39	0	4	0	0	2	0	0	0	0	0	0	0	233
1730	1	155	31	0	10	0	0	2	0	0	0	0	0	0	0	199
1745	1	143	36	0	4	0	0	1	0	0	0	0	0	0	0	185
1800	0	144	34	0	3	0	0	4	0	0	0	0	0	0	0	185
Hourly Total	**3**	**629**	**140**	**0**	**21**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**802**
1815	1	142	21	0	4	0	0	1	0	0	0	0	0	0	0	169
1830	0	114	21	0	2	0	0	1	0	0	0	0	0	0	0	138
1845	1	113	23	0	3	0	0	2	0	0	0	0	0	0	0	142
1900	0	98	20	0	4	0	0	0	0	0	0	0	0	0	0	122
Hourly Total	**2**	**467**	**85**	**0**	**13**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**571**
1915	0	77	14	0	4	0	0	0	0	0	0	0	0	0	0	95
1930	0	75	13	0	0	0	0	2	0	0	0	0	0	0	0	90
1945	0	82	16	0	0	1	0	1	0	0	0	0	0	0	0	100
2000	0	95	20	0	0	0	0	1	0	0	0	0	0	0	0	116
Hourly Total	**0**	**329**	**63**	**0**	**4**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**401**
2015	0	104	14	0	1	0	0	0	0	0	0	0	0	0	0	119
2030	0	74	20	0	0	0	0	0	0	0	0	0	0	0	0	94
2045	0	61	13	0	0	0	0	1	0	0	0	0	0	0	0	75
2100	1	67	5	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	**1**	**306**	**52**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**361**
2115	0	68	17	0	0	0	0	0	0	0	0	0	0	0	0	85
2130	0	63	10	0	1	0	0	1	0	0	0	0	0	0	0	75
2145	0	60	19	0	1	0	0	0	0	0	0	0	0	0	0	80
2200	0	59	6	0	0	0	0	0	0	0	0	0	0	0	0	65
Hourly Total	**0**	**250**	**52**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**
2215	0	45	13	0	2	0	0	0	0	0	0	0	0	0	0	60
2230	2	68	12	0	0	0	0	0	0	0	0	0	0	0	0	82
2245	0	29	8	0	0	0	0	0	0	0	0	0	0	0	1	38
2300	0	42	10	0	0	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	**2**	**184**	**43**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**232**
2315	0	29	8	0	0	0	0	0	0	0	0	0	0	0	0	37
2330	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
2345	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
2400	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**82**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103**
DAILY TOTAL	**40**	**6944**	**1952**	**21**	**299**	**56**	**3**	**103**	**63**	**0**	**0**	**0**	**0**	**0**	**7**	**9488**
Percentages	**0.4%**	**73.2%**	**20.6%**	**0.2%**	**3.2%**	**0.6%**	**0.0%**	**1.1%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
100	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**20**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
115	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
215	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
230	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**16**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
315	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
445	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
500	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**25**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
515	0	8	1	0	0	0	2	0	0	0	0	0	0	0	0	11
530	0	20	5	0	1	1	0	1	1	0	0	0	0	0	0	29
545	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25
600	1	44	5	1	1	0	0	0	0	1	0	0	0	0	0	53
Hourly Total	**1**	**92**	**15**	**1**	**3**	**1**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**118**
615	0	22	16	0	1	1	0	2	2	1	0	0	0	0	0	45
630	0	56	23	0	2	0	1	1	2	0	0	0	0	0	0	85
645	0	75	39	1	5	1	0	0	0	0	0	0	0	0	0	121
700	0	73	37	1	3	1	1	0	0	0	0	0	0	0	0	116
Hourly Total	**0**	**226**	**115**	**2**	**11**	**3**	**2**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**367**
715	1	76	34	2	8	0	1	1	1	1	0	0	0	0	0	125
730	0	96	38	1	9	1	1	4	0	1	0	0	0	0	0	151
745	0	126	41	0	7	2	0	7	1	0	0	0	0	0	1	185
800	1	118	59	1	16	1	0	4	1	1	0	0	0	0	0	202
Hourly Total	**2**	**416**	**172**	**4**	**40**	**4**	**2**	**16**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**663**
815	0	107	55	1	19	1	0	3	1	0	0	0	0	0	0	187
830	1	121	48	1	10	1	0	4	2	0	0	0	0	0	0	188
845	0	130	51	0	6	1	1	1	0	0	0	0	0	0	0	190
900	0	126	44	0	8	0	0	2	2	0	0	0	0	0	0	182
Hourly Total	**1**	**484**	**198**	**2**	**43**	**3**	**1**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**747**
915	0	131	49	1	11	0	0	2	0	0	0	0	0	0	0	194
930	1	105	46	1	6	1	1	3	1	0	0	0	0	0	0	165
945	0	119	39	0	9	2	0	1	3	1	0	0	0	0	0	174
1000	0	152	33	0	12	1	0	0	2	0	0	0	0	0	0	200
Hourly Total	**1**	**507**	**167**	**2**	**38**	**4**	**1**	**6**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**733**
1015	0	130	43	0	2	0	0	3	3	1	0	0	0	0	0	182
1030	0	101	36	0	6	1	0	5	0	1	0	0	0	0	0	150
1045	1	115	25	0	6	1	1	4	3	0	0	0	0	0	1	157
1100	1	112	48	1	6	0	2	2	3	1	0	0	0	0	0	176
Hourly Total	**2**	**458**	**152**	**1**	**20**	**2**	**3**	**14**	**9**	**3**	**0**	**0**	**0**	**0**	**1**	**665**
1115	0	121	42	0	5	0	0	4	2	0	0	0	0	0	0	174
1130	1	117	31	1	4	3	0	4	1	1	0	0	0	0	0	163
1145	0	122	40	0	5	0	0	3	2	0	0	0	0	0	1	173
1200	1	111	42	2	4	2	0	0	2	0	0	0	0	0	0	164
Hourly Total	**2**	**471**	**155**	**3**	**18**	**5**	**0**	**11**	**7**	**1**	**0**	**0**	**0**	**0**	**1**	**674**
1215	1	145	37	0	5	1	0	2	3	0	0	0	0	0	0	194
1230	3	122	45	0	4	1	2	2	1	1	0	0	0	0	0	181
1245	0	138	31	0	1	1	0	1	1	0	0	0	0	0	1	174
1300	1	107	41	0	5	0	0	1	0	0	0	0	0	0	1	156
Hourly Total	**5**	**512**	**154**	**0**	**15**	**3**	**2**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**2**	**705**
1315	1	102	37	0	9	1	0	1	2	1	0	0	0	0	0	154
1330	0	128	30	1	8	3	0	3	0	1	0	0	0	0	0	174
1345	0	106	24	0	6	1	0	4	0	0	0	0	0	0	2	143
1400	0	134	36	0	4	1	1	2	1	0	0	0	0	0	0	179
Hourly Total	**1**	**470**	**127**	**1**	**27**	**6**	**1**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**2**	**650**
1415	0	97	33	0	1	0	0	2	1	3	0	0	0	0	0	137
1430	0	94	35	0	4	1	0	0	2	0	0	0	0	0	0	136
1445	0	107	35	2	2	0	1	1	4	0	0	0	0	0	0	152
1500	0	117	37	0	5	0	1	1	0	0	0	0	0	0	1	162
Hourly Total	**0**	**415**	**140**	**2**	**12**	**1**	**2**	**4**	**7**	**3**	**0**	**0**	**0**	**0**	**1**	**587**
1515	0	109	23	0	3	0	0	1	1	0	0	0	0	0	1	138
1530	1	89	42	1	8	2	0	1	0	1	0	0	0	0	0	145
1545	1	123	29	0	7	3	2	1	0	1	0	0	0	0	1	168

1600	1	105	32	0	7	2	0	3	0	3	0	0	0	0	0	153
Hourly Total	**3**	**426**	**126**	**1**	**25**	**7**	**2**	**6**	**1**	**5**	**0**	**0**	**0**	**0**	**2**	**604**
1615	0	118	33	0	4	0	0	1	0	0	0	0	0	0	1	157
1630	1	121	39	0	1	0	0	2	0	0	0	0	0	0	0	164
1645	1	129	39	1	5	0	0	1	0	0	0	0	0	0	0	176
1700	1	117	33	0	5	0	0	1	0	0	0	0	0	0	0	157
Hourly Total	**3**	**485**	**144**	**1**	**15**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**654**
1715	1	140	31	0	2	0	0	1	1	0	0	0	0	0	0	176
1730	0	114	36	0	2	1	0	1	0	0	0	0	0	0	0	154
1745	0	126	24	0	4	0	0	2	0	0	0	0	0	0	0	156
1800	0	69	28	1	0	0	0	1	0	0	0	0	0	0	0	99
Hourly Total	**1**	**449**	**119**	**1**	**8**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**585**
1815	1	74	23	0	1	0	0	0	0	0	0	0	0	0	0	99
1830	0	85	14	0	3	0	0	0	0	0	0	0	0	0	1	103
1845	1	74	17	0	1	0	0	1	0	0	0	0	0	0	0	94
1900	1	71	18	0	1	0	0	1	0	0	0	0	0	0	0	92
Hourly Total	**3**	**304**	**72**	**0**	**6**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**388**
1915	1	63	13	0	1	0	0	1	0	0	0	0	0	0	0	79
1930	0	68	13	0	1	0	0	0	0	0	0	0	0	0	0	82
1945	0	61	14	0	1	0	0	0	0	0	0	0	0	0	0	76
2000	1	40	13	0	0	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	**2**	**232**	**53**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**291**
2015	1	43	10	0	0	0	0	0	0	0	0	0	0	0	0	54
2030	0	43	3	0	1	0	0	0	0	0	0	0	0	0	0	47
2045	0	29	6	0	0	0	0	0	1	0	0	0	0	0	0	36
2100	0	26	9	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**141**	**28**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**172**
2115	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
2130	0	39	5	0	0	0	0	0	0	0	0	0	0	0	0	44
2145	0	29	9	0	2	0	0	0	0	0	0	0	0	0	0	40
2200	0	27	6	0	1	0	0	0	0	0	0	0	0	0	1	35
Hourly Total	**0**	**124**	**22**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**150**
2215	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2230	1	22	5	0	0	0	0	0	0	0	0	0	0	0	0	28
2245	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
2300	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	**1**	**90**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**
2315	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
2330	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	9	5	0	1	0	0	0	0	0	0	0	0	0	0	15
2400	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**37**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
DAILY TOTAL	**29**	**6430**	**2023**	**21**	**293**	**40**	**18**	**100**	**53**	**21**	**0**	**0**	**0**	**0**	**13**	**9041**
Percentages	**0.3%**	**71.1%**	**22.4%**	**0.2%**	**3.2%**	**0.4%**	**0.2%**	**1.1%**	**0.6%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
30	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
45	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
100	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**51**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
115	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
200	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**43**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**
215	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
230	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	8	4	0	1	0	0	0	0	0	0	0	0	0	0	13
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**32**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
315	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**25**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**
415	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
430	1	6	1	0	4	0	0	0	0	0	0	0	0	0	0	12
445	0	14	10	0	2	0	0	0	0	0	0	0	0	0	0	26
500	0	16	11	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**1**	**43**	**24**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
515	0	15	6	1	0	0	2	0	1	0	0	0	0	0	0	25
530	0	29	8	1	1	1	0	1	1	0	0	0	0	0	0	42
545	0	26	11	1	2	3	0	0	0	0	0	0	0	0	0	43
600	2	50	9	1	2	1	0	0	1	1	0	0	0	0	0	67
Hourly Total	**2**	**120**	**34**	**4**	**5**	**5**	**2**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**177**
615	0	53	27	2	1	1	0	2	2	1	0	0	0	0	0	89
630	0	76	37	1	6	3	1	1	4	0	0	0	0	0	0	129
645	0	112	61	1	7	1	0	1	1	0	0	0	0	0	0	184
700	2	128	64	1	9	1	1	1	2	0	0	0	0	0	0	209
Hourly Total	**2**	**369**	**189**	**5**	**23**	**6**	**2**	**5**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**611**
715	1	124	59	2	13	1	1	1	1	1	0	0	0	0	0	204
730	0	157	81	1	12	3	1	7	1	1	0	0	0	0	0	264
745	0	181	66	1	16	4	0	7	4	0	0	0	0	0	1	280
800	1	197	96	1	20	1	0	7	2	1	0	0	0	0	0	326
Hourly Total	**2**	**659**	**302**	**5**	**61**	**9**	**2**	**22**	**8**	**3**	**0**	**0**	**0**	**0**	**1**	**1074**
815	0	195	94	3	25	2	0	4	1	0	0	0	0	0	0	324
830	2	215	78	1	15	1	0	5	5	0	0	0	0	0	0	322
845	0	220	96	1	9	2	1	4	0	0	0	0	0	0	1	334
900	0	219	75	0	16	3	0	3	3	0	0	0	0	0	0	319
Hourly Total	**2**	**849**	**343**	**5**	**65**	**8**	**1**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**1299**
915	1	207	78	1	16	2	0	3	0	0	0	0	0	0	0	308
930	1	181	85	1	8	1	1	4	2	0	0	0	0	0	0	284
945	1	198	71	0	13	4	0	2	4	1	0	0	0	0	0	294
1000	0	227	50	0	21	2	1	1	2	0	0	0	0	0	0	304
Hourly Total	**3**	**813**	**284**	**2**	**58**	**9**	**2**	**10**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**1190**
1015	1	212	79	0	9	0	0	4	4	1	0	0	0	0	0	310
1030	3	177	72	0	10	2	0	7	1	1	0	0	0	0	1	274
1045	1	203	57	2	13	3	1	4	7	0	0	0	0	0	1	292
1100	2	208	80	2	10	0	2	3	5	1	0	0	0	0	0	313
Hourly Total	**7**	**800**	**288**	**4**	**42**	**5**	**3**	**18**	**17**	**3**	**0**	**0**	**0**	**0**	**2**	**1189**
1115	0	215	62	0	10	1	0	9	3	0	0	0	0	0	0	300
1130	3	197	59	1	7	6	0	6	2	1	0	0	0	0	0	282
1145	2	242	66	2	10	0	0	5	2	0	0	0	0	0	1	330
1200	1	223	69	2	9	4	0	2	4	0	0	0	0	0	0	314
Hourly Total	**6**	**877**	**256**	**5**	**36**	**11**	**0**	**22**	**11**	**1**	**0**	**0**	**0**	**0**	**1**	**1226**
1215	1	250	80	0	15	1	0	3	4	0	0	0	0	0	0	354
1230	3	241	83	0	9	1	2	5	6	1	0	0	0	0	0	351
1245	9	261	53	0	7	3	0	1	3	0	0	0	0	0	1	338
1300	1	237	76	0	8	0	0	1	3	0	0	0	0	0	1	327
Hourly Total	**14**	**989**	**292**	**0**	**39**	**5**	**2**	**10**	**16**	**1**	**0**	**0**	**0**	**0**	**2**	**1370**
1315	1	223	71	0	19	3	1	3	3	1	0	0	0	0	0	325
1330	1	281	59	3	14	5	0	7	2	1	0	0	0	0	0	373
1345	0	247	52	0	14	2	0	9	2	0	0	0	0	0	2	328
1400	0	266	69	0	9	2	1	5	3	0	0	0	0	0	0	355
Hourly Total	**2**	**1017**	**251**	**3**	**56**	**12**	**2**	**24**	**10**	**2**	**0**	**0**	**0**	**0**	**2**	**1381**
1415	0	211	76	0	9	2	0	5	4	3	0	0	0	0	0	310
1430	0	210	69	0	8	3	0	0	4	0	0	0	0	0	0	294
1445	0	227	68	3	11	1	1	2	5	0	0	0	0	0	0	318
1500	0	256	60	1	11	2	1	5	1	0	0	0	0	0	2	339
Hourly Total	**0**	**904**	**273**	**4**	**39**	**8**	**2**	**12**	**14**	**3**	**0**	**0**	**0**	**0**	**2**	**1261**
1515	1	264	66	1	12	1	0	6	3	0	0	0	0	0	2	356
1530	1	250	87	1	17	2	0	6	0	1	0	0	0	0	0	365
1545	1	263	72	0	10	4	2	3	2	1	0	0	0	0	3	361

1600	1	251	72	0	14	4	0	4	1	3	0	0	0	0	0	350
Hourly Total	**4**	**1028**	**297**	**2**	**53**	**11**	**2**	**19**	**6**	**5**	**0**	**0**	**0**	**0**	**5**	**1432**
1615	0	288	82	0	11	3	1	2	2	0	0	0	0	0	1	390
1630	2	292	84	1	7	1	0	4	1	0	0	0	0	0	0	392
1645	4	279	83	1	13	0	0	4	0	0	0	0	0	0	0	384
1700	2	272	67	0	10	1	0	7	0	0	0	0	0	0	0	359
Hourly Total	**8**	**1131**	**316**	**2**	**41**	**5**	**1**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1525**
1715	2	327	70	0	6	0	0	3	1	0	0	0	0	0	0	409
1730	1	269	67	0	12	1	0	3	0	0	0	0	0	0	0	353
1745	1	269	60	0	8	0	0	3	0	0	0	0	0	0	0	341
1800	0	213	62	1	3	0	0	5	0	0	0	0	0	0	0	284
Hourly Total	**4**	**1078**	**259**	**1**	**29**	**1**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1387**
1815	2	216	44	0	5	0	0	1	0	0	0	0	0	0	0	268
1830	0	199	35	0	5	0	0	1	0	0	0	0	0	0	1	241
1845	2	187	40	0	4	0	0	3	0	0	0	0	0	0	0	236
1900	1	169	38	0	5	0	0	1	0	0	0	0	0	0	0	214
Hourly Total	**5**	**771**	**157**	**0**	**19**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**959**
1915	1	140	27	0	5	0	0	1	0	0	0	0	0	0	0	174
1930	0	143	26	0	1	0	0	2	0	0	0	0	0	0	0	172
1945	0	143	30	0	1	1	0	1	0	0	0	0	0	0	0	176
2000	1	135	33	0	0	0	0	1	0	0	0	0	0	0	0	170
Hourly Total	**2**	**561**	**116**	**0**	**7**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**692**
2015	1	147	24	0	1	0	0	0	0	0	0	0	0	0	0	173
2030	0	117	23	0	1	0	0	0	0	0	0	0	0	0	0	141
2045	0	90	19	0	0	0	0	1	1	0	0	0	0	0	0	111
2100	1	93	14	0	0	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	**2**	**447**	**80**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**533**
2115	0	97	19	0	0	0	0	0	0	0	0	0	0	0	0	116
2130	0	102	15	0	1	0	0	1	0	0	0	0	0	0	0	119
2145	0	89	28	0	3	0	0	0	0	0	0	0	0	0	0	120
2200	0	86	12	0	1	0	0	0	0	0	0	0	0	0	1	100
Hourly Total	**0**	**374**	**74**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**455**
2215	0	71	19	0	2	0	0	0	0	0	0	0	0	0	0	92
2230	3	90	17	0	0	0	0	0	0	0	0	0	0	0	0	110
2245	0	52	14	0	0	0	0	0	0	0	0	0	0	0	1	67
2300	0	61	12	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	**3**	**274**	**62**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**342**
2315	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	48
2330	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
2345	0	23	8	0	1	0	0	0	0	0	0	0	0	0	0	32
2400	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**119**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**150**
DAILY TOTAL	**69**	**13374**	**3975**	**42**	**592**	**96**	**21**	**203**	**116**	**21**	**0**	**0**	**0**	**0**	**20**	**18529**
Percentages	**0.4%**	**72.2%**	**21.5%**	**0.2%**	**3.2%**	**0.5%**	**0.1%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
45	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**33**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
115	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
215	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**17**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
415	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	6
445	0	4	3	0	1	0	0	0	0	0	0	0	0	0	1	9
500	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**20**	**10**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**
515	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
530	0	4	5	0	0	0	0	0	1	0	0	0	0	0	0	10
545	0	7	6	2	0	0	0	0	1	0	0	0	0	0	0	16
600	0	13	13	0	3	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	**0**	**36**	**27**	**2**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
615	0	19	5	1	0	0	0	1	2	0	0	0	0	0	0	28
630	0	32	9	1	3	0	0	0	1	0	0	0	0	0	0	46
645	2	35	9	0	2	0	0	0	3	0	0	0	0	0	1	52
700	0	54	29	0	5	0	0	0	2	0	0	0	0	0	0	90
Hourly Total	**2**	**140**	**52**	**2**	**10**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**216**
715	0	50	22	0	4	1	0	0	0	0	0	0	0	0	0	77
730	2	56	31	1	5	3	0	4	2	0	0	0	0	0	0	104
745	0	68	35	1	8	0	0	3	1	0	0	0	0	0	0	116
800	1	83	32	0	9	1	0	2	0	0	0	0	0	0	0	128
Hourly Total	**3**	**257**	**120**	**2**	**26**	**5**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**425**
815	0	66	38	0	9	1	0	2	1	0	0	0	0	0	0	117
830	1	72	35	0	5	0	0	2	1	0	0	0	0	0	0	116
845	1	94	38	1	4	4	0	1	0	0	0	0	0	0	0	143
900	0	81	34	2	8	1	0	2	1	0	0	0	0	0	0	129
Hourly Total	**2**	**313**	**145**	**3**	**26**	**6**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**505**
915	0	89	27	2	4	2	0	1	3	0	0	0	0	0	1	129
930	1	75	24	3	5	2	0	2	1	0	0	0	0	0	4	117
945	0	76	35	0	4	3	0	1	2	0	0	0	0	0	0	121
1000	0	80	30	0	5	4	1	0	1	0	0	0	0	0	0	121
Hourly Total	**1**	**320**	**116**	**5**	**18**	**11**	**1**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**488**
1015	0	80	31	1	8	1	0	3	1	0	0	0	0	0	0	125
1030	0	104	25	1	7	1	0	2	4	0	0	0	0	0	1	145
1045	4	101	18	0	4	4	0	1	3	0	0	0	0	0	0	135
1100	1	87	32	1	5	2	0	2	1	0	0	0	0	0	0	131
Hourly Total	**5**	**372**	**106**	**3**	**24**	**8**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**536**
1115	1	102	16	0	5	2	0	0	1	0	0	0	0	0	0	127
1130	0	125	31	0	5	2	0	3	2	0	0	0	0	0	0	168
1145	0	125	32	0	2	0	0	1	1	0	0	0	0	0	0	161
1200	2	137	36	0	6	1	0	2	3	0	0	0	0	0	0	187
Hourly Total	**3**	**489**	**115**	**0**	**18**	**5**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**643**
1215	2	125	29	0	5	1	0	0	5	0	0	0	0	0	0	167
1230	0	108	47	0	2	1	0	3	1	0	0	0	0	0	0	162
1245	0	120	34	0	6	3	0	2	1	0	0	0	0	0	0	166
1300	2	140	43	0	5	0	0	3	4	0	0	0	0	0	0	197
Hourly Total	**4**	**493**	**153**	**0**	**18**	**5**	**0**	**8**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**692**
1315	0	158	42	1	1	2	0	3	1	0	0	0	0	0	0	208
1330	0	122	38	0	4	2	0	2	0	0	0	0	0	0	0	168
1345	2	135	31	0	6	1	0	6	2	0	0	0	0	0	0	183
1400	0	161	32	0	6	0	0	2	1	0	0	0	0	0	0	202
Hourly Total	**2**	**576**	**143**	**1**	**17**	**5**	**0**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**761**
1415	2	139	33	1	3	0	0	3	1	0	0	0	0	0	0	182
1430	1	137	41	0	7	2	0	2	0	0	0	0	0	0	0	190
1445	0	127	41	1	7	2	0	4	0	0	0	0	0	0	0	182
1500	2	157	39	0	8	1	0	2	2	0	0	0	0	0	0	211
Hourly Total	**5**	**560**	**154**	**2**	**25**	**5**	**0**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**765**

1515	0	124	43	1	5	0	0	1	0	0	0	0	0	0	0	174
1530	1	147	55	0	10	2	0	5	0	0	0	0	0	0	0	220
1545	1	167	41	0	7	1	0	2	0	0	0	0	0	0	0	219
1600	0	150	54	0	10	0	0	5	1	0	0	0	0	0	1	221
Hourly Total	**2**	**588**	**193**	**1**	**32**	**3**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**834**
1615	0	147	44	1	5	2	0	5	1	0	0	0	0	0	0	205
1630	1	144	40	1	8	3	0	1	0	0	0	0	0	0	0	198
1645	1	144	41	0	6	1	0	4	0	0	0	0	0	0	1	198
1700	0	147	32	0	3	0	0	7	1	0	0	0	0	0	0	190
Hourly Total	**2**	**582**	**157**	**2**	**22**	**6**	**0**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**791**
1715	0	175	29	0	1	1	0	6	2	0	0	0	0	0	0	214
1730	0	152	40	0	8	1	0	2	1	0	0	0	0	0	1	205
1745	2	130	36	0	5	0	0	3	1	0	0	0	0	0	0	177
1800	0	150	30	0	2	1	0	2	1	0	0	0	0	0	0	186
Hourly Total	**2**	**607**	**135**	**0**	**16**	**3**	**0**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**782**
1815	0	119	29	0	4	0	0	2	0	0	0	0	0	0	0	154
1830	1	106	34	0	4	0	0	1	3	0	0	0	0	0	0	149
1845	0	102	21	0	2	0	0	0	1	0	0	0	0	0	0	126
1900	0	91	20	0	1	0	0	0	0	0	0	0	0	0	0	112
Hourly Total	**1**	**418**	**104**	**0**	**11**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**541**
1915	0	73	16	0	4	0	0	0	0	0	0	0	0	0	0	93
1930	0	74	25	0	0	0	0	0	0	0	0	0	0	0	0	99
1945	2	74	17	0	0	1	0	0	0	0	0	0	0	0	0	94
2000	2	59	16	0	1	0	0	0	0	0	0	0	0	0	0	78
Hourly Total	**4**	**280**	**74**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**364**
2015	0	61	11	0	3	0	0	1	0	0	0	0	0	0	0	76
2030	0	78	14	0	1	0	0	0	0	0	0	0	0	0	3	96
2045	0	82	16	0	1	0	0	0	0	0	0	0	0	0	0	99
2100	1	78	13	0	1	1	0	0	0	0	0	0	0	0	0	94
Hourly Total	**1**	**299**	**54**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**365**
2115	0	66	9	0	0	0	0	0	0	0	0	0	0	0	0	75
2130	1	89	23	0	0	0	0	0	0	0	0	0	0	0	0	113
2145	0	69	13	0	0	0	0	0	0	0	0	0	0	0	0	82
2200	0	61	20	0	0	0	0	1	0	0	0	0	0	0	1	83
Hourly Total	**1**	**285**	**65**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**353**
2215	0	74	13	0	0	0	0	0	0	0	0	0	0	0	0	87
2230	1	52	11	0	0	0	0	0	0	0	0	0	0	0	1	65
2245	0	70	8	0	0	0	0	1	0	0	0	0	0	0	0	79
2300	1	41	11	0	1	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	**2**	**237**	**43**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**285**
2315	0	46	7	0	1	0	0	0	0	0	0	0	0	0	0	54
2330	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
2345	0	25	7	0	1	0	0	0	0	0	0	0	0	0	0	33
2400	1	22	3	0	2	0	0	0	0	0	0	0	0	0	1	29
Hourly Total	**1**	**114**	**22**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**142**
DAILY TOTAL	**44**	**7073**	**2007**	**24**	**285**	**64**	**1**	**117**	**70**	**0**	**0**	**0**	**0**	**0**	**17**	**9702**
Percentages	**0.5%**	**72.9%**	**20.7%**	**0.2%**	**2.9%**	**0.7%**	**0.0%**	**1.2%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Southbound
Start Date: 4/12/2019
Stop Date: 4/12/2019
City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	21
30	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	13
45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**31**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**20**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
230	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
315	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**5**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
415	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
445	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
500	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**26**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
515	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	14
530	0	21	4	0	0	0	0	0	2	0	0	0	0	0	0	27
545	1	17	8	0	1	0	0	0	0	1	0	0	0	0	0	28
600	0	33	9	1	0	0	0	1	1	0	0	0	0	0	0	45
Hourly Total	**1**	**82**	**23**	**1**	**1**	**1**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**114**
615	0	37	12	0	1	0	0	0	2	0	0	0	0	0	0	52
630	0	60	29	0	2	0	1	1	0	0	0	0	0	0	0	93
645	1	67	38	0	5	1	0	1	0	1	0	0	0	0	0	114
700	0	64	25	0	5	0	0	2	0	0	0	0	0	0	0	96
Hourly Total	**1**	**228**	**104**	**0**	**13**	**1**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**355**
715	1	74	31	0	6	2	0	1	1	0	0	0	0	0	0	116
730	1	116	52	0	12	2	0	6	2	1	0	0	0	0	0	192
745	0	120	49	2	16	2	1	4	0	0	0	0	0	0	1	195
800	1	117	45	1	8	1	2	4	0	2	0	0	0	0	0	181
Hourly Total	**3**	**427**	**177**	**3**	**42**	**7**	**3**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**684**
815	0	107	49	0	9	1	0	1	0	0	0	0	0	0	0	167
830	1	134	51	0	11	3	0	7	1	0	0	0	0	0	0	208
845	0	127	46	0	6	1	0	2	1	1	0	0	0	0	0	184
900	0	155	42	1	7	0	0	2	0	0	0	0	0	0	0	207
Hourly Total	**1**	**523**	**188**	**1**	**33**	**5**	**0**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**766**
915	1	112	35	0	8	0	1	4	1	0	0	0	0	0	0	162
930	0	116	33	0	7	0	2	2	0	1	0	0	0	0	1	162
945	0	131	30	1	9	1	0	1	1	0	0	0	0	0	1	175
1000	1	123	42	0	4	3	1	4	0	1	0	0	0	0	0	179
Hourly Total	**2**	**482**	**140**	**1**	**28**	**4**	**4**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**678**
1015	0	107	34	0	7	1	0	2	1	1	0	0	0	0	0	153
1030	0	108	34	2	7	2	2	2	0	1	0	0	0	0	0	158
1045	2	119	31	0	5	0	1	2	0	0	0	0	0	0	0	160
1100	1	125	27	0	4	2	0	2	2	1	0	0	0	0	0	164
Hourly Total	**3**	**459**	**126**	**2**	**23**	**5**	**3**	**8**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**635**
1115	2	108	28	1	4	0	0	2	1	0	0	0	0	0	0	146
1130	0	130	29	0	5	2	1	5	2	0	0	0	0	0	1	175
1145	1	132	32	0	5	0	3	0	0	1	0	0	0	0	1	175
1200	7	111	24	12	11	2	0	1	1	0	0	0	0	0	9	178
Hourly Total	**10**	**481**	**113**	**13**	**25**	**4**	**4**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**11**	**674**
1215	1	144	37	0	2	1	0	3	2	0	0	0	0	0	0	190
1230	0	123	36	0	7	0	0	1	3	3	0	0	0	0	0	173
1245	1	133	33	0	2	0	0	1	0	0	0	0	0	0	0	170
1300	1	97	36	0	2	0	2	2	1	0	0	0	0	0	0	141
Hourly Total	**3**	**497**	**142**	**0**	**13**	**1**	**2**	**7**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**674**
1315	1	120	35	1	5	1	0	2	1	1	0	0	0	0	1	168
1330	0	113	38	0	3	0	2	0	0	1	0	0	0	0	0	157
1345	0	126	31	0	3	0	0	3	0	2	0	0	0	0	0	165
1400	0	98	36	1	2	0	0	1	0	0	0	0	0	0	1	139
Hourly Total	**1**	**457**	**140**	**2**	**13**	**1**	**2**	**6**	**1**	**4**	**0**	**0**	**0**	**0**	**2**	**629**
1415	1	100	28	1	3	2	1	0	1	0	0	0	0	0	0	137
1430	0	95	43	1	8	1	2	4	1	1	0	0	0	0	0	156
1445	0	108	33	0	4	1	0	0	0	0	0	0	0	0	0	146
1500	1	119	34	2	3	1	0	0	0	0	0	0	0	0	0	160
Hourly Total	**2**	**422**	**138**	**4**	**18**	**5**	**3**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**599**
1515	0	123	46	1	5	0	0	0	1	0	0	0	0	0	0	176
1530	2	91	16	4	6	2	0	0	1	0	0	0	0	0	13	135
1545	3	134	35	1	6	1	0	3	0	0	0	0	0	0	0	183

1600	1	128	41	0	3	3	0	1	0	1	0	0	0	0	0	178
Hourly Total	**6**	**476**	**138**	**6**	**20**	**6**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**13**	**672**
1615	0	129	34	0	2	1	0	0	0	0	0	0	0	0	0	166
1630	1	132	41	0	2	0	0	1	0	0	0	0	0	0	0	177
1645	0	127	27	1	4	0	0	2	1	1	0	0	0	0	1	164
1700	1	129	23	1	5	0	0	4	0	0	0	0	0	0	3	166
Hourly Total	**2**	**517**	**125**	**2**	**13**	**1**	**0**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**673**
1715	1	125	37	0	2	0	0	1	0	0	0	0	0	0	0	166
1730	0	102	36	0	4	0	0	0	1	0	0	0	0	0	1	144
1745	1	124	30	1	1	0	0	0	0	0	0	0	0	0	2	159
1800	2	103	27	0	2	0	0	0	0	0	0	0	0	0	0	134
Hourly Total	**4**	**454**	**130**	**1**	**9**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**603**
1815	0	97	34	0	0	0	0	1	0	0	0	0	0	0	0	132
1830	0	108	19	0	0	0	0	0	1	0	0	0	0	0	0	128
1845	0	110	18	0	0	0	0	0	1	0	0	0	0	0	0	129
1900	0	95	27	0	1	0	0	0	0	0	0	0	0	0	0	123
Hourly Total	**0**	**410**	**98**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**512**
1915	0	78	19	0	1	0	0	0	1	0	0	0	0	0	0	99
1930	0	82	16	0	2	0	0	0	1	0	0	0	0	0	0	101
1945	0	63	12	0	1	0	0	0	0	0	0	0	0	0	0	76
2000	0	49	7	0	1	0	0	0	0	0	0	0	0	0	0	57
Hourly Total	**0**	**272**	**54**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**333**
2015	0	34	12	0	0	0	0	0	0	0	0	0	0	0	0	46
2030	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
2045	0	32	6	0	2	0	0	0	0	0	0	0	0	0	0	40
2100	0	39	15	0	1	0	0	0	0	0	0	0	0	0	0	55
Hourly Total	**0**	**127**	**40**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**
2115	0	36	3	0	1	0	0	0	0	0	0	0	0	0	0	40
2130	0	28	9	0	0	0	0	0	0	0	0	0	0	0	0	37
2145	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	48
2200	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**0**	**133**	**27**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**
2215	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
2230	0	24	10	0	0	0	0	0	0	0	0	0	0	0	1	35
2245	1	18	7	0	0	0	0	0	0	0	0	0	0	0	0	26
2300	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	**1**	**92**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**120**
2315	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
2330	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
2400	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**64**	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
DAILY TOTAL	**40**	**6694**	**1975**	**37**	**264**	**41**	**22**	**91**	**37**	**22**	**0**	**0**	**0**	**0**	**37**	**9260**
Percentages	**0.4%**	**72.3%**	**21.3%**	**0.4%**	**2.9%**	**0.4%**	**0.2%**	**1.0%**	**0.4%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.4%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	26	12	0	0	0	0	0	0	0	0	0	0	0	0	38
30	0	18	5	1	0	0	0	0	0	0	0	0	0	0	0	24
45	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	13
100	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**64**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
115	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	13
130	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
200	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**43**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
215	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
230	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
245	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**23**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
315	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
400	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
Hourly Total	**0**	**22**	**7**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
415	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
430	0	6	3	0	0	0	0	1	1	0	0	0	0	0	0	11
445	0	15	6	0	1	0	0	0	0	0	0	0	0	0	1	23
500	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**46**	**21**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**72**
515	0	23	5	0	0	1	0	0	0	0	0	0	0	0	0	29
530	0	25	9	0	0	0	0	0	3	0	0	0	0	0	0	37
545	1	24	14	2	1	0	0	0	1	1	0	0	0	0	0	44
600	0	46	22	1	3	0	0	1	1	0	0	0	0	0	0	74
Hourly Total	**1**	**118**	**50**	**3**	**4**	**1**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**184**
615	0	56	17	1	1	0	0	1	4	0	0	0	0	0	0	80
630	0	92	38	1	5	0	1	1	1	0	0	0	0	0	0	139
645	3	102	47	0	7	1	0	1	3	1	0	0	0	0	1	166
700	0	118	54	0	10	0	0	2	2	0	0	0	0	0	0	186
Hourly Total	**3**	**368**	**156**	**2**	**23**	**1**	**1**	**5**	**10**	**1**	**0**	**0**	**0**	**0**	**1**	**571**
715	1	124	53	0	10	3	0	1	1	0	0	0	0	0	0	193
730	3	172	83	1	17	5	0	10	4	1	0	0	0	0	0	296
745	0	188	84	3	24	2	1	7	1	0	0	0	0	0	1	311
800	2	200	77	1	17	2	2	6	0	2	0	0	0	0	0	309
Hourly Total	**6**	**684**	**297**	**5**	**68**	**12**	**3**	**24**	**6**	**3**	**0**	**0**	**0**	**0**	**1**	**1109**
815	0	173	87	0	18	2	0	3	1	0	0	0	0	0	0	284
830	2	206	86	0	16	3	0	9	2	0	0	0	0	0	0	324
845	1	221	84	1	10	5	0	3	1	1	0	0	0	0	0	327
900	0	236	76	3	15	1	0	4	1	0	0	0	0	0	0	336
Hourly Total	**3**	**836**	**333**	**4**	**59**	**11**	**0**	**19**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1271**
915	1	201	62	2	12	2	1	5	4	0	0	0	0	0	1	291
930	1	191	57	3	12	2	2	4	1	1	0	0	0	0	5	279
945	0	207	65	1	13	4	0	2	3	0	0	0	0	0	1	296
1000	1	203	72	0	9	7	2	4	1	1	0	0	0	0	0	300
Hourly Total	**3**	**802**	**256**	**6**	**46**	**15**	**5**	**15**	**9**	**2**	**0**	**0**	**0**	**0**	**7**	**1166**
1015	0	187	65	1	15	2	0	5	2	1	0	0	0	0	0	278
1030	0	212	59	3	14	3	2	4	4	1	0	0	0	0	1	303
1045	6	220	49	0	9	4	1	3	3	0	0	0	0	0	0	295
1100	2	212	59	1	9	4	0	4	3	1	0	0	0	0	0	295
Hourly Total	**8**	**831**	**232**	**5**	**47**	**13**	**3**	**16**	**12**	**3**	**0**	**0**	**0**	**0**	**1**	**1171**
1115	3	210	44	1	9	2	0	2	2	0	0	0	0	0	0	273
1130	0	255	60	0	10	4	1	8	4	0	0	0	0	0	1	343
1145	1	257	64	0	7	0	3	1	1	1	0	0	0	0	1	336
1200	9	248	60	12	17	3	0	3	4	0	0	0	0	0	9	365
Hourly Total	**13**	**970**	**228**	**13**	**43**	**9**	**4**	**14**	**11**	**1**	**0**	**0**	**0**	**0**	**11**	**1317**
1215	3	269	66	0	7	2	0	3	7	0	0	0	0	0	0	357
1230	0	231	83	0	9	1	0	4	4	3	0	0	0	0	0	335
1245	1	253	67	0	8	3	0	3	1	0	0	0	0	0	0	336
1300	3	237	79	0	7	0	2	5	5	0	0	0	0	0	0	338
Hourly Total	**7**	**990**	**295**	**0**	**31**	**6**	**2**	**15**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**1366**
1315	1	278	77	2	6	3	0	5	2	1	0	0	0	0	1	376
1330	0	235	76	0	7	2	2	2	0	1	0	0	0	0	0	325
1345	2	261	62	0	9	1	0	9	2	2	0	0	0	0	0	348
1400	0	259	68	1	8	0	0	3	1	0	0	0	0	0	1	341
Hourly Total	**3**	**1033**	**283**	**3**	**30**	**6**	**2**	**19**	**5**	**4**	**0**	**0**	**0**	**0**	**2**	**1390**
1415	3	239	61	2	6	2	1	3	2	0	0	0	0	0	0	319
1430	1	232	84	1	15	3	2	6	1	1	0	0	0	0	0	346
1445	0	235	74	1	11	3	0	4	0	0	0	0	0	0	0	328
1500	3	276	73	2	11	2	0	2	2	0	0	0	0	0	0	371
Hourly Total	**7**	**982**	**292**	**6**	**43**	**10**	**3**	**15**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1364**

1515	0	247	89	2	10	0	0	1	1	0	0	0	0	0	0	350
1530	3	238	71	4	16	4	0	5	1	0	0	0	0	0	13	355
1545	4	301	76	1	13	2	0	5	0	0	0	0	0	0	0	402
1600	1	278	95	0	13	3	0	6	1	1	0	0	0	0	1	399
Hourly Total	**8**	**1064**	**331**	**7**	**52**	**9**	**0**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**14**	**1506**
1615	0	276	78	1	7	3	0	5	1	0	0	0	0	0	0	371
1630	2	276	81	1	10	3	0	2	0	0	0	0	0	0	0	375
1645	1	271	68	1	10	1	0	6	1	1	0	0	0	0	2	362
1700	1	276	55	1	8	0	0	11	1	0	0	0	0	0	3	356
Hourly Total	**4**	**1099**	**282**	**4**	**35**	**7**	**0**	**24**	**3**	**1**	**0**	**0**	**0**	**0**	**5**	**1464**
1715	1	300	66	0	3	1	0	7	2	0	0	0	0	0	0	380
1730	0	254	76	0	12	1	0	2	2	0	0	0	0	0	2	349
1745	3	254	66	1	6	0	0	3	1	0	0	0	0	0	2	336
1800	2	253	57	0	4	1	0	2	1	0	0	0	0	0	0	320
Hourly Total	**6**	**1061**	**265**	**1**	**25**	**3**	**0**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**1385**
1815	0	216	63	0	4	0	0	3	0	0	0	0	0	0	0	286
1830	1	214	53	0	4	0	0	1	4	0	0	0	0	0	0	277
1845	0	212	39	0	2	0	0	0	2	0	0	0	0	0	0	255
1900	0	186	47	0	2	0	0	0	0	0	0	0	0	0	0	235
Hourly Total	**1**	**828**	**202**	**0**	**12**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1053**
1915	0	151	35	0	5	0	0	0	1	0	0	0	0	0	0	192
1930	0	156	41	0	2	0	0	0	1	0	0	0	0	0	0	200
1945	2	137	29	0	1	1	0	0	0	0	0	0	0	0	0	170
2000	2	108	23	0	2	0	0	0	0	0	0	0	0	0	0	135
Hourly Total	**4**	**552**	**128**	**0**	**10**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**697**
2015	0	95	23	0	3	0	0	1	0	0	0	0	0	0	0	122
2030	0	100	21	0	1	0	0	0	0	0	0	0	0	0	3	125
2045	0	114	22	0	3	0	0	0	0	0	0	0	0	0	0	139
2100	1	117	28	0	2	1	0	0	0	0	0	0	0	0	0	149
Hourly Total	**1**	**426**	**94**	**0**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**535**
2115	0	102	12	0	1	0	0	0	0	0	0	0	0	0	0	115
2130	1	117	32	0	0	0	0	0	0	0	0	0	0	0	0	150
2145	0	106	24	0	0	0	0	0	0	0	0	0	0	0	0	130
2200	0	93	24	0	0	0	0	1	0	0	0	0	0	0	1	119
Hourly Total	**1**	**418**	**92**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**514**
2215	0	103	17	0	0	0	0	0	0	0	0	0	0	0	0	120
2230	1	76	21	0	0	0	0	0	0	0	0	0	0	0	2	100
2245	1	88	15	0	0	0	0	1	0	0	0	0	0	0	0	105
2300	1	62	16	0	1	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	**3**	**329**	**69**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**405**
2315	0	71	8	0	1	0	0	0	0	0	0	0	0	0	0	80
2330	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	41
2345	0	37	14	0	1	0	0	1	0	0	0	0	0	0	0	53
2400	1	37	5	0	2	0	0	0	0	0	0	0	0	0	1	46
Hourly Total	**1**	**178**	**35**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**220**
DAILY TOTAL	**84**	**13767**	**3982**	**61**	**549**	**105**	**23**	**208**	**107**	**22**	**0**	**0**	**0**	**0**	**54**	**18962**
Percentages	**0.4%**	**72.6%**	**21.0%**	**0.3%**	**2.9%**	**0.6%**	**0.1%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	21	3	0	1	0	0	0	0	0	0	0	0	0	0	26
30	0	17	7	0	1	0	0	0	0	0	0	0	0	0	0	25
45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
100	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**1**	**61**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
115	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
145	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
200	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
215	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
230	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**35**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
430	1	4	1	0	2	0	0	0	0	0	0	0	0	0	0	8
445	0	2	2	0	0	0	0	1	0	0	0	0	0	0	1	6
500	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
Hourly Total	**1**	**13**	**6**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**
515	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
530	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7
545	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
600	1	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**1**	**36**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
615	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
630	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
645	2	13	8	0	3	0	0	0	0	0	0	0	0	0	0	26
700	1	20	10	0	2	1	0	0	0	0	0	0	0	0	0	34
Hourly Total	**3**	**50**	**26**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85**
715	0	24	5	0	1	1	0	0	0	0	0	0	0	0	0	31
730	0	24	17	1	2	0	0	1	0	0	0	0	0	0	0	45
745	1	31	10	0	2	0	0	0	0	0	0	0	0	0	0	44
800	0	36	13	1	0	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**1**	**115**	**45**	**2**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**
815	0	41	23	0	2	0	0	0	0	0	0	0	0	0	0	66
830	0	36	14	0	2	0	0	3	1	0	0	0	0	0	0	56
845	0	52	16	0	3	1	0	2	0	0	0	0	0	0	0	74
900	0	72	14	0	3	0	0	2	0	0	0	0	0	0	0	91
Hourly Total	**0**	**201**	**67**	**0**	**10**	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**287**
915	1	59	14	1	2	0	0	0	0	0	0	0	0	0	0	77
930	0	69	15	0	3	3	0	0	0	0	0	0	0	0	0	90
945	0	62	16	0	3	0	0	1	0	0	0	0	0	0	0	82
1000	0	76	20	0	1	0	0	0	0	0	0	0	0	0	1	98
Hourly Total	**1**	**266**	**65**	**1**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**347**
1015	0	72	18	1	1	0	0	3	0	0	0	0	0	0	0	95
1030	1	85	20	0	4	0	0	2	0	0	0	0	0	0	0	112
1045	0	86	24	0	3	1	0	0	0	0	0	0	0	0	0	114
1100	0	93	18	0	3	0	0	3	0	0	0	0	0	0	0	117
Hourly Total	**1**	**336**	**80**	**1**	**11**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**438**
1115	0	97	16	0	4	1	0	0	0	0	0	0	0	0	0	118
1130	0	114	22	0	2	0	0	3	0	0	0	0	0	0	0	141
1145	0	115	25	0	3	0	0	1	0	0	0	0	0	0	0	144
1200	0	92	23	0	5	0	0	2	0	0	0	0	0	0	0	122
Hourly Total	**0**	**418**	**86**	**0**	**14**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**525**
1215	0	111	12	0	6	0	0	2	0	0	0	0	0	0	0	131
1230	0	97	22	0	3	0	0	3	0	0	0	0	0	0	0	125
1245	1	100	18	0	6	0	0	2	0	0	0	0	0	0	1	128
1300	0	113	24	0	6	0	0	0	0	0	0	0	0	0	0	143
Hourly Total	**1**	**421**	**76**	**0**	**21**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**527**
1315	1	97	21	0	0	0	0	2	0	0	0	0	0	0	0	121
1330	1	128	22	0	3	0	0	2	0	0	0	0	0	0	0	156
1345	1	108	12	0	2	0	0	2	0	0	0	0	0	0	0	125
1400	0	122	17	0	0	0	0	1	0	0	0	0	0	0	0	140
Hourly Total	**3**	**455**	**72**	**0**	**5**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**542**
1415	0	96	19	0	3	0	0	2	0	0	0	0	0	0	0	120
1430	1	109	27	1	3	0	0	2	0	0	0	0	0	0	0	143
1445	1	108	7	0	2	0	0	1	0	0	0	0	0	0	0	119
1500	0	125	13	0	1	0	0	0	0	0	0	0	0	0	0	139
Hourly Total	**2**	**438**	**66**	**1**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**521**
1515	0	119	14	0	2	0	0	2	0	0	0	0	0	0	0	137
1530	0	117	18	0	5	0	0	1	0	0	0	0	0	0	0	141
1545	0	110	23	0	2	0	0	1	0	0	0	0	0	0	1	137

1600	0	95	21	0	6	0	0	1	0	0	0	0	0	0	0	123
Hourly Total	**0**	**441**	**76**	**0**	**15**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**538**
1615	1	107	21	0	0	0	0	1	0	0	0	0	0	0	0	130
1630	0	103	13	0	2	0	0	1	0	0	0	0	0	0	0	119
1645	1	100	16	0	6	0	0	2	0	0	0	0	0	0	0	125
1700	0	82	12	1	2	0	0	3	0	0	0	0	0	0	0	100
Hourly Total	**2**	**392**	**62**	**1**	**10**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**474**
1715	0	105	22	0	1	0	0	2	0	0	0	0	0	0	0	130
1730	2	88	12	0	4	0	0	2	0	0	0	0	0	0	0	108
1745	0	73	16	0	1	0	0	1	0	0	0	0	0	0	0	91
1800	0	79	14	0	1	0	0	0	0	0	0	0	0	0	0	94
Hourly Total	**2**	**345**	**64**	**0**	**7**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**423**
1815	1	86	15	0	1	0	0	2	0	0	0	0	0	0	1	106
1830	1	101	6	0	1	0	0	1	0	0	0	0	0	0	0	110
1845	0	84	7	0	0	0	0	0	0	0	0	0	0	0	0	91
1900	0	85	6	0	2	0	0	1	0	0	0	0	0	0	0	94
Hourly Total	**2**	**356**	**34**	**0**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**401**
1915	0	73	14	0	1	0	0	1	0	0	0	0	0	0	0	89
1930	1	66	22	0	1	0	0	0	0	0	0	0	0	0	0	90
1945	1	72	16	0	0	0	0	1	0	0	0	0	0	0	0	90
2000	0	77	12	0	2	0	0	0	0	0	0	0	0	0	0	91
Hourly Total	**2**	**288**	**64**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**360**
2015	0	67	18	0	1	0	0	0	0	0	0	0	0	0	0	86
2030	0	82	13	0	0	0	0	0	0	0	0	0	0	0	0	95
2045	0	78	8	0	0	0	0	0	0	0	0	0	0	0	0	86
2100	2	65	15	0	0	0	0	1	0	0	0	0	0	0	0	83
Hourly Total	**2**	**292**	**54**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**350**
2115	1	76	17	0	2	0	0	0	0	0	0	0	0	0	0	96
2130	0	61	11	0	0	0	0	0	0	0	0	0	0	0	0	72
2145	0	72	18	0	1	0	0	0	0	0	0	0	0	0	1	92
2200	0	68	8	0	0	0	0	0	0	0	0	0	0	0	0	76
Hourly Total	**1**	**277**	**54**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**336**
2215	1	49	13	0	2	0	0	0	0	0	0	0	0	0	0	65
2230	1	81	11	0	1	0	0	0	0	0	0	0	0	0	0	94
2245	1	60	13	0	2	0	0	1	0	0	0	0	0	0	1	78
2300	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	**3**	**226**	**45**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**281**
2315	0	50	12	0	0	0	0	0	0	0	0	0	0	0	0	62
2330	1	39	5	0	0	0	0	0	0	0	0	0	0	0	0	45
2345	1	31	9	0	0	0	0	0	0	0	0	0	0	0	0	41
2400	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**2**	**135**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**168**
DAILY TOTAL	**32**	**5652**	**1111**	**6**	**143**	**8**	**0**	**70**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7030**
Percentages	**0.5%**	**80.4%**	**15.8%**	**0.1%**	**2.0%**	**0.1%**	**0.0%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
30	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**1**	**45**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
115	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
200	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**19**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
445	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
500	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
515	0	8	3	0	0	0	0	1	0	0	0	0	0	0	0	12
530	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
545	1	19	5	0	0	0	0	0	0	0	0	0	0	0	0	25
600	1	11	4	0	1	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**2**	**47**	**14**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
615	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
630	0	25	12	0	0	0	0	2	0	0	0	0	0	0	0	39
645	1	35	11	0	3	0	0	1	0	0	0	0	0	0	0	51
700	0	34	21	0	1	0	0	1	0	0	0	0	0	0	0	57
Hourly Total	**1**	**113**	**50**	**0**	**5**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**173**
715	0	35	16	0	3	1	0	1	1	0	0	0	0	0	0	57
730	0	38	11	0	7	2	0	3	0	0	0	0	0	0	0	61
745	1	52	16	1	3	0	1	2	0	0	0	0	0	0	0	76
800	1	72	19	0	3	0	0	5	0	0	0	0	0	0	1	101
Hourly Total	**2**	**197**	**62**	**1**	**16**	**3**	**1**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**295**
815	0	61	23	0	4	0	0	1	0	0	0	0	0	0	0	89
830	0	70	19	0	2	0	0	1	0	0	0	0	0	0	0	92
845	0	83	20	0	4	0	0	1	0	0	0	0	0	0	0	108
900	0	109	23	0	0	0	0	1	0	0	0	0	0	0	0	133
Hourly Total	**0**	**323**	**85**	**0**	**10**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**422**
915	1	89	25	0	3	0	0	1	0	0	0	0	0	0	0	119
930	0	77	21	0	3	0	0	2	0	0	0	0	0	0	1	104
945	0	133	29	1	3	2	0	2	0	0	0	0	0	0	0	170
1000	0	103	24	0	3	0	0	0	0	0	0	0	0	0	0	130
Hourly Total	**1**	**402**	**99**	**1**	**12**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**523**
1015	0	96	30	0	2	0	0	3	0	0	0	0	0	0	0	131
1030	0	102	24	0	5	1	0	0	0	0	0	0	0	0	0	132
1045	1	128	22	0	2	0	0	0	0	0	0	0	0	0	0	153
1100	0	107	17	0	4	0	0	0	0	0	0	0	0	0	0	128
Hourly Total	**1**	**433**	**93**	**0**	**13**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**544**
1115	1	100	28	0	5	0	0	2	0	0	0	0	0	0	0	136
1130	0	119	32	0	0	0	0	2	0	0	0	0	0	0	0	153
1145	3	106	25	0	2	0	0	0	0	0	0	0	0	0	0	136
1200	1	104	28	0	4	0	0	1	0	0	0	0	0	0	0	138
Hourly Total	**5**	**429**	**113**	**0**	**11**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**563**
1215	0	116	29	0	1	0	0	1	0	0	0	0	0	0	0	147
1230	0	109	36	0	4	0	0	0	0	0	0	0	0	0	0	149
1245	0	110	31	0	3	0	0	2	0	0	0	0	0	0	0	146
1300	1	90	26	0	3	0	0	0	0	0	0	0	0	0	0	120
Hourly Total	**1**	**425**	**122**	**0**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**562**
1315	2	100	14	0	0	0	0	1	0	0	0	0	0	0	0	117
1330	0	110	23	0	3	0	0	0	0	0	0	0	0	0	0	136
1345	2	115	19	0	3	1	0	0	0	0	0	0	0	0	0	140
1400	2	111	30	1	1	0	0	0	0	0	0	0	0	0	0	145
Hourly Total	**6**	**436**	**86**	**1**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**538**
1415	1	97	20	0	2	0	0	0	0	0	0	0	0	0	0	120
1430	0	103	20	1	0	0	0	0	0	0	0	0	0	0	0	124
1445	0	97	24	0	2	0	0	1	0	0	0	0	0	0	0	124
1500	0	110	20	0	1	0	0	1	0	0	0	0	0	0	0	132
Hourly Total	**1**	**407**	**84**	**1**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**500**

1515	1	92	20	0	1	0	0	0	0	0	0	0	0	0	0	114
1530	1	91	13	0	1	0	0	0	0	0	0	0	0	0	0	106
1545	0	94	18	0	2	0	0	1	0	0	0	0	0	0	1	116
1600	0	101	18	0	1	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	**2**	**378**	**69**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**457**
1615	3	96	16	0	3	0	0	0	0	0	0	0	0	0	0	118
1630	1	98	18	1	0	0	0	1	0	0	0	0	0	0	0	119
1645	1	73	15	0	0	0	0	0	0	0	0	0	0	0	0	89
1700	0	88	8	0	6	0	0	1	0	0	0	0	0	0	0	103
Hourly Total	**5**	**355**	**57**	**1**	**9**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**429**
1715	0	90	13	0	1	0	0	0	0	0	0	0	0	0	0	104
1730	0	78	20	0	1	0	0	0	0	0	0	0	0	0	0	99
1745	0	88	10	0	1	0	0	1	0	0	0	0	0	0	0	100
1800	0	81	22	0	0	0	0	0	0	0	0	0	0	0	1	104
Hourly Total	**0**	**337**	**65**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**407**
1815	0	75	14	0	2	0	0	1	0	0	0	0	0	0	0	92
1830	0	87	10	0	1	0	0	0	0	0	0	0	0	0	0	98
1845	0	66	14	0	2	0	0	1	0	0	0	0	0	0	0	83
1900	0	73	9	0	2	0	0	1	0	0	0	0	0	0	0	85
Hourly Total	**0**	**301**	**47**	**0**	**7**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**358**
1915	0	59	10	0	1	0	0	0	0	0	0	0	0	0	0	70
1930	0	61	13	0	3	0	0	1	0	0	0	0	0	0	0	78
1945	0	65	16	0	2	0	0	0	0	0	0	0	0	0	0	83
2000	0	43	14	0	0	0	0	0	0	0	0	0	0	0	0	57
Hourly Total	**0**	**228**	**53**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**288**
2015	1	34	13	0	0	0	0	1	0	0	0	0	0	0	0	49
2030	0	37	7	0	0	0	0	0	0	0	0	0	0	0	0	44
2045	0	29	9	0	1	0	0	0	0	0	0	0	0	0	0	39
2100	1	36	7	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	**2**	**136**	**36**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**176**
2115	1	38	8	0	2	0	0	0	0	0	0	0	0	0	0	49
2130	0	34	8	0	1	0	0	0	0	0	0	0	0	0	0	43
2145	0	28	9	0	1	0	0	0	0	0	0	0	0	0	0	38
2200	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**1**	**129**	**31**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**166**
2215	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0	35
2230	1	18	9	0	0	0	0	0	0	0	0	0	0	0	0	28
2245	0	26	9	0	1	0	0	0	0	0	0	0	0	0	0	36
2300	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	**1**	**95**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**130**
2315	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28
2330	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
2345	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
2400	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**0**	**78**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
DAILY TOTAL	**32**	**5338**	**1245**	**5**	**132**	**7**	**1**	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**6816**
Percentages	**0.5%**	**78.3%**	**18.3%**	**0.1%**	**1.9%**	**0.1%**	**0.0%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	35	6	0	2	0	0	0	0	0	0	0	0	0	0	44
30	1	28	10	0	1	0	0	0	0	0	0	0	0	0	0	40
45	0	23	5	0	0	0	0	1	0	0	0	0	0	0	0	29
100	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	**2**	**106**	**23**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**
115	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
130	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
145	1	15	3	0	1	0	0	0	0	0	0	0	0	0	0	20
200	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**1**	**58**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
215	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
230	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
245	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**49**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
415	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
430	1	5	1	0	2	0	0	0	1	0	0	0	0	0	0	10
445	0	3	3	0	0	0	0	1	0	0	0	0	0	0	1	8
500	0	5	4	0	0	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	**1**	**21**	**9**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**37**
515	0	16	6	0	1	0	0	1	0	0	0	0	0	0	0	24
530	0	15	2	0	1	0	0	1	0	0	0	0	0	0	0	19
545	1	27	9	0	0	0	0	0	0	0	0	0	0	0	0	37
600	2	25	6	0	1	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**3**	**83**	**23**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**114**
615	0	28	11	0	1	0	0	0	0	0	0	0	0	0	0	40
630	0	33	15	0	0	0	0	2	0	0	0	0	0	0	0	50
645	3	48	19	0	6	0	0	1	0	0	0	0	0	0	0	77
700	1	54	31	0	3	1	0	1	0	0	0	0	0	0	0	91
Hourly Total	**4**	**163**	**76**	**0**	**10**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**258**
715	0	59	21	0	4	2	0	1	1	0	0	0	0	0	0	88
730	0	62	28	1	9	2	0	4	0	0	0	0	0	0	0	106
745	2	83	26	1	5	0	1	2	0	0	0	0	0	0	0	120
800	1	108	32	1	3	0	0	5	0	0	0	0	0	0	1	151
Hourly Total	**3**	**312**	**107**	**3**	**21**	**4**	**1**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**465**
815	0	102	46	0	6	0	0	1	0	0	0	0	0	0	0	155
830	0	106	33	0	4	0	0	4	1	0	0	0	0	0	0	148
845	0	135	36	0	7	1	0	3	0	0	0	0	0	0	0	182
900	0	181	37	0	3	0	0	3	0	0	0	0	0	0	0	224
Hourly Total	**0**	**524**	**152**	**0**	**20**	**1**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**709**
915	2	148	39	1	5	0	0	1	0	0	0	0	0	0	0	196
930	0	146	36	0	6	3	0	2	0	0	0	0	0	0	1	194
945	0	195	45	1	6	2	0	3	0	0	0	0	0	0	0	252
1000	0	179	44	0	4	0	0	0	0	0	0	0	0	0	1	228
Hourly Total	**2**	**668**	**164**	**2**	**21**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**870**
1015	0	168	48	1	3	0	0	6	0	0	0	0	0	0	0	226
1030	1	187	44	0	9	1	0	2	0	0	0	0	0	0	0	244
1045	1	214	46	0	5	1	0	0	0	0	0	0	0	0	0	267
1100	0	200	35	0	7	0	0	3	0	0	0	0	0	0	0	245
Hourly Total	**2**	**769**	**173**	**1**	**24**	**2**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**982**
1115	1	197	44	0	9	1	0	2	0	0	0	0	0	0	0	254
1130	0	233	54	0	2	0	0	5	0	0	0	0	0	0	0	294
1145	3	221	50	0	5	0	0	1	0	0	0	0	0	0	0	280
1200	1	196	51	0	9	0	0	3	0	0	0	0	0	0	0	260
Hourly Total	**5**	**847**	**199**	**0**	**25**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1088**
1215	0	227	41	0	7	0	0	3	0	0	0	0	0	0	0	278
1230	0	206	58	0	7	0	0	3	0	0	0	0	0	0	0	274
1245	1	210	49	0	9	0	0	4	0	0	0	0	0	0	1	274
1300	1	203	50	0	9	0	0	0	0	0	0	0	0	0	0	263
Hourly Total	**2**	**846**	**198**	**0**	**32**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1089**
1315	3	197	35	0	0	0	0	3	0	0	0	0	0	0	0	238
1330	1	238	45	0	6	0	0	2	0	0	0	0	0	0	0	292
1345	3	223	31	0	5	1	0	2	0	0	0	0	0	0	0	265
1400	2	233	47	1	1	0	0	1	0	0	0	0	0	0	0	285
Hourly Total	**9**	**891**	**158**	**1**	**12**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1080**
1415	1	193	39	0	5	0	0	2	0	0	0	0	0	0	0	240
1430	1	212	47	2	3	0	0	2	0	0	0	0	0	0	0	267
1445	1	205	31	0	4	0	0	2	0	0	0	0	0	0	0	243
1500	0	235	33	0	2	0	0	1	0	0	0	0	0	0	0	271
Hourly Total	**3**	**845**	**150**	**2**	**14**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1021**

1515	1	211	34	0	3	0	0	2	0	0	0	0	0	0	0	251
1530	1	208	31	0	6	0	0	1	0	0	0	0	0	0	0	247
1545	0	204	41	0	4	0	0	2	0	0	0	0	0	0	2	253
1600	0	196	39	0	7	0	0	2	0	0	0	0	0	0	0	244
Hourly Total	**2**	**819**	**145**	**0**	**20**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**995**
1615	4	203	37	0	3	0	0	1	0	0	0	0	0	0	0	248
1630	1	201	31	1	2	0	0	2	0	0	0	0	0	0	0	238
1645	2	173	31	0	6	0	0	2	0	0	0	0	0	0	0	214
1700	0	170	20	1	8	0	0	4	0	0	0	0	0	0	0	203
Hourly Total	**7**	**747**	**119**	**2**	**19**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**903**
1715	0	195	35	0	2	0	0	2	0	0	0	0	0	0	0	234
1730	2	166	32	0	5	0	0	2	0	0	0	0	0	0	0	207
1745	0	161	26	0	2	0	0	2	0	0	0	0	0	0	0	191
1800	0	160	36	0	1	0	0	0	0	0	0	0	0	0	1	198
Hourly Total	**2**	**682**	**129**	**0**	**10**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**830**
1815	1	161	29	0	3	0	0	3	0	0	0	0	0	0	1	198
1830	1	188	16	0	2	0	0	1	0	0	0	0	0	0	0	208
1845	0	150	21	0	2	0	0	1	0	0	0	0	0	0	0	174
1900	0	158	15	0	4	0	0	2	0	0	0	0	0	0	0	179
Hourly Total	**2**	**657**	**81**	**0**	**11**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**759**
1915	0	132	24	0	2	0	0	1	0	0	0	0	0	0	0	159
1930	1	127	35	0	4	0	0	1	0	0	0	0	0	0	0	168
1945	1	137	32	0	2	0	0	1	0	0	0	0	0	0	0	173
2000	0	120	26	0	2	0	0	0	0	0	0	0	0	0	0	148
Hourly Total	**2**	**516**	**117**	**0**	**10**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**648**
2015	1	101	31	0	1	0	0	1	0	0	0	0	0	0	0	135
2030	0	119	20	0	0	0	0	0	0	0	0	0	0	0	0	139
2045	0	107	17	0	1	0	0	0	0	0	0	0	0	0	0	125
2100	3	101	22	0	0	0	0	1	0	0	0	0	0	0	0	127
Hourly Total	**4**	**428**	**90**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**526**
2115	2	114	25	0	4	0	0	0	0	0	0	0	0	0	0	145
2130	0	95	19	0	1	0	0	0	0	0	0	0	0	0	0	115
2145	0	100	27	0	2	0	0	0	0	0	0	0	0	0	1	130
2200	0	97	14	0	1	0	0	0	0	0	0	0	0	0	0	112
Hourly Total	**2**	**406**	**85**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**502**
2215	1	74	23	0	2	0	0	0	0	0	0	0	0	0	0	100
2230	2	99	20	0	1	0	0	0	0	0	0	0	0	0	0	122
2245	1	86	22	0	3	0	0	1	0	0	0	0	0	0	1	114
2300	0	62	13	0	0	0	0	0	0	0	0	0	0	0	0	75
Hourly Total	**4**	**321**	**78**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**411**
2315	0	69	21	0	0	0	0	0	0	0	0	0	0	0	0	90
2330	1	61	10	0	0	0	0	0	0	0	0	0	0	0	0	72
2345	1	48	15	0	0	0	0	0	0	0	0	0	0	0	0	64
2400	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	**2**	**213**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**270**
DAILY TOTAL	**64**	**10990**	**2356**	**11**	**275**	**15**	**1**	**120**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**13846**
Percentages	**0.5%**	**79.4%**	**17.0%**	**0.1%**	**2.0%**	**0.1%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Northbound
Start Date: 4/14/2019
Start Time: 00:00
Stop Date: 4/14/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	32	7	0	2	0	0	0	0	0	0	0	0	0	0	42
30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
100	1	13	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**2**	**73**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
115	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	23
130	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
200	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**2**	**49**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
215	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20
230	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
245	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
300	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**39**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
500	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**15**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
515	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
530	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
545	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
600	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**21**	**7**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
615	0	5	3	0	1	0	0	1	0	0	0	0	0	0	0	10
630	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
645	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
700	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**29**	**11**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
715	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
730	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
745	0	17	7	0	2	0	0	0	0	0	0	0	0	0	0	26
800	0	18	9	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**60**	**24**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**
815	1	27	7	0	0	0	0	0	0	0	0	0	0	0	0	35
830	0	30	8	0	0	0	0	0	0	0	0	0	0	0	0	38
845	0	36	12	0	2	0	0	0	0	0	0	0	0	0	0	50
900	2	46	11	0	2	0	0	0	0	0	0	0	0	0	0	61
Hourly Total	**3**	**139**	**38**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**184**
915	0	40	18	0	1	0	0	0	0	0	0	0	0	0	0	59
930	1	41	8	0	1	0	0	0	0	0	0	0	0	0	0	51
945	0	61	11	0	0	0	0	1	0	0	0	0	0	0	0	73
1000	0	64	17	0	2	0	0	0	0	0	0	0	0	0	0	83
Hourly Total	**1**	**206**	**54**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**266**
1015	0	46	13	0	0	0	0	0	0	0	0	0	0	0	0	59
1030	1	50	14	0	0	0	0	0	0	0	0	0	0	0	0	65
1045	0	77	16	0	1	0	0	2	0	0	0	0	0	0	0	96
1100	0	72	23	0	0	0	0	1	0	0	0	0	0	0	0	96
Hourly Total	**1**	**245**	**66**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**316**
1115	1	70	10	0	0	0	0	0	0	0	0	0	0	0	0	81
1130	0	79	14	0	2	0	0	1	0	0	0	0	0	0	0	96
1145	0	60	15	0	1	0	0	1	0	0	0	0	0	0	0	77
1200	1	70	8	0	0	0	0	1	0	0	0	0	0	0	0	80
Hourly Total	**2**	**279**	**47**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**334**
1215	1	66	9	0	1	0	0	1	0	0	0	0	0	0	0	78
1230	0	91	23	0	1	0	0	0	0	0	0	0	0	0	0	115
1245	1	95	14	0	0	0	0	0	0	0	0	0	0	0	0	110
1300	0	86	23	0	0	0	0	0	0	0	0	0	0	0	0	109
Hourly Total	**2**	**338**	**69**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**412**
1315	0	87	14	0	1	0	0	0	0	0	0	0	0	0	0	102
1330	1	91	20	0	2	0	0	2	0	0	0	0	0	0	0	116
1345	0	77	19	0	2	0	0	0	0	0	0	0	0	0	0	98
1400	1	69	18	0	0	0	0	0	0	0	0	0	0	0	0	88
Hourly Total	**2**	**324**	**71**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**404**
1415	1	78	16	0	3	0	0	0	0	0	0	0	0	0	0	98
1430	2	71	14	0	0	0	0	0	0	0	0	0	0	0	0	87
1445	0	97	11	0	0	0	0	0	0	0	0	0	0	0	0	108
1500	0	87	13	0	2	0	0	1	0	0	0	0	0	0	0	103
Hourly Total	**3**	**333**	**54**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**396**
1515	1	90	18	0	1	0	0	0	0	0	0	0	0	0	0	110
1530	0	83	11	0	2	0	0	0	0	0	0	0	0	0	0	96
1545	2	87	22	0	2	0	0	0	0	0	0	0	0	0	0	113

1600	0	84	11	0	0	0	0	1	0	0	0	0	0	0	0	96
Hourly Total	**3**	**344**	**62**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**415**
1615	0	71	19	0	1	0	0	0	0	0	0	0	0	0	0	91
1630	1	74	23	0	0	0	0	1	0	0	0	0	0	0	0	99
1645	0	71	24	0	0	0	0	0	0	0	0	0	0	0	0	95
1700	0	79	14	0	2	0	0	0	1	0	0	0	0	0	0	96
Hourly Total	**1**	**295**	**80**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**381**
1715	0	79	13	0	0	0	0	0	0	0	0	0	0	0	0	92
1730	1	90	9	0	0	0	0	0	0	0	0	0	0	0	0	100
1745	0	82	13	0	0	0	0	0	0	0	0	0	0	0	0	95
1800	1	82	10	0	2	0	0	0	0	0	0	0	0	0	0	95
Hourly Total	**2**	**333**	**45**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**382**
1815	1	84	7	0	1	0	0	0	0	0	0	0	0	0	0	93
1830	0	76	14	0	2	0	0	0	0	0	0	0	0	0	0	92
1845	0	73	10	0	1	0	0	0	0	0	0	0	0	0	0	84
1900	1	83	13	0	1	1	0	1	0	0	0	0	0	0	0	100
Hourly Total	**2**	**316**	**44**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**369**
1915	0	67	7	0	0	0	0	0	0	0	0	0	0	0	0	74
1930	1	72	8	0	0	0	0	0	0	0	0	0	0	0	0	81
1945	0	67	12	0	0	0	0	0	0	0	0	0	0	0	0	79
2000	0	65	18	0	0	0	0	1	0	0	0	0	0	0	0	84
Hourly Total	**1**	**271**	**45**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**318**
2015	0	46	16	0	1	0	0	1	0	0	0	0	0	0	0	64
2030	1	64	19	0	0	0	0	1	0	0	0	0	0	0	0	85
2045	0	55	12	0	0	0	0	0	0	0	0	0	0	0	0	67
2100	2	41	10	0	0	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	**3**	**206**	**57**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**270**
2115	0	37	14	0	1	0	0	0	0	0	0	0	0	0	0	52
2130	0	54	8	0	1	0	0	0	0	0	0	0	0	0	0	63
2145	1	48	7	0	0	0	0	0	0	0	0	0	0	0	0	56
2200	1	58	8	0	1	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	**2**	**197**	**37**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**239**
2215	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
2230	0	36	11	0	0	0	0	0	0	0	0	0	0	0	0	47
2245	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	49
2300	1	24	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	**1**	**132**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**168**
2315	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
2330	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
2345	0	14	7	0	1	0	0	0	0	0	0	0	0	0	0	22
2400	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**63**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
DAILY TOTAL	**34**	**4329**	**905**	**0**	**53**	**2**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5343**
Percentages	**0.6%**	**81.0%**	**16.9%**	**0.0%**	**1.0%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
115	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
500	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
515	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
530	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
545	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
600	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**41**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
615	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
630	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
645	1	27	5	0	0	0	0	0	0	0	0	0	0	0	0	33
700	0	23	6	0	0	0	0	2	0	0	0	0	0	0	0	31
Hourly Total	**1**	**77**	**16**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**97**
715	0	25	4	0	0	0	0	1	0	0	0	0	0	0	0	30
730	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
745	0	31	13	0	2	0	0	1	0	0	0	0	0	0	0	47
800	0	34	10	0	2	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**0**	**106**	**31**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**143**
815	0	31	9	0	0	0	0	0	0	0	0	0	0	0	0	40
830	0	50	10	0	0	0	0	0	0	0	0	0	0	0	0	60
845	2	63	14	0	0	0	0	0	0	0	0	0	0	0	0	79
900	0	55	10	0	1	0	0	0	0	0	0	0	0	0	0	66
Hourly Total	**2**	**199**	**43**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**245**
915	0	61	16	0	1	0	0	0	0	0	0	0	0	0	0	78
930	1	52	17	0	0	0	0	0	0	0	0	0	0	0	0	70
945	0	66	12	0	1	0	0	0	0	0	0	0	0	0	0	79
1000	0	73	18	0	1	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	**1**	**252**	**63**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**319**
1015	1	81	20	0	0	0	0	0	0	0	0	0	0	0	0	102
1030	0	91	14	0	1	0	0	0	0	0	0	0	0	0	0	106
1045	0	96	22	0	1	0	0	2	0	0	0	0	0	0	0	121
1100	1	89	22	0	1	0	0	1	0	0	0	0	0	0	0	114
Hourly Total	**2**	**357**	**78**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**443**
1115	0	103	16	0	2	0	0	0	0	0	0	0	0	0	0	121
1130	0	86	12	0	0	0	0	0	0	0	0	0	0	0	0	98
1145	1	98	22	0	0	0	0	0	0	0	0	0	0	0	0	121
1200	1	74	21	0	0	0	0	0	0	0	0	0	0	0	0	96
Hourly Total	**2**	**361**	**71**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**436**
1215	0	78	18	0	0	0	0	0	0	0	0	0	0	0	0	96
1230	0	85	22	0	1	0	0	0	0	0	0	0	0	0	0	108
1245	1	96	25	0	0	0	0	0	0	0	0	0	0	0	0	122
1300	0	61	21	0	2	0	0	1	0	0	0	0	0	0	0	85
Hourly Total	**1**	**320**	**86**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**411**
1315	1	84	17	0	1	0	0	0	0	0	0	0	0	0	0	103
1330	1	79	10	0	0	0	0	0	0	0	0	0	0	0	0	90
1345	0	71	10	0	0	0	0	0	0	0	0	0	0	0	2	83
1400	2	69	21	1	0	0	0	2	0	0	0	0	0	0	0	95
Hourly Total	**4**	**303**	**58**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**371**
1415	0	59	18	0	1	0	0	1	0	0	0	0	0	0	0	79
1430	2	63	13	0	3	0	0	0	0	0	0	0	0	0	0	81
1445	0	80	8	0	0	0	0	0	0	0	0	0	0	0	0	88
1500	1	89	10	0	1	0	0	0	0	0	0	0	0	0	0	101
Hourly Total	**3**	**291**	**49**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**349**
1515	0	90	17	0	0	0	0	1	0	0	0	0	0	0	0	108
1530	0	93	18	0	0	0	0	0	0	0	0	0	0	0	0	111
1545	0	88	17	0	1	0	0	2	0	0	0	0	0	0	0	108

1600	0	101	20	0	0	0	0	0	0	0	0	0	0	0	0	121
Hourly Total	**0**	**372**	**72**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**448**
1615	0	88	17	0	0	0	0	0	0	0	0	0	0	0	0	105
1630	1	94	12	0	0	0	0	0	0	0	0	0	0	0	0	107
1645	1	78	13	0	0	0	0	0	0	0	0	0	0	0	1	93
1700	0	77	20	0	0	0	0	0	0	0	0	0	0	0	0	97
Hourly Total	**2**	**337**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**402**
1715	1	68	18	0	0	0	0	0	0	0	0	0	0	0	0	87
1730	0	62	10	0	1	0	0	0	0	0	0	0	0	0	0	73
1745	0	73	9	0	0	0	0	0	0	0	0	0	0	0	0	82
1800	0	79	17	0	1	0	0	0	0	0	0	0	0	0	0	97
Hourly Total	**1**	**282**	**54**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**339**
1815	0	85	16	0	3	0	0	0	0	0	0	0	0	0	0	104
1830	0	71	17	0	0	0	0	0	0	0	0	0	0	0	0	88
1845	0	49	7	0	1	0	0	0	0	0	0	0	0	0	0	57
1900	1	51	10	0	0	0	0	0	0	0	0	0	0	0	1	63
Hourly Total	**1**	**256**	**50**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**312**
1915	0	41	14	0	1	0	0	1	0	0	0	0	0	0	0	57
1930	0	58	11	0	0	0	0	0	0	0	0	0	0	0	0	69
1945	0	48	14	0	1	0	0	0	0	0	0	0	0	0	0	63
2000	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	**0**	**187**	**44**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**234**
2015	0	24	9	0	2	0	0	1	0	0	0	0	0	0	0	36
2030	0	34	7	0	1	0	0	0	0	0	0	0	0	0	0	42
2045	0	34	8	0	0	0	0	1	0	0	0	0	0	0	0	43
2100	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	**0**	**119**	**35**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**159**
2115	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
2130	0	26	4	0	1	0	0	1	0	0	0	0	0	0	0	32
2145	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
2200	0	25	7	0	1	1	0	1	0	0	0	0	0	0	0	35
Hourly Total	**0**	**103**	**17**	**0**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**125**
2215	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
2230	1	14	4	0	2	0	0	0	0	0	0	0	0	0	0	21
2245	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
2300	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**1**	**68**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**
2315	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
2330	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
2345	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
2400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**38**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
DAILY TOTAL	**21**	**4181**	**885**	**1**	**39**	**1**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5151**
Percentages	**0.4%**	**81.2%**	**17.2%**	**0.0%**	**0.8%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	46	8	0	2	0	0	0	0	0	0	0	0	0	0	57
30	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
100	1	22	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	**2**	**119**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
115	1	29	2	0	0	0	0	0	0	0	0	0	0	0	0	32
130	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
145	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
200	1	16	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**2**	**78**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
215	0	19	8	0	0	0	0	0	0	0	0	0	0	0	0	27
230	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
245	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
300	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**57**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
315	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
330	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
345	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**32**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
445	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
500	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**24**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
515	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
530	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
545	1	22	4	0	0	0	0	0	0	0	0	0	0	0	0	27
600	0	24	8	0	1	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	**1**	**62**	**18**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**
615	0	17	6	0	2	0	0	1	0	0	0	0	0	0	0	26
630	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
645	1	33	6	0	0	0	0	0	0	0	0	0	0	0	0	40
700	0	34	10	0	0	0	0	2	0	0	0	0	0	0	0	46
Hourly Total	**1**	**106**	**27**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
715	0	35	9	0	0	0	0	1	0	0	0	0	0	0	0	45
730	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
745	0	48	20	0	4	0	0	1	0	0	0	0	0	0	0	73
800	0	52	19	0	2	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	**0**	**166**	**55**	**0**	**6**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**229**
815	1	58	16	0	0	0	0	0	0	0	0	0	0	0	0	75
830	0	80	18	0	0	0	0	0	0	0	0	0	0	0	0	98
845	2	99	26	0	2	0	0	0	0	0	0	0	0	0	0	129
900	2	101	21	0	3	0	0	0	0	0	0	0	0	0	0	127
Hourly Total	**5**	**338**	**81**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**429**
915	0	101	34	0	2	0	0	0	0	0	0	0	0	0	0	137
930	2	93	25	0	1	0	0	0	0	0	0	0	0	0	0	121
945	0	127	23	0	1	0	0	1	0	0	0	0	0	0	0	152
1000	0	137	35	0	3	0	0	0	0	0	0	0	0	0	0	175
Hourly Total	**2**	**458**	**117**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**585**
1015	1	127	33	0	0	0	0	0	0	0	0	0	0	0	0	161
1030	1	141	28	0	1	0	0	0	0	0	0	0	0	0	0	171
1045	0	173	38	0	2	0	0	4	0	0	0	0	0	0	0	217
1100	1	161	45	0	1	0	0	2	0	0	0	0	0	0	0	210
Hourly Total	**3**	**602**	**144**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**759**
1115	1	173	26	0	2	0	0	0	0	0	0	0	0	0	0	202
1130	0	165	26	0	2	0	0	1	0	0	0	0	0	0	0	194
1145	1	158	37	0	1	0	0	1	0	0	0	0	0	0	0	198
1200	2	144	29	0	0	0	0	1	0	0	0	0	0	0	0	176
Hourly Total	**4**	**640**	**118**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**770**
1215	1	144	27	0	1	0	0	1	0	0	0	0	0	0	0	174
1230	0	176	45	0	2	0	0	0	0	0	0	0	0	0	0	223
1245	2	191	39	0	0	0	0	0	0	0	0	0	0	0	0	232
1300	0	147	44	0	2	0	0	1	0	0	0	0	0	0	0	194
Hourly Total	**3**	**658**	**155**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**823**
1315	1	171	31	0	2	0	0	0	0	0	0	0	0	0	0	205
1330	2	170	30	0	2	0	0	2	0	0	0	0	0	0	0	206
1345	0	148	29	0	2	0	0	0	0	0	0	0	0	0	2	181
1400	3	138	39	1	0	0	0	2	0	0	0	0	0	0	0	183
Hourly Total	**6**	**627**	**129**	**1**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**775**
1415	1	137	34	0	4	0	0	1	0	0	0	0	0	0	0	177
1430	4	134	27	0	3	0	0	0	0	0	0	0	0	0	0	168
1445	0	177	19	0	0	0	0	0	0	0	0	0	0	0	0	196
1500	1	176	23	0	3	0	0	1	0	0	0	0	0	0	0	204
Hourly Total	**6**	**624**	**103**	**0**	**10**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**745**
1515	1	180	35	0	1	0	0	1	0	0	0	0	0	0	0	218
1530	0	176	29	0	2	0	0	0	0	0	0	0	0	0	0	207
1545	2	175	39	0	3	0	0	2	0	0	0	0	0	0	0	221

1600	0	185	31	0	0	0	0	1	0	0	0	0	0	0	0	217
Hourly Total	**3**	**716**	**134**	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**863**
1615	0	159	36	0	1	0	0	0	0	0	0	0	0	0	0	196
1630	2	168	35	0	0	0	0	1	0	0	0	0	0	0	0	206
1645	1	149	37	0	0	0	0	0	0	0	0	0	0	0	1	188
1700	0	156	34	0	2	0	0	0	1	0	0	0	0	0	0	193
Hourly Total	**3**	**632**	**142**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**783**
1715	1	147	31	0	0	0	0	0	0	0	0	0	0	0	0	179
1730	1	152	19	0	1	0	0	0	0	0	0	0	0	0	0	173
1745	0	155	22	0	0	0	0	0	0	0	0	0	0	0	0	177
1800	1	161	27	0	3	0	0	0	0	0	0	0	0	0	0	192
Hourly Total	**3**	**615**	**99**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**721**
1815	1	169	23	0	4	0	0	0	0	0	0	0	0	0	0	197
1830	0	147	31	0	2	0	0	0	0	0	0	0	0	0	0	180
1845	0	122	17	0	2	0	0	0	0	0	0	0	0	0	0	141
1900	2	134	23	0	1	1	0	1	0	0	0	0	0	0	1	163
Hourly Total	**3**	**572**	**94**	**0**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**681**
1915	0	108	21	0	1	0	0	1	0	0	0	0	0	0	0	131
1930	1	130	19	0	0	0	0	0	0	0	0	0	0	0	0	150
1945	0	115	26	0	1	0	0	0	0	0	0	0	0	0	0	142
2000	0	105	23	0	0	0	0	1	0	0	0	0	0	0	0	129
Hourly Total	**1**	**458**	**89**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**552**
2015	0	70	25	0	3	0	0	2	0	0	0	0	0	0	0	100
2030	1	98	26	0	1	0	0	1	0	0	0	0	0	0	0	127
2045	0	89	20	0	0	0	0	1	0	0	0	0	0	0	0	110
2100	2	68	21	0	0	1	0	0	0	0	0	0	0	0	0	92
Hourly Total	**3**	**325**	**92**	**0**	**4**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**429**
2115	0	65	18	0	1	0	0	0	0	0	0	0	0	0	0	84
2130	0	80	12	0	2	0	0	1	0	0	0	0	0	0	0	95
2145	1	72	9	0	0	0	0	0	0	0	0	0	0	0	0	82
2200	1	83	15	0	2	1	0	1	0	0	0	0	0	0	0	103
Hourly Total	**2**	**300**	**54**	**0**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**364**
2215	0	59	10	0	0	0	0	0	0	0	0	0	0	0	0	69
2230	1	50	15	0	2	0	0	0	0	0	0	0	0	0	0	68
2245	0	51	14	0	0	0	0	0	0	0	0	0	0	0	0	65
2300	1	40	9	0	0	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**2**	**200**	**48**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**252**
2315	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
2330	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
2345	0	24	11	0	1	0	0	0	0	0	0	0	0	0	0	36
2400	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**101**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**129**
DAILY TOTAL	**55**	**8510**	**1790**	**1**	**92**	**3**	**0**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**10494**
Percentages	**0.5%**	**81.1%**	**17.1%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Northbound
Start Date: 4/15/2019
Start Time: 00:00
Stop Date: 4/15/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
100	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**28**	**8**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
115	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
245	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**12**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
500	1	9	2	0	0	0	0	0	1	0	0	0	0	0	0	13
Hourly Total	**1**	**22**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
515	1	7	4	0	1	0	0	0	0	0	0	0	0	0	0	13
530	0	2	3	1	1	0	0	0	0	0	0	0	0	0	1	8
545	0	5	11	1	1	0	0	1	0	0	0	0	0	0	0	19
600	0	19	9	0	1	1	0	0	0	0	0	0	0	0	0	30
Hourly Total	**1**	**33**	**27**	**2**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**70**
615	0	32	4	0	1	0	0	0	1	0	0	0	0	0	0	38
630	0	18	10	2	3	0	0	1	1	0	0	0	0	0	0	35
645	0	42	19	0	3	0	0	0	0	0	0	0	0	0	0	64
700	0	57	23	1	6	1	0	1	4	0	0	0	0	0	1	94
Hourly Total	**0**	**149**	**56**	**3**	**13**	**1**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**231**
715	0	53	21	2	2	0	0	0	2	0	0	0	0	0	1	81
730	0	52	28	0	4	0	0	1	1	0	0	0	0	0	0	86
745	0	59	35	1	8	0	0	1	3	0	0	0	0	0	0	107
800	1	89	30	1	5	0	0	3	2	0	0	0	0	0	0	131
Hourly Total	**1**	**253**	**114**	**4**	**19**	**0**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**405**
815	0	77	23	1	6	2	0	2	1	0	0	0	0	0	0	112
830	0	83	29	0	6	0	0	1	0	0	0	0	0	0	0	119
845	0	87	38	0	6	1	0	0	2	0	0	0	0	0	0	134
900	0	83	38	1	13	0	0	4	2	0	0	0	0	0	1	142
Hourly Total	**0**	**330**	**128**	**2**	**31**	**3**	**0**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**507**
915	0	80	46	2	6	0	0	1	1	0	0	0	0	0	0	136
930	0	73	32	1	6	4	0	2	1	0	0	0	0	0	0	119
945	0	81	27	1	7	0	0	2	1	0	0	0	0	0	0	119
1000	0	79	21	1	6	1	0	1	1	0	0	0	0	0	0	110
Hourly Total	**0**	**313**	**126**	**5**	**25**	**5**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**484**
1015	1	80	38	0	5	1	0	2	2	0	0	0	0	0	0	129
1030	0	91	34	0	5	1	0	1	1	0	0	0	0	0	0	133
1045	1	94	40	0	6	1	0	0	1	0	0	0	0	0	0	143
1100	1	81	36	0	4	2	0	3	1	0	0	0	0	0	0	128
Hourly Total	**3**	**346**	**148**	**0**	**20**	**5**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**533**
1115	0	119	26	0	5	1	0	2	0	0	0	0	0	0	0	153
1130	0	104	44	0	9	2	0	1	3	0	0	0	0	0	0	163
1145	0	100	34	0	5	1	0	3	0	0	0	0	0	0	0	143
1200	1	124	37	1	7	2	0	1	3	0	0	0	0	0	0	176
Hourly Total	**1**	**447**	**141**	**1**	**26**	**6**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**635**
1215	2	110	27	0	3	0	0	3	3	0	0	0	0	0	0	148
1230	0	123	32	0	4	0	0	0	1	0	0	0	0	0	0	160
1245	1	115	44	0	4	2	0	2	4	0	0	0	0	0	0	172
1300	0	114	34	0	1	0	0	6	1	0	0	0	0	0	0	156
Hourly Total	**3**	**462**	**137**	**0**	**12**	**2**	**0**	**11**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**636**
1315	0	142	36	0	2	0	0	1	4	0	0	0	0	0	0	185
1330	2	129	29	0	4	0	1	4	3	0	0	0	0	0	0	172
1345	0	146	37	0	9	1	1	1	0	0	0	0	0	0	0	195
1400	0	130	21	1	7	3	0	4	2	0	0	0	0	0	0	168
Hourly Total	**2**	**547**	**123**	**1**	**22**	**4**	**2**	**10**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**720**
1415	1	117	34	0	7	0	0	2	0	0	0	0	0	0	0	161
1430	2	142	30	1	9	0	0	5	1	0	0	0	0	0	0	190
1445	0	124	36	0	8	0	0	1	1	0	0	0	0	0	0	170
1500	0	125	46	1	4	2	0	2	0	0	0	0	0	0	0	180
Hourly Total	**3**	**508**	**146**	**2**	**28**	**2**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**701**
1515	2	154	30	0	13	2	0	3	0	0	0	0	0	0	1	205
1530	1	154	35	0	4	1	0	1	2	0	0	0	0	0	0	198
1545	0	147	41	0	8	1	0	1	2	0	0	0	0	0	1	201

1600	2	132	30	0	4	2	0	1	0	0	0	0	0	0	0	171
Hourly Total	**5**	**587**	**136**	**0**	**29**	**6**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**775**
1615	2	148	45	0	6	1	0	0	0	0	0	0	0	0	0	202
1630	0	141	46	0	9	0	0	3	0	0	0	0	0	0	0	199
1645	0	156	40	0	10	2	0	3	1	0	0	0	0	0	0	212
1700	0	167	33	0	9	0	0	2	0	0	0	0	0	0	0	211
Hourly Total	**2**	**612**	**164**	**0**	**34**	**3**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**824**
1715	0	129	52	0	9	0	0	2	0	0	0	0	0	0	0	192
1730	0	180	34	0	8	1	0	2	1	0	0	0	0	0	0	226
1745	1	167	26	0	8	0	0	0	0	0	0	0	0	0	0	202
1800	0	166	22	0	4	0	0	2	1	0	0	0	0	0	0	195
Hourly Total	**1**	**642**	**134**	**0**	**29**	**1**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**815**
1815	1	131	14	0	1	0	0	1	0	0	0	0	0	0	0	148
1830	1	107	30	0	3	0	0	0	0	0	0	0	0	0	0	141
1845	0	88	20	0	3	1	0	1	0	0	0	0	0	0	1	114
1900	3	80	30	0	7	1	0	0	0	0	0	0	0	0	0	121
Hourly Total	**5**	**406**	**94**	**0**	**14**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**524**
1915	0	81	17	0	3	0	0	0	0	0	0	0	0	0	0	101
1930	0	121	19	0	1	0	0	1	0	0	0	0	0	0	0	142
1945	0	72	12	0	2	0	0	0	0	0	0	0	0	0	0	86
2000	1	62	16	0	0	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	**1**	**336**	**64**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**408**
2015	0	75	17	0	1	0	0	1	0	0	0	0	0	0	0	94
2030	0	77	20	0	0	0	0	0	0	0	0	0	0	0	0	97
2045	0	74	15	0	1	0	0	0	0	0	0	0	0	0	0	90
2100	1	65	13	0	1	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	**1**	**291**	**65**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**361**
2115	0	86	13	0	1	0	0	0	0	0	0	0	0	0	0	100
2130	1	63	18	0	0	0	0	0	0	0	0	0	0	0	1	83
2145	0	59	8	0	0	0	0	0	0	0	0	0	0	0	0	67
2200	0	50	13	0	0	0	0	0	0	0	0	0	0	0	0	63
Hourly Total	**1**	**258**	**52**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**313**
2215	1	48	16	0	1	0	0	0	0	0	0	0	0	0	0	66
2230	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
2245	0	32	6	0	0	0	0	0	0	0	0	0	0	0	0	38
2300	0	34	12	0	1	0	0	0	0	0	0	0	0	0	0	47
Hourly Total	**1**	**139**	**39**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**181**
2315	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
2330	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
2345	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**84**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**106**
DAILY TOTAL	**32**	**6839**	**1942**	**20**	**321**	**41**	**2**	**89**	**63**	**0**	**0**	**0**	**0**	**0**	**8**	**9357**
Percentages	**0.3%**	**73.1%**	**20.8%**	**0.2%**	**3.4%**	**0.4%**	**0.0%**	**1.0%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Southbound
Start Date: 4/15/2019
Start Time: 00:00
Stop Date: 4/15/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
215	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
230	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**12**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
415	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
445	0	6	3	0	0	1	0	0	0	0	0	0	0	0	0	10
500	0	8	4	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**17**	**7**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
515	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
530	0	17	0	0	0	0	0	0	0	1	0	0	0	0	0	18
545	1	27	4	0	3	0	0	0	0	0	0	0	0	0	0	35
600	0	34	8	1	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	**2**	**89**	**13**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**109**
615	0	38	14	0	2	0	0	0	0	0	0	0	0	0	0	54
630	0	54	21	0	1	1	0	0	1	0	0	0	0	0	0	78
645	0	77	36	0	4	2	0	1	3	0	0	0	0	0	0	123
700	0	67	31	0	2	0	0	4	2	1	0	0	0	0	0	107
Hourly Total	**0**	**236**	**102**	**0**	**9**	**3**	**0**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**362**
715	1	64	37	1	9	0	0	2	1	0	0	0	0	0	0	115
730	0	94	45	1	7	1	0	2	0	1	0	0	0	0	0	151
745	0	121	48	0	7	1	2	6	2	0	0	0	0	0	0	187
800	0	134	54	4	15	0	0	5	1	0	0	0	0	0	3	216
Hourly Total	**1**	**413**	**184**	**6**	**38**	**2**	**2**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**3**	**669**
815	1	107	55	2	13	2	1	4	2	0	0	0	0	0	4	191
830	2	111	50	1	14	2	0	2	1	0	0	0	0	0	1	184
845	0	116	48	2	9	1	0	6	0	0	0	0	0	0	1	183
900	0	132	44	1	12	1	2	1	0	0	0	0	0	0	0	193
Hourly Total	**3**	**466**	**197**	**6**	**48**	**6**	**3**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**751**
915	1	99	43	0	3	0	0	2	1	0	0	0	0	0	0	149
930	0	132	40	2	4	0	1	1	2	0	0	0	0	0	0	182
945	1	105	42	0	4	1	0	2	1	0	0	0	0	0	0	156
1000	1	109	51	1	9	1	0	3	1	0	0	0	0	0	0	176
Hourly Total	**3**	**445**	**176**	**3**	**20**	**2**	**1**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**663**
1015	0	97	31	0	8	0	1	4	4	0	0	0	0	0	0	145
1030	0	104	40	1	6	1	0	1	1	0	0	0	0	0	1	155
1045	1	112	29	0	3	0	1	0	0	0	0	0	0	0	0	146
1100	2	105	26	0	8	1	1	3	2	0	0	0	0	0	0	148
Hourly Total	**3**	**418**	**126**	**1**	**25**	**2**	**3**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**594**
1115	1	104	42	0	3	2	0	1	1	1	0	0	0	0	1	156
1130	2	116	43	1	9	2	0	2	3	0	0	0	0	0	0	178
1145	0	135	48	0	10	0	0	1	1	0	0	0	0	0	0	195
1200	0	115	43	0	4	1	2	3	0	0	0	0	0	0	0	168
Hourly Total	**3**	**470**	**176**	**1**	**26**	**5**	**2**	**7**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**697**
1215	0	125	43	0	3	3	1	1	2	0	0	0	0	0	0	178
1230	0	117	34	0	4	1	0	2	1	0	0	0	0	0	0	159
1245	1	135	46	0	7	0	0	0	1	2	0	0	0	0	1	193
1300	0	148	27	1	3	0	0	1	2	0	0	0	0	0	0	182
Hourly Total	**1**	**525**	**150**	**1**	**17**	**4**	**1**	**4**	**6**	**2**	**0**	**0**	**0**	**0**	**1**	**712**
1315	1	105	32	1	2	1	0	1	1	1	0	0	0	0	1	146
1330	1	107	30	0	3	3	0	1	0	1	0	0	0	0	0	146
1345	0	121	29	0	3	0	1	3	1	0	0	0	0	0	0	158
1400	0	105	38	0	6	0	0	1	1	0	0	0	0	0	0	151
Hourly Total	**2**	**438**	**129**	**1**	**14**	**4**	**1**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**1**	**601**
1415	0	102	16	1	4	0	0	1	0	1	0	0	0	0	0	125
1430	1	92	30	0	4	1	1	1	0	0	0	0	0	0	0	130
1445	0	98	27	2	5	0	0	2	0	0	0	0	0	0	0	134
1500	0	133	33	0	5	0	1	2	0	1	0	0	0	0	0	175
Hourly Total	**1**	**425**	**106**	**3**	**18**	**1**	**2**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**564**
1515	0	100	34	0	5	0	0	1	1	2	0	0	0	0	2	145
1530	0	102	33	2	3	0	0	1	2	0	0	0	0	0	0	143
1545	3	119	41	0	5	1	0	2	1	0	0	0	0	0	1	173

1600	2	129	34	0	3	1	0	0	0	0	0	0	0	0	0	169
Hourly Total	**5**	**450**	**142**	**2**	**16**	**2**	**0**	**4**	**4**	**2**	**0**	**0**	**0**	**0**	**3**	**630**
1615	0	119	30	1	4	1	0	2	0	0	0	0	0	0	0	157
1630	1	114	25	0	2	2	0	1	0	0	0	0	0	0	0	145
1645	1	100	33	1	5	1	0	0	1	0	0	0	0	0	0	142
1700	1	113	29	0	3	0	0	0	1	0	0	0	0	0	1	148
Hourly Total	**3**	**446**	**117**	**2**	**14**	**4**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**592**
1715	0	138	33	0	2	0	0	1	1	0	0	0	0	0	0	175
1730	0	112	17	1	2	0	0	1	0	0	0	0	0	0	0	133
1745	0	106	26	0	3	0	0	0	1	0	0	0	0	0	1	137
1800	1	108	21	0	4	0	0	0	0	0	0	0	0	0	0	134
Hourly Total	**1**	**464**	**97**	**1**	**11**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**579**
1815	0	97	25	0	1	0	0	0	0	0	0	0	0	0	0	123
1830	0	81	20	0	2	1	0	1	0	0	0	0	0	0	0	105
1845	0	87	14	0	2	0	0	0	0	0	0	0	0	0	1	104
1900	0	74	23	0	1	0	0	0	0	0	0	0	0	0	0	98
Hourly Total	**0**	**339**	**82**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**430**
1915	0	60	9	0	0	0	0	1	0	0	0	0	0	0	0	70
1930	0	58	9	0	2	0	0	0	0	0	0	0	0	0	0	69
1945	0	45	14	0	2	0	0	0	0	0	0	0	0	0	0	61
2000	0	41	10	0	0	0	0	1	0	0	0	0	0	0	0	52
Hourly Total	**0**	**204**	**42**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**252**
2015	0	41	13	0	0	0	0	0	0	0	0	0	0	0	0	54
2030	0	44	9	0	1	0	0	0	0	0	0	0	0	0	0	54
2045	0	41	9	0	0	0	0	0	0	0	0	0	0	0	0	50
2100	0	36	5	0	0	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	**0**	**162**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**199**
2115	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
2130	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
2145	0	35	6	0	0	0	0	0	0	0	0	0	0	0	1	42
2200	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**119**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**143**
2215	0	19	7	0	0	0	0	1	0	0	0	0	0	0	0	27
2230	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
2245	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
2300	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**67**	**19**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**87**
2315	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	26
2330	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
2400	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**58**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72**
DAILY TOTAL	**28**	**6310**	**1950**	**28**	**273**	**37**	**15**	**86**	**47**	**12**	**0**	**0**	**0**	**0**	**20**	**8806**
Percentages	**0.3%**	**71.7%**	**22.1%**	**0.3%**	**3.1%**	**0.4%**	**0.2%**	**1.0%**	**0.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
100	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**54**	**9**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
115	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
200	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**38**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
215	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
230	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
245	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**22**	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**19**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
445	0	10	5	0	1	1	0	0	0	0	0	0	0	0	0	17
500	1	17	6	0	1	0	0	0	1	0	0	0	0	0	0	26
Hourly Total	**1**	**39**	**14**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
515	2	18	5	0	1	0	0	0	0	0	0	0	0	0	0	26
530	0	19	3	1	1	0	0	0	0	1	0	0	0	0	1	26
545	1	32	15	1	4	0	0	1	0	0	0	0	0	0	0	54
600	0	53	17	1	1	1	0	0	0	0	0	0	0	0	0	73
Hourly Total	**3**	**122**	**40**	**3**	**7**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**179**
615	0	70	18	0	3	0	0	0	1	0	0	0	0	0	0	92
630	0	72	31	2	4	1	0	1	2	0	0	0	0	0	0	113
645	0	119	55	0	7	2	0	1	3	0	0	0	0	0	0	187
700	0	124	54	1	8	1	0	5	6	1	0	0	0	0	1	201
Hourly Total	**0**	**385**	**158**	**3**	**22**	**4**	**0**	**7**	**12**	**1**	**0**	**0**	**0**	**0**	**1**	**593**
715	1	117	58	3	11	0	0	2	3	0	0	0	0	0	1	196
730	0	146	73	1	11	1	0	3	1	1	0	0	0	0	0	237
745	0	180	83	1	15	1	2	7	5	0	0	0	0	0	0	294
800	1	223	84	5	20	0	0	8	3	0	0	0	0	0	3	347
Hourly Total	**2**	**666**	**298**	**10**	**57**	**2**	**2**	**20**	**12**	**1**	**0**	**0**	**0**	**0**	**4**	**1074**
815	1	184	78	3	19	4	1	6	3	0	0	0	0	0	4	303
830	2	194	79	1	20	2	0	3	1	0	0	0	0	0	1	303
845	0	203	86	2	15	2	0	6	2	0	0	0	0	0	1	317
900	0	215	82	2	25	1	2	5	2	0	0	0	0	0	1	335
Hourly Total	**3**	**796**	**325**	**8**	**79**	**9**	**3**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**1258**
915	1	179	89	2	9	0	0	3	2	0	0	0	0	0	0	285
930	0	205	72	3	10	4	1	3	3	0	0	0	0	0	0	301
945	1	186	69	1	11	1	0	4	2	0	0	0	0	0	0	275
1000	1	188	72	2	15	2	0	4	2	0	0	0	0	0	0	286
Hourly Total	**3**	**758**	**302**	**8**	**45**	**7**	**1**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1147**
1015	1	177	69	0	13	1	1	6	6	0	0	0	0	0	0	274
1030	0	195	74	1	11	2	0	2	2	0	0	0	0	0	1	288
1045	2	206	69	0	9	1	1	0	1	0	0	0	0	0	0	289
1100	3	186	62	0	12	3	1	6	3	0	0	0	0	0	0	276
Hourly Total	**6**	**764**	**274**	**1**	**45**	**7**	**3**	**14**	**12**	**0**	**0**	**0**	**0**	**0**	**1**	**1127**
1115	1	223	68	0	8	3	0	3	1	1	0	0	0	0	1	309
1130	2	220	87	1	18	4	0	3	6	0	0	0	0	0	0	341
1145	0	235	82	0	15	1	0	4	1	0	0	0	0	0	0	338
1200	1	239	80	1	11	3	2	4	3	0	0	0	0	0	0	344
Hourly Total	**4**	**917**	**317**	**2**	**52**	**11**	**2**	**14**	**11**	**1**	**0**	**0**	**0**	**0**	**1**	**1332**
1215	2	235	70	0	6	3	1	4	5	0	0	0	0	0	0	326
1230	0	240	66	0	8	1	0	2	2	0	0	0	0	0	0	319
1245	2	250	90	0	11	2	0	2	5	2	0	0	0	0	1	365
1300	0	262	61	1	4	0	0	7	3	0	0	0	0	0	0	338
Hourly Total	**4**	**987**	**287**	**1**	**29**	**6**	**1**	**15**	**15**	**2**	**0**	**0**	**0**	**0**	**1**	**1348**
1315	1	247	68	1	4	1	0	2	5	1	0	0	0	0	1	331
1330	3	236	59	0	7	3	1	5	3	1	0	0	0	0	0	318
1345	0	267	66	0	12	1	2	4	1	0	0	0	0	0	0	353
1400	0	235	59	1	13	3	0	5	3	0	0	0	0	0	0	319
Hourly Total	**4**	**985**	**252**	**2**	**36**	**8**	**3**	**16**	**12**	**2**	**0**	**0**	**0**	**0**	**1**	**1321**
1415	1	219	50	1	11	0	0	3	0	1	0	0	0	0	0	286
1430	3	234	60	1	13	1	1	6	1	0	0	0	0	0	0	320
1445	0	222	63	2	13	0	0	3	1	0	0	0	0	0	0	304
1500	0	258	79	1	9	2	1	4	0	1	0	0	0	0	0	355
Hourly Total	**4**	**933**	**252**	**5**	**46**	**3**	**2**	**16**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1265**
1515	2	254	64	0	18	2	0	4	1	2	0	0	0	0	3	350
1530	1	256	68	2	7	1	0	2	4	0	0	0	0	0	0	341
1545	3	266	82	0	13	2	0	3	3	0	0	0	0	0	2	374

1600	4	261	64	0	7	3	0	1	0	0	0	0	0	0	0	340
Hourly Total	**10**	**1037**	**278**	**2**	**45**	**8**	**0**	**10**	**8**	**2**	**0**	**0**	**0**	**0**	**5**	**1405**
1615	2	267	75	1	10	2	0	2	0	0	0	0	0	0	0	359
1630	1	255	71	0	11	2	0	4	0	0	0	0	0	0	0	344
1645	1	256	73	1	15	3	0	3	2	0	0	0	0	0	0	354
1700	1	280	62	0	12	0	0	2	1	0	0	0	0	0	1	359
Hourly Total	**5**	**1058**	**281**	**2**	**48**	**7**	**0**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1416**
1715	0	267	85	0	11	0	0	3	1	0	0	0	0	0	0	367
1730	0	292	51	1	10	1	0	3	1	0	0	0	0	0	0	359
1745	1	273	52	0	11	0	0	0	1	0	0	0	0	0	1	339
1800	1	274	43	0	8	0	0	2	1	0	0	0	0	0	0	329
Hourly Total	**2**	**1106**	**231**	**1**	**40**	**1**	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1394**
1815	1	228	39	0	2	0	0	1	0	0	0	0	0	0	0	271
1830	1	188	50	0	5	1	0	1	0	0	0	0	0	0	0	246
1845	0	175	34	0	5	1	0	1	0	0	0	0	0	0	2	218
1900	3	154	53	0	8	1	0	0	0	0	0	0	0	0	0	219
Hourly Total	**5**	**745**	**176**	**0**	**20**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**954**
1915	0	141	26	0	3	0	0	1	0	0	0	0	0	0	0	171
1930	0	179	28	0	3	0	0	1	0	0	0	0	0	0	0	211
1945	0	117	26	0	4	0	0	0	0	0	0	0	0	0	0	147
2000	1	103	26	0	0	0	0	1	0	0	0	0	0	0	0	131
Hourly Total	**1**	**540**	**106**	**0**	**10**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**660**
2015	0	116	30	0	1	0	0	1	0	0	0	0	0	0	0	148
2030	0	121	29	0	1	0	0	0	0	0	0	0	0	0	0	151
2045	0	115	24	0	1	0	0	0	0	0	0	0	0	0	0	140
2100	1	101	18	0	1	0	0	0	0	0	0	0	0	0	0	121
Hourly Total	**1**	**453**	**101**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**560**
2115	0	119	19	0	1	0	0	0	0	0	0	0	0	0	0	139
2130	1	90	25	0	0	0	0	0	0	0	0	0	0	0	1	117
2145	0	94	14	0	0	0	0	0	0	0	0	0	0	0	1	109
2200	0	74	17	0	0	0	0	0	0	0	0	0	0	0	0	91
Hourly Total	**1**	**377**	**75**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**456**
2215	1	67	23	0	1	0	0	1	0	0	0	0	0	0	0	93
2230	0	49	12	0	0	0	0	0	0	0	0	0	0	0	0	61
2245	0	44	10	0	0	0	0	0	0	0	0	0	0	0	0	54
2300	0	46	13	0	1	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	**1**	**206**	**58**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**268**
2315	0	52	13	0	1	0	0	0	0	0	0	0	0	0	0	66
2330	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	36
2345	0	26	8	0	0	0	0	0	0	0	0	0	0	0	0	34
2400	0	33	8	0	1	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**0**	**142**	**34**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**178**
DAILY TOTAL	**60**	**13149**	**3892**	**48**	**594**	**78**	**17**	**175**	**110**	**12**	**0**	**0**	**0**	**0**	**28**	**18163**
Percentages	**0.3%**	**72.4%**	**21.4%**	**0.3%**	**3.3%**	**0.4%**	**0.1%**	**1.0%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Northbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
Hourly Total	**0**	**28**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
200	1	7	0	0	0	0	0	0	1	0	0	0	0	0	0	9
Hourly Total	**1**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
230	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
315	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**13**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
430	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
445	0	2	7	0	1	0	0	1	0	0	0	0	0	0	0	11
500	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**10**	**10**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
515	0	7	2	0	1	0	0	0	1	0	0	0	0	0	0	11
530	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	11	4	1	2	0	0	1	1	0	0	0	0	0	0	20
600	0	15	11	1	2	0	0	1	0	0	0	0	0	0	0	30
Hourly Total	**0**	**39**	**21**	**2**	**5**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**72**
615	0	19	5	3	2	0	0	1	1	0	0	0	0	0	1	32
630	0	24	20	1	3	0	0	0	0	0	0	0	0	0	0	48
645	0	30	20	0	3	0	0	0	2	1	0	0	0	0	1	57
700	0	63	30	0	6	0	0	0	1	0	0	0	0	0	0	100
Hourly Total	**0**	**136**	**75**	**4**	**14**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**2**	**237**
715	1	48	32	1	4	1	0	1	1	0	0	0	0	0	0	89
730	0	57	27	2	4	3	0	2	0	0	0	0	0	0	1	96
745	0	66	28	1	7	0	0	0	0	0	0	0	0	0	0	102
800	0	74	40	0	5	1	0	0	1	0	0	0	0	0	0	121
Hourly Total	**1**	**245**	**127**	**4**	**20**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**408**
815	3	87	41	0	5	1	0	2	0	0	0	0	0	0	0	139
830	2	85	42	1	5	0	0	1	0	0	0	0	0	0	0	136
845	1	74	30	0	3	2	0	3	1	0	0	0	0	0	0	114
900	1	89	33	2	7	0	0	2	1	0	0	0	0	0	0	135
Hourly Total	**7**	**335**	**146**	**3**	**20**	**3**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**524**
915	1	103	33	0	10	3	0	0	0	0	0	0	0	0	0	150
930	0	85	33	1	7	3	0	0	1	0	0	0	0	0	0	130
945	1	84	33	1	14	0	0	1	1	0	0	0	0	0	0	135
1000	0	84	30	0	6	4	0	0	1	0	0	0	0	0	0	125
Hourly Total	**2**	**356**	**129**	**2**	**37**	**10**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**540**
1015	1	91	32	0	6	3	0	0	0	0	0	0	0	0	0	133
1030	0	97	27	2	10	0	0	1	1	0	0	0	0	0	0	138
1045	1	80	33	0	9	0	0	1	0	0	0	0	0	0	0	124
1100	0	83	30	0	2	1	0	1	0	0	0	0	0	0	0	117
Hourly Total	**2**	**351**	**122**	**2**	**27**	**4**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**512**
1115	0	118	31	0	7	0	0	2	1	0	0	0	0	0	0	159
1130	0	89	34	1	3	2	0	4	0	0	0	0	0	0	0	133
1145	0	116	32	0	4	2	0	3	2	0	0	0	0	0	0	159
1200	0	107	40	1	3	2	1	3	1	0	0	0	0	0	2	160
Hourly Total	**0**	**430**	**137**	**2**	**17**	**6**	**1**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**611**
1215	0	105	38	0	7	3	0	0	3	0	0	0	0	0	0	156
1230	1	128	34	1	7	1	0	2	2	0	0	0	0	0	0	176
1245	2	143	22	0	7	2	0	1	2	0	0	0	0	0	0	179
1300	0	122	46	0	3	2	0	2	0	0	0	0	0	0	0	175
Hourly Total	**3**	**498**	**140**	**1**	**24**	**8**	**0**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**686**
1315	0	124	38	1	4	3	0	0	1	0	0	0	0	0	0	171
1330	0	139	39	0	7	1	0	2	1	0	0	0	0	0	0	189
1345	0	129	46	2	4	1	0	1	1	0	0	0	0	0	0	184
1400	1	134	31	0	6	0	0	2	3	0	0	0	0	0	0	177
Hourly Total	**1**	**526**	**154**	**3**	**21**	**5**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**721**
1415	1	129	41	0	6	1	0	3	3	0	0	0	0	0	0	184
1430	1	127	39	1	8	2	0	4	1	0	0	0	0	0	0	183
1445	0	132	30	0	6	3	0	3	5	0	0	0	0	0	0	179
1500	1	152	38	0	6	0	1	2	3	0	0	0	0	0	0	203
Hourly Total	**3**	**540**	**148**	**1**	**26**	**6**	**1**	**12**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**749**
1515	0	131	52	0	6	3	0	1	2	0	0	0	0	0	0	195
1530	0	140	43	0	13	1	0	0	1	0	0	0	0	0	0	198
1545	4	159	35	0	9	2	0	1	4	0	0	0	0	0	1	215

1600	0	129	34	0	8	0	0	1	2	0	0	0	0	0	0	174
Hourly Total	**4**	**559**	**164**	**0**	**36**	**6**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**782**
1615	0	154	43	0	7	2	0	1	2	0	0	0	0	0	0	209
1630	1	144	40	0	11	2	0	1	0	0	0	0	0	0	0	199
1645	0	139	44	0	7	0	0	1	2	0	0	0	0	0	0	193
1700	1	163	31	0	9	0	0	0	0	0	0	0	0	0	0	204
Hourly Total	**2**	**600**	**158**	**0**	**34**	**4**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**805**
1715	2	167	32	0	6	0	0	2	0	0	0	0	0	0	0	209
1730	0	178	52	0	10	0	0	2	1	0	0	0	0	0	0	243
1745	1	157	28	1	4	0	0	0	1	0	0	0	0	0	0	192
1800	0	166	34	0	5	0	0	4	1	0	0	0	0	0	0	210
Hourly Total	**3**	**668**	**146**	**1**	**25**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**854**
1815	0	144	29	0	5	0	0	2	0	0	0	0	0	0	1	181
1830	1	139	29	0	6	0	0	1	0	0	0	0	0	0	0	176
1845	0	113	24	0	2	0	0	1	0	0	0	0	0	0	0	140
1900	2	90	25	0	3	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	**3**	**486**	**107**	**0**	**16**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**618**
1915	0	88	19	0	1	0	0	0	0	0	0	0	0	0	0	108
1930	0	93	24	0	4	0	0	0	0	0	0	0	0	0	0	121
1945	1	72	11	0	1	0	0	0	0	0	0	0	0	0	1	86
2000	0	76	11	0	2	0	0	0	0	0	0	0	0	0	0	89
Hourly Total	**1**	**329**	**65**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**404**
2015	0	73	15	0	1	0	0	0	0	0	0	0	0	0	0	89
2030	0	80	14	0	0	0	0	0	0	0	0	0	0	0	0	94
2045	1	72	14	0	2	0	0	0	0	0	0	0	0	0	0	89
2100	1	59	12	0	0	0	0	0	0	0	0	0	0	0	0	72
Hourly Total	**2**	**284**	**55**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**344**
2115	0	86	19	0	0	0	0	0	0	0	0	0	0	0	0	105
2130	2	78	17	0	1	0	0	0	0	0	0	0	0	0	0	98
2145	0	47	18	0	1	0	0	0	0	0	0	0	0	0	1	67
2200	0	51	10	0	2	0	0	0	0	0	0	0	0	0	1	64
Hourly Total	**2**	**262**	**64**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**334**
2215	0	69	12	0	0	0	0	0	0	0	0	0	0	0	0	81
2230	0	59	12	0	0	0	0	1	0	0	0	0	0	0	0	72
2245	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	55
2300	1	30	6	0	1	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	**1**	**207**	**36**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**246**
2315	0	31	6	0	1	0	0	0	0	0	0	0	0	0	0	38
2330	0	23	5	0	1	0	0	0	0	0	0	0	0	0	0	29
2345	1	25	4	0	0	0	0	0	0	0	0	0	0	0	0	30
2400	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**1**	**89**	**21**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**113**
DAILY TOTAL	**39**	**7021**	**2051**	**25**	**341**	**57**	**2**	**75**	**62**	**1**	**0**	**0**	**0**	**0**	**10**	**9684**
Percentages	**0.4%**	**72.5%**	**21.2%**	**0.3%**	**3.5%**	**0.6%**	**0.0%**	**0.8%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Southbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**29**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**1**	**20**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
315	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
330	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**11**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
445	0	7	4	0	0	1	0	0	1	0	0	0	0	0	0	13
500	0	13	10	0	1	0	0	0	1	0	0	0	0	0	0	25
Hourly Total	**0**	**25**	**14**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
515	0	12	3	0	0	0	0	1	0	0	0	0	0	0	0	16
530	0	20	4	0	0	0	0	1	0	0	0	0	0	0	0	25
545	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
600	1	37	5	1	2	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**1**	**88**	**17**	**1**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**
615	0	28	22	0	2	0	0	0	1	1	0	0	0	0	0	54
630	0	54	19	0	4	3	0	0	1	1	0	0	0	0	0	82
645	0	66	43	0	2	2	0	2	3	0	0	0	0	0	0	118
700	0	63	28	0	7	2	1	2	0	0	0	0	0	0	0	103
Hourly Total	**0**	**211**	**112**	**0**	**15**	**7**	**1**	**4**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**357**
715	0	83	41	0	10	2	1	3	1	0	0	0	0	0	0	141
730	1	105	41	1	11	1	0	3	1	0	0	0	0	0	1	165
745	0	108	33	0	7	2	0	3	0	0	0	0	0	0	0	153
800	1	125	48	2	21	1	0	4	0	0	0	0	0	0	12	214
Hourly Total	**2**	**421**	**163**	**3**	**49**	**6**	**1**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**673**
815	2	112	52	1	26	1	0	3	1	0	0	0	0	2	0	13	213
830	0	105	58	2	8	0	1	2	0	0	0	0	0	0	2	178
845	1	136	53	0	12	1	0	4	2	0	0	0	0	0	0	209
900	1	126	37	0	10	1	0	3	0	0	0	0	0	0	0	178
Hourly Total	**4**	**479**	**200**	**3**	**56**	**3**	**1**	**12**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**15**	**778**
915	0	106	45	0	4	1	0	4	0	0	0	0	0	0	0	160
930	1	119	32	0	6	1	0	2	0	0	0	0	0	0	0	161
945	1	114	44	4	8	3	0	0	1	0	0	0	0	0	13	188
1000	0	118	44	0	13	2	1	4	2	0	0	0	0	0	0	184
Hourly Total	**2**	**457**	**165**	**4**	**31**	**7**	**1**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**13**	**693**
1015	0	111	46	1	5	0	0	2	1	0	0	0	0	0	0	166
1030	0	122	38	0	9	4	1	0	1	0	0	0	0	0	0	175
1045	0	118	46	0	9	1	0	3	0	0	0	0	0	0	0	177
1100	0	112	31	0	7	0	0	4	1	1	0	0	0	0	0	156
Hourly Total	**0**	**463**	**161**	**1**	**30**	**5**	**1**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**674**
1115	0	119	40	0	3	0	0	0	0	0	0	0	0	0	0	162
1130	1	104	34	0	12	3	3	2	2	0	0	0	0	0	2	163
1145	0	127	35	0	6	1	0	0	0	2	0	0	0	0	1	172
1200	3	117	50	3	2	1	1	3	1	1	0	0	0	0	5	187
Hourly Total	**4**	**467**	**159**	**3**	**23**	**5**	**4**	**5**	**3**	**3**	**0**	**0**	**0**	**0**	**8**	**684**
1215	1	133	35	0	2	2	1	2	3	1	0	0	0	0	0	180
1230	0	143	38	0	2	0	0	0	0	1	0	0	0	0	0	184
1245	0	139	34	1	6	0	0	2	0	0	0	0	0	0	1	183
1300	2	125	37	0	5	0	1	0	0	2	0	0	0	0	0	172
Hourly Total	**3**	**540**	**144**	**1**	**15**	**2**	**2**	**4**	**3**	**4**	**0**	**0**	**0**	**0**	**1**	**719**
1315	0	118	36	1	4	0	2	0	1	0	0	0	0	0	0	162
1330	0	104	32	0	5	1	0	1	0	1	0	0	0	0	1	145
1345	2	104	23	3	3	0	2	0	1	2	0	0	0	0	1	141
1400	0	120	39	0	7	0	2	0	2	1	0	0	0	0	0	171
Hourly Total	**2**	**446**	**130**	**4**	**19**	**1**	**6**	**1**	**4**	**4**	**0**	**0**	**0**	**0**	**2**	**619**
1415	1	94	26	0	1	0	0	2	4	0	0	0	0	0	1	129
1430	0	110	23	1	5	0	0	2	2	0	0	0	0	0	0	143
1445	0	136	34	4	8	0	2	0	0	0	0	0	0	0	0	184
1500	0	122	32	1	7	0	0	0	2	0	0	0	0	0	0	164
Hourly Total	**1**	**462**	**115**	**6**	**21**	**0**	**2**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**620**
1515	1	112	20	0	6	1	2	0	2	1	0	0	0	0	1	146
1530	2	100	35	2	1	3	0	1	0	0	0	0	0	0	0	144
1545	1	127	31	2	6	1	0	1	3	0	0	0	0	0	0	172

1600	1	108	32	0	1	1	0	1	1	0	0	0	0	0	2	147
Hourly Total	**5**	**447**	**118**	**4**	**14**	**6**	**2**	**3**	**6**	**1**	**0**	**0**	**0**	**0**	**3**	**609**
1615	0	109	35	0	2	1	0	2	1	0	0	0	0	0	1	151
1630	0	117	28	0	2	0	0	2	1	0	0	0	0	0	0	150
1645	1	134	35	1	2	1	0	0	1	0	0	0	0	0	0	175
1700	0	120	17	0	8	0	0	1	0	0	0	0	0	0	0	146
Hourly Total	**1**	**480**	**115**	**1**	**14**	**2**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**622**
1715	1	146	23	0	5	0	0	0	2	0	0	0	0	0	0	177
1730	3	118	22	0	4	0	0	0	0	0	0	0	0	0	0	147
1745	0	106	32	1	1	0	0	1	0	0	0	0	0	0	0	141
1800	0	114	26	1	2	0	0	1	0	0	0	0	0	0	0	144
Hourly Total	**4**	**484**	**103**	**2**	**12**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**609**
1815	0	98	37	0	0	0	0	0	0	0	0	0	0	0	0	135
1830	1	88	9	0	2	0	0	1	0	0	0	0	0	0	0	101
1845	0	78	17	0	6	0	0	0	0	0	0	0	0	0	0	101
1900	1	55	21	0	3	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	**2**	**319**	**84**	**0**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**417**
1915	0	63	14	0	2	0	0	0	0	0	0	0	0	0	0	79
1930	0	49	13	0	0	0	0	0	1	0	0	0	0	0	0	63
1945	1	61	7	0	0	0	0	0	0	0	0	0	0	0	0	69
2000	0	50	9	0	1	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	**1**	**223**	**43**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**271**
2015	0	43	12	0	1	0	0	0	0	0	0	0	0	0	0	56
2030	0	33	10	0	3	0	0	0	0	0	0	0	0	0	0	46
2045	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
2100	0	25	7	0	0	0	0	1	0	0	0	0	0	0	0	33
Hourly Total	**0**	**132**	**36**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**173**
2115	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
2130	0	39	1	0	1	0	0	0	0	0	0	0	0	0	0	41
2145	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
2200	0	30	8	0	0	0	0	1	0	0	0	0	0	0	0	39
Hourly Total	**0**	**116**	**21**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
2215	2	26	6	0	0	0	0	0	0	0	0	0	0	0	0	34
2230	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
2245	0	18	6	0	1	0	0	0	0	0	0	0	0	0	0	25
2300	0	18	1	0	1	0	0	1	0	0	0	0	0	0	0	21
Hourly Total	**2**	**79**	**15**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**99**
2315	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	20
2330	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2345	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
2400	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**2**	**39**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
DAILY TOTAL	**37**	**6447**	**1949**	**33**	**327**	**45**	**21**	**78**	**48**	**15**	**0**	**0**	**2**	**0**	**57**	**9059**
Percentages	**0.4%**	**71.2%**	**21.5%**	**0.4%**	**3.6%**	**0.5%**	**0.2%**	**0.9%**	**0.5%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast D City/County: Naples/Collier
Direction: Combined
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	23	9	0	1	0	0	0	0	0	0	0	0	0	0	33
30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
100	0	7	3	0	0	0	0	1	0	0	0	0	0	0	0	11
Hourly Total	**0**	**57**	**15**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
115	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
145	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
200	2	14	1	0	0	0	0	0	1	0	0	0	0	0	0	18
Hourly Total	**2**	**36**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
245	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
315	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	9
330	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
345	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**24**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
415	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	9	11	0	1	1	0	1	1	0	0	0	0	0	0	24
500	0	14	12	0	1	0	0	1	1	0	0	0	0	0	0	29
Hourly Total	**0**	**35**	**24**	**0**	**2**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
515	0	19	5	0	1	0	0	1	1	0	0	0	0	0	0	27
530	0	26	8	0	0	0	0	1	1	0	0	0	0	0	0	36
545	0	30	9	1	3	0	0	1	1	0	0	0	0	0	0	45
600	1	52	16	2	4	0	0	1	0	0	0	0	0	0	0	76
Hourly Total	**1**	**127**	**38**	**3**	**8**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**184**
615	0	47	27	3	4	0	0	1	2	1	0	0	0	0	1	86
630	0	78	39	1	7	3	0	0	1	1	0	0	0	0	0	130
645	0	96	63	0	5	2	0	2	5	1	0	0	0	0	1	175
700	0	126	58	0	13	2	1	2	1	0	0	0	0	0	0	203
Hourly Total	**0**	**347**	**187**	**4**	**29**	**7**	**1**	**5**	**9**	**3**	**0**	**0**	**0**	**0**	**2**	**594**
715	1	131	73	1	14	3	1	4	2	0	0	0	0	0	0	230
730	1	162	68	3	15	4	0	5	1	0	0	0	0	0	2	261
745	0	174	61	1	14	2	0	3	0	0	0	0	0	0	0	255
800	1	199	88	2	26	2	0	4	1	0	0	0	0	0	12	335
Hourly Total	**3**	**666**	**290**	**7**	**69**	**11**	**1**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**14**	**1081**
815	5	199	93	1	31	2	0	5	1	0	0	0	2	0	13	352
830	2	190	100	3	13	0	1	3	0	0	0	0	0	0	2	314
845	2	210	83	0	15	3	0	7	3	0	0	0	0	0	0	323
900	2	215	70	2	17	1	0	5	1	0	0	0	0	0	0	313
Hourly Total	**11**	**814**	**346**	**6**	**76**	**6**	**1**	**20**	**5**	**0**	**0**	**0**	**2**	**0**	**15**	**1302**
915	1	209	78	0	14	4	0	4	0	0	0	0	0	0	0	310
930	1	204	65	1	13	4	0	2	1	0	0	0	0	0	0	291
945	2	198	77	5	22	3	0	1	2	0	0	0	0	0	13	323
1000	0	202	74	0	19	6	1	4	3	0	0	0	0	0	0	309
Hourly Total	**4**	**813**	**294**	**6**	**68**	**17**	**1**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**13**	**1233**
1015	1	202	78	1	11	3	0	2	1	0	0	0	0	0	0	299
1030	0	219	65	2	19	4	1	1	2	0	0	0	0	0	0	313
1045	1	198	79	0	18	1	0	4	0	0	0	0	0	0	0	301
1100	0	195	61	0	9	1	0	5	1	1	0	0	0	0	0	273
Hourly Total	**2**	**814**	**283**	**3**	**57**	**9**	**1**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1186**
1115	0	237	71	0	10	0	0	2	1	0	0	0	0	0	0	321
1130	1	193	68	1	15	5	3	6	2	0	0	0	0	0	2	296
1145	0	243	67	0	10	3	0	3	2	2	0	0	0	0	1	331
1200	3	224	90	4	5	3	2	6	2	1	0	0	0	0	7	347
Hourly Total	**4**	**897**	**296**	**5**	**40**	**11**	**5**	**17**	**7**	**3**	**0**	**0**	**0**	**0**	**10**	**1295**
1215	1	238	73	0	9	5	1	2	6	1	0	0	0	0	0	336
1230	1	271	72	1	9	1	0	2	2	1	0	0	0	0	0	360
1245	2	282	56	1	13	2	0	3	2	0	0	0	0	0	1	362
1300	2	247	83	0	8	2	1	2	0	2	0	0	0	0	0	347
Hourly Total	**6**	**1038**	**284**	**2**	**39**	**10**	**2**	**9**	**10**	**4**	**0**	**0**	**0**	**0**	**1**	**1405**
1315	0	242	74	2	8	3	2	0	2	0	0	0	0	0	0	333
1330	0	243	71	0	12	2	0	3	1	1	0	0	0	0	1	334
1345	2	233	69	5	7	1	2	1	2	2	0	0	0	0	1	325
1400	1	254	70	0	13	0	2	2	5	1	0	0	0	0	0	348
Hourly Total	**3**	**972**	**284**	**7**	**40**	**6**	**6**	**6**	**10**	**4**	**0**	**0**	**0**	**0**	**2**	**1340**
1415	2	223	67	0	7	1	0	5	7	0	0	0	0	0	1	313
1430	1	237	62	2	13	2	0	6	3	0	0	0	0	0	0	326
1445	0	268	64	4	14	3	2	3	5	0	0	0	0	0	0	363
1500	1	274	70	1	13	0	1	2	5	0	0	0	0	0	0	367
Hourly Total	**4**	**1002**	**263**	**7**	**47**	**6**	**3**	**16**	**20**	**0**	**0**	**0**	**0**	**0**	**1**	**1369**
1515	1	243	72	0	12	4	2	1	4	1	0	0	0	0	1	341
1530	2	240	78	2	14	4	0	1	1	0	0	0	0	0	0	342
1545	5	286	66	2	15	3	0	2	7	0	0	0	0	0	1	387

1600	1	237	66	0	9	1	0	2	3	0	0	0	0	0	2	321
Hourly Total	**9**	**1006**	**282**	**4**	**50**	**12**	**2**	**6**	**15**	**1**	**0**	**0**	**0**	**0**	**4**	**1391**
1615	0	263	78	0	9	3	0	3	3	0	0	0	0	0	1	360
1630	1	261	68	0	13	2	0	3	1	0	0	0	0	0	0	349
1645	1	273	79	1	9	1	0	1	3	0	0	0	0	0	0	368
1700	1	283	48	0	17	0	0	1	0	0	0	0	0	0	0	350
Hourly Total	**3**	**1080**	**273**	**1**	**48**	**6**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**1427**
1715	3	313	55	0	11	0	0	2	2	0	0	0	0	0	0	386
1730	3	296	74	0	14	0	0	2	1	0	0	0	0	0	0	390
1745	1	263	60	2	5	0	0	1	1	0	0	0	0	0	0	333
1800	0	280	60	1	7	0	0	5	1	0	0	0	0	0	0	354
Hourly Total	**7**	**1152**	**249**	**3**	**37**	**0**	**0**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1463**
1815	0	242	66	0	5	0	0	2	0	0	0	0	0	0	1	316
1830	2	227	38	0	8	0	0	2	0	0	0	0	0	0	0	277
1845	0	191	41	0	8	0	0	1	0	0	0	0	0	0	0	241
1900	3	145	46	0	6	0	0	1	0	0	0	0	0	0	0	201
Hourly Total	**5**	**805**	**191**	**0**	**27**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1035**
1915	0	151	33	0	3	0	0	0	0	0	0	0	0	0	0	187
1930	0	142	37	0	4	0	0	0	1	0	0	0	0	0	0	184
1945	2	133	18	0	1	0	0	0	0	0	0	0	0	0	1	155
2000	0	126	20	0	3	0	0	0	0	0	0	0	0	0	0	149
Hourly Total	**2**	**552**	**108**	**0**	**11**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**675**
2015	0	116	27	0	2	0	0	0	0	0	0	0	0	0	0	145
2030	0	113	24	0	3	0	0	0	0	0	0	0	0	0	0	140
2045	1	103	21	0	2	0	0	0	0	0	0	0	0	0	0	127
2100	1	84	19	0	0	0	0	1	0	0	0	0	0	0	0	105
Hourly Total	**2**	**416**	**91**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**517**
2115	0	109	27	0	0	0	0	0	0	0	0	0	0	0	0	136
2130	2	117	18	0	2	0	0	0	0	0	0	0	0	0	0	139
2145	0	71	22	0	1	0	0	0	0	0	0	0	0	0	1	95
2200	0	81	18	0	2	0	0	1	0	0	0	0	0	0	1	103
Hourly Total	**2**	**378**	**85**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**473**
2215	2	95	18	0	0	0	0	0	0	0	0	0	0	0	0	115
2230	0	76	14	0	0	0	0	1	0	0	0	0	0	0	0	91
2245	0	67	12	0	1	0	0	0	0	0	0	0	0	0	0	80
2300	1	48	7	0	2	0	0	1	0	0	0	0	0	0	0	59
Hourly Total	**3**	**286**	**51**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**345**
2315	1	46	10	0	1	0	0	0	0	0	0	0	0	0	0	58
2330	0	34	5	0	1	0	0	0	0	0	0	0	0	0	0	40
2345	1	31	4	0	1	0	0	0	0	0	0	0	0	0	0	37
2400	1	17	10	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**3**	**128**	**29**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**163**
DAILY TOTAL	**76**	**13468**	**4000**	**58**	**668**	**102**	**23**	**153**	**110**	**16**	**0**	**0**	**2**	**0**	**67**	**18743**
Percentages	**0.4%**	**71.9%**	**21.3%**	**0.3%**	**3.6%**	**0.5%**	**0.1%**	**0.8%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.4%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
City/County: Naples/Collier
Direction: Northbound
Start Date: 4/17/2019
Start Time: 00:00
Stop Date: 4/17/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
100	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**1**	**35**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**23**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
215	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
445	0	4	4	0	1	0	0	0	1	0	0	0	0	0	0	10
500	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	**0**	**28**	**9**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**41**
515	0	8	5	0	1	0	0	0	0	0	0	0	0	0	0	14
530	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
545	0	8	4	2	1	0	0	0	2	0	0	0	0	0	0	17
600	0	16	6	1	1	0	0	1	0	0	0	0	0	0	0	25
Hourly Total	**0**	**35**	**17**	**3**	**3**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**63**
615	0	23	11	0	2	0	0	1	1	0	0	0	0	0	0	38
630	0	32	17	1	3	0	0	0	2	0	0	0	0	0	0	55
645	1	42	17	0	8	0	0	0	0	0	0	0	0	0	0	68
700	1	50	35	1	2	1	0	1	0	0	0	0	0	0	0	91
Hourly Total	**2**	**147**	**80**	**2**	**15**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**252**
715	0	60	21	1	5	1	0	3	1	0	0	0	0	0	2	94
730	0	50	36	0	5	0	0	0	2	0	0	0	0	0	0	93
745	0	72	21	0	9	0	1	0	0	0	0	0	0	0	0	103
800	0	91	44	0	7	0	0	0	1	0	0	0	0	0	0	143
Hourly Total	**0**	**273**	**122**	**1**	**26**	**1**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**433**
815	1	72	40	0	2	1	0	1	0	0	0	0	0	0	0	117
830	2	85	31	0	3	1	0	1	1	0	0	0	0	0	0	124
845	1	92	29	1	6	1	0	2	0	0	0	0	0	0	1	133
900	1	100	19	1	5	1	0	2	1	0	0	0	0	0	0	130
Hourly Total	**5**	**349**	**119**	**2**	**16**	**4**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**504**
915	0	83	30	1	3	2	0	0	3	0	0	0	0	0	0	122
930	0	81	33	0	4	0	0	0	1	0	0	0	0	0	0	119
945	0	79	50	0	9	1	1	1	4	0	0	0	0	0	0	145
1000	0	89	32	3	4	3	0	1	2	0	0	0	0	0	0	134
Hourly Total	**0**	**332**	**145**	**4**	**20**	**6**	**1**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**520**
1015	1	112	22	0	3	1	0	0	1	0	0	0	0	0	0	140
1030	0	86	37	0	5	0	0	1	1	0	0	0	0	0	0	130
1045	1	78	34	1	9	3	0	1	1	0	0	0	0	0	1	129
1100	0	99	22	0	7	2	0	2	0	0	0	0	0	0	0	132
Hourly Total	**2**	**375**	**115**	**1**	**24**	**6**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**531**
1115	1	114	29	0	7	1	0	1	0	0	0	0	0	0	0	153
1130	0	104	31	0	8	1	0	1	1	0	0	0	0	0	1	147
1145	0	110	34	1	6	4	0	3	1	0	0	0	0	0	0	159
1200	1	126	31	0	3	2	0	4	2	0	0	0	0	0	0	169
Hourly Total	**2**	**454**	**125**	**1**	**24**	**8**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**628**
1215	1	130	37	0	7	0	0	2	3	0	0	0	1	0	0	181
1230	0	133	27	1	8	1	1	3	1	0	0	0	0	0	0	175
1245	0	122	37	0	6	1	0	3	0	0	0	0	0	0	1	170
1300	0	135	24	0	0	2	0	2	5	0	0	0	0	0	0	168
Hourly Total	**1**	**520**	**125**	**1**	**21**	**4**	**1**	**10**	**9**	**0**	**0**	**0**	**1**	**0**	**1**	**694**
1315	1	132	30	1	6	2	0	1	4	0	0	0	0	0	0	177
1330	0	112	32	0	6	1	0	2	4	0	0	0	0	0	0	157
1345	1	131	55	0	12	0	0	3	2	0	0	0	0	0	1	205
1400	1	131	26	0	9	1	0	1	2	0	0	0	0	0	1	172
Hourly Total	**3**	**506**	**143**	**1**	**33**	**4**	**0**	**7**	**12**	**0**	**0**	**0**	**0**	**0**	**2**	**711**
1415	1	113	31	1	6	0	0	1	2	0	0	0	0	0	0	155
1430	4	137	39	1	5	2	0	5	2	0	0	0	0	0	0	195
1445	7	109	26	0	6	2	0	0	2	0	0	0	0	0	1	153
1500	0	152	26	0	10	0	0	1	1	0	0	0	0	0	1	191
Hourly Total	**12**	**511**	**122**	**2**	**27**	**4**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**694**
1515	3	124	31	0	6	1	1	1	4	0	0	0	0	0	0	171
1530	1	159	41	0	8	2	0	4	2	0	0	0	0	0	1	218
1545	1	138	48	0	5	3	0	2	0	0	0	0	0	0	0	197

1600	0	124	40	1	12	3	0	1	2	0	0	0	0	0	0	183
Hourly Total	**5**	**545**	**160**	**1**	**31**	**9**	**1**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**769**
1615	1	147	56	1	11	1	0	0	0	0	0	0	0	0	0	217
1630	0	135	31	0	6	1	0	3	1	0	0	0	0	0	0	177
1645	0	135	51	0	6	2	0	4	0	0	0	0	0	0	0	198
1700	1	149	39	0	11	1	0	3	0	0	0	0	0	0	0	204
Hourly Total	**2**	**566**	**177**	**1**	**34**	**5**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**796**
1715	1	183	47	0	3	1	0	1	0	0	0	0	0	0	0	236
1730	1	165	32	0	6	2	0	5	0	0	0	0	0	0	0	211
1745	0	163	28	0	4	0	0	1	0	0	0	0	0	0	0	196
1800	0	161	35	0	8	0	0	1	0	0	0	0	0	0	0	205
Hourly Total	**2**	**672**	**142**	**0**	**21**	**3**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**848**
1815	0	147	34	0	2	0	0	3	0	0	0	0	0	0	1	187
1830	0	129	22	0	3	0	0	0	0	0	0	0	0	0	0	154
1845	0	91	16	0	1	0	0	1	0	0	0	0	0	0	0	109
1900	0	102	24	0	1	0	0	0	0	0	0	0	0	0	0	127
Hourly Total	**0**	**469**	**96**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**577**
1915	0	95	21	0	2	0	0	2	1	0	0	0	0	0	0	121
1930	0	121	31	0	1	0	0	1	1	0	0	0	0	0	0	155
1945	1	91	12	0	3	0	0	0	0	0	0	0	0	0	0	107
2000	2	71	26	0	0	0	0	1	0	0	0	0	0	0	0	100
Hourly Total	**3**	**378**	**90**	**0**	**6**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**483**
2015	2	91	27	0	4	0	0	0	0	0	0	0	0	0	0	124
2030	1	111	14	0	3	0	0	0	1	0	0	0	0	0	0	130
2045	1	78	14	0	0	0	0	2	0	0	0	0	0	0	0	95
2100	1	81	12	0	2	0	0	0	0	0	0	0	0	0	0	96
Hourly Total	**5**	**361**	**67**	**0**	**9**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**445**
2115	0	77	13	0	0	0	0	0	0	0	0	0	0	0	1	91
2130	0	74	16	0	1	0	0	1	0	0	0	0	0	0	0	92
2145	0	68	8	1	2	0	0	1	0	0	0	0	0	0	0	80
2200	2	57	11	0	1	0	0	2	0	0	0	0	0	0	0	73
Hourly Total	**2**	**276**	**48**	**1**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**336**
2215	1	53	10	0	0	0	0	0	0	0	0	0	0	0	0	64
2230	0	51	15	0	0	0	0	0	0	0	0	0	0	0	0	66
2245	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
2300	0	40	4	0	0	0	0	0	0	0	0	0	0	0	1	45
Hourly Total	**1**	**184**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**220**
2315	0	36	7	0	1	0	0	0	0	0	0	0	0	0	0	44
2330	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
2345	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
2400	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**86**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**
DAILY TOTAL	**50**	**7155**	**1974**	**21**	**324**	**55**	**4**	**92**	**71**	**0**	**0**	**0**	**1**	**0**	**14**	**9761**
Percentages	**0.5%**	**73.3%**	**20.2%**	**0.2%**	**3.3%**	**0.6%**	**0.0%**	**0.9%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr
Direction: Southbound
Start Date: 4/17/2019
Stop Date: 4/17/2019

City/County: Naples/Collier
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**31**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
115	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
215	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
445	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
500	0	9	4	0	0	0	0	0	0	1	0	0	0	0	0	14
Hourly Total	**0**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26**
515	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
530	0	15	6	0	0	1	0	1	0	0	0	0	0	0	0	23
545	0	28	9	0	1	0	0	0	0	0	0	0	0	0	0	38
600	1	21	10	0	4	0	0	0	0	1	0	0	0	0	0	37
Hourly Total	**1**	**82**	**28**	**0**	**5**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**119**
615	0	35	14	0	1	0	0	0	0	0	0	0	0	0	0	50
630	0	53	30	0	1	0	0	0	4	0	0	0	0	0	1	89
645	0	79	38	0	3	1	0	1	2	0	0	0	0	0	0	124
700	0	61	29	0	5	0	0	1	1	0	0	0	0	0	0	97
Hourly Total	**0**	**228**	**111**	**0**	**10**	**1**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**360**
715	1	69	38	1	11	0	0	2	1	0	0	0	0	0	0	123
730	0	98	43	2	9	3	0	4	0	0	0	0	0	0	1	160
745	1	140	43	1	9	0	0	5	0	0	0	0	0	0	0	199
800	2	95	36	12	9	3	0	4	2	0	0	0	1	0	40	204
Hourly Total	**4**	**402**	**160**	**16**	**38**	**6**	**0**	**15**	**3**	**0**	**0**	**0**	**1**	**0**	**41**	**686**
815	3	94	39	0	16	4	2	3	0	0	0	0	2	0	33	196
830	0	114	50	1	15	2	0	2	0	0	0	0	0	0	0	184
845	0	124	44	1	16	0	0	2	2	0	0	0	0	0	0	189
900	0	138	39	0	4	0	0	2	1	0	0	0	0	0	0	184
Hourly Total	**3**	**470**	**172**	**2**	**51**	**6**	**2**	**9**	**3**	**0**	**0**	**0**	**2**	**0**	**33**	**753**
915	2	123	51	0	5	0	0	0	2	0	0	0	0	0	0	183
930	1	111	45	1	6	0	1	1	2	0	0	0	0	0	0	168
945	1	114	40	0	8	0	0	2	1	1	0	0	0	0	0	167
1000	1	142	36	0	9	1	0	1	2	0	0	0	0	0	0	192
Hourly Total	**5**	**490**	**172**	**1**	**28**	**1**	**1**	**4**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**710**
1015	1	110	41	2	2	2	0	2	0	0	0	0	0	0	0	160
1030	1	119	43	0	5	3	0	2	0	0	0	0	0	0	0	173
1045	0	142	35	0	2	1	1	1	0	0	0	0	0	0	0	182
1100	0	115	40	0	9	1	0	4	0	0	0	0	0	0	0	169
Hourly Total	**2**	**486**	**159**	**2**	**18**	**7**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**684**
1115	1	117	42	1	5	2	1	2	2	2	0	0	0	0	0	175
1130	0	98	44	0	3	1	0	2	5	0	0	0	0	0	0	153
1145	1	128	36	0	6	0	0	1	2	0	0	0	0	0	0	174
1200	0	126	44	1	5	1	1	2	3	0	0	0	0	0	0	183
Hourly Total	**2**	**469**	**166**	**2**	**19**	**4**	**2**	**7**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**685**
1215	0	143	53	0	6	1	0	1	2	1	0	0	0	0	1	208
1230	1	118	35	0	4	1	1	1	1	0	0	0	0	0	0	162
1245	0	122	26	0	6	0	0	1	2	1	0	0	0	0	0	158
1300	1	114	41	0	6	1	0	1	2	0	0	0	0	0	0	166
Hourly Total	**2**	**497**	**155**	**0**	**22**	**3**	**1**	**4**	**7**	**2**	**0**	**0**	**0**	**0**	**1**	**694**
1315	0	82	20	0	8	1	0	2	1	1	0	0	0	0	0	115
1330	1	124	36	0	4	0	0	0	0	2	0	0	0	0	0	167
1345	1	101	28	0	5	1	2	1	0	2	0	0	0	0	1	142
1400	1	116	27	0	6	0	0	1	1	1	0	0	0	0	0	153
Hourly Total	**3**	**423**	**111**	**0**	**23**	**2**	**2**	**4**	**2**	**6**	**0**	**0**	**0**	**0**	**1**	**577**
1415	0	102	23	1	5	0	2	0	2	0	0	0	0	0	0	135
1430	1	99	25	1	2	0	1	2	5	1	0	0	0	0	2	139
1445	0	111	36	2	6	0	1	4	4	1	0	0	0	0	0	165
1500	0	106	23	0	7	0	1	0	0	1	0	0	0	0	1	139
Hourly Total	**1**	**418**	**107**	**4**	**20**	**0**	**5**	**6**	**11**	**3**	**0**	**0**	**0**	**0**	**3**	**578**
1515	0	95	30	0	5	0	1	2	0	0	0	0	0	0	0	133
1530	1	114	38	0	4	0	0	2	0	1	0	0	0	0	0	160
1545	1	128	43	2	5	1	1	1	0	0	0	0	0	0	1	183

1600	1	119	42	0	3	2	0	0	0	0	0	0	0	0	0	167
Hourly Total	**3**	**456**	**153**	**2**	**17**	**3**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**643**
1615	0	124	30	0	2	1	1	1	0	0	0	0	0	0	0	159
1630	1	112	33	0	3	0	0	1	1	0	0	0	0	0	0	151
1645	0	129	33	0	6	0	0	2	0	0	0	0	1	0	1	172
1700	1	114	31	0	4	1	0	1	0	0	0	0	0	0	0	152
Hourly Total	**2**	**479**	**127**	**0**	**15**	**2**	**1**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**634**
1715	1	137	24	0	1	1	0	1	0	0	0	0	0	0	1	166
1730	0	133	33	0	7	0	0	0	0	0	0	0	0	0	0	173
1745	1	118	22	1	1	0	0	1	0	0	0	0	0	0	2	146
1800	0	101	26	0	1	0	0	1	0	0	0	0	0	0	0	129
Hourly Total	**2**	**489**	**105**	**1**	**10**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**614**
1815	0	100	22	0	1	1	0	0	1	0	0	0	0	0	0	125
1830	0	123	28	0	0	0	0	0	1	0	0	0	0	0	0	152
1845	0	71	19	0	0	0	0	1	0	0	0	0	0	0	0	91
1900	0	86	19	0	2	0	0	0	0	0	0	0	0	0	0	107
Hourly Total	**0**	**380**	**88**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**475**
1915	0	47	16	0	1	0	0	0	0	0	0	0	0	0	0	64
1930	1	65	13	0	4	0	0	0	0	0	0	0	0	0	0	83
1945	0	66	18	0	3	0	0	0	0	0	0	0	0	0	0	87
2000	1	44	13	0	2	0	0	1	0	0	0	0	0	0	0	61
Hourly Total	**2**	**222**	**60**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**295**
2015	0	50	13	0	0	0	0	0	0	0	0	0	0	0	0	63
2030	0	34	8	0	0	0	0	1	0	0	0	0	0	0	0	43
2045	3	26	10	0	1	0	0	0	0	0	0	0	0	0	0	40
2100	0	43	6	0	1	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**3**	**153**	**37**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**196**
2115	1	39	10	0	2	1	0	0	0	0	0	0	0	0	0	53
2130	0	29	9	0	1	0	0	0	0	0	0	0	0	0	0	39
2145	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
2200	0	26	6	0	1	0	0	0	1	0	0	0	0	0	0	34
Hourly Total	**1**	**119**	**28**	**0**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**154**
2215	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
2230	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
2245	0	19	1	0	1	0	0	0	0	0	0	0	0	0	1	22
2300	1	25	1	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**1**	**84**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**102**
2315	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
2330	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
2345	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
2400	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**44**	**11**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
DAILY TOTAL	**39**	**6476**	**1985**	**30**	**300**	**39**	**17**	**77**	**58**	**17**	**0**	**0**	**4**	**0**	**86**	**9128**
Percentages	**0.4%**	**70.9%**	**21.7%**	**0.3%**	**3.3%**	**0.4%**	**0.2%**	**0.8%**	**0.6%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Gulf Coast Dr City/County: Naples/Collier
Direction: Combined
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	10	5	0	1	0	0	0	0	0	0	0	0	0	0	17
30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
100	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**1**	**66**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
115	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
200	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**1**	**40**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
215	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**25**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
315	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
345	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
400	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**2**	**25**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**
415	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
430	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
445	0	10	5	0	1	0	0	0	2	0	0	0	0	0	0	18
500	0	18	7	0	0	0	0	1	0	1	0	0	0	0	0	27
Hourly Total	**0**	**45**	**15**	**0**	**2**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**67**
515	0	26	8	0	1	0	0	0	0	0	0	0	0	0	0	35
530	0	18	8	0	0	1	0	1	2	0	0	0	0	0	0	30
545	0	36	13	2	2	0	0	0	2	0	0	0	0	0	0	55
600	1	37	16	1	5	0	0	1	0	1	0	0	0	0	0	62
Hourly Total	**1**	**117**	**45**	**3**	**8**	**1**	**0**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**182**
615	0	58	25	0	3	0	0	1	1	0	0	0	0	0	0	88
630	0	85	47	1	4	0	0	0	6	0	0	0	0	0	1	144
645	1	121	55	0	11	1	0	1	2	0	0	0	0	0	0	192
700	1	111	64	1	7	1	0	2	1	0	0	0	0	0	0	188
Hourly Total	**2**	**375**	**191**	**2**	**25**	**2**	**0**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**612**
715	1	129	59	2	16	1	0	5	2	0	0	0	0	0	2	217
730	0	148	79	2	14	3	0	4	2	0	0	0	0	0	1	253
745	1	212	64	1	18	0	1	5	0	0	0	0	0	0	0	302
800	2	186	80	12	16	3	0	4	3	0	0	0	1	0	40	347
Hourly Total	**4**	**675**	**282**	**17**	**64**	**7**	**1**	**18**	**7**	**0**	**0**	**0**	**1**	**0**	**43**	**1119**
815	4	166	79	0	18	5	2	4	0	0	0	0	2	0	33	313
830	2	199	81	1	18	3	0	3	1	0	0	0	0	0	0	308
845	1	216	73	2	22	1	0	4	2	0	0	0	0	0	1	322
900	1	238	58	1	9	1	0	4	2	0	0	0	0	0	0	314
Hourly Total	**8**	**819**	**291**	**4**	**67**	**10**	**2**	**15**	**5**	**0**	**0**	**0**	**2**	**0**	**34**	**1257**
915	2	206	81	1	8	2	0	0	5	0	0	0	0	0	0	305
930	1	192	78	1	10	0	1	1	3	0	0	0	0	0	0	287
945	1	193	90	0	17	1	1	3	5	1	0	0	0	0	0	312
1000	1	231	68	3	13	4	0	2	4	0	0	0	0	0	0	326
Hourly Total	**5**	**822**	**317**	**5**	**48**	**7**	**2**	**6**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**1230**
1015	2	222	63	2	5	3	0	2	1	0	0	0	0	0	0	300
1030	1	205	80	0	10	3	0	3	1	0	0	0	0	0	0	303
1045	1	220	69	1	11	4	1	2	1	0	0	0	0	0	1	311
1100	0	214	62	0	16	3	0	6	0	0	0	0	0	0	0	301
Hourly Total	**4**	**861**	**274**	**3**	**42**	**13**	**1**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1215**
1115	2	231	71	1	12	3	1	3	2	2	0	0	0	0	0	328
1130	0	202	75	0	11	2	0	3	6	0	0	0	0	0	1	300
1145	1	238	70	1	12	4	0	4	3	0	0	0	0	0	0	333
1200	1	252	75	1	8	3	1	6	5	0	0	0	0	0	0	352
Hourly Total	**4**	**923**	**291**	**3**	**43**	**12**	**2**	**16**	**16**	**2**	**0**	**0**	**0**	**0**	**1**	**1313**
1215	1	273	90	0	13	1	0	3	5	1	0	0	1	0	1	389
1230	1	251	62	1	12	2	2	4	2	0	0	0	0	0	0	337
1245	0	244	63	0	12	1	0	4	2	1	0	0	0	0	1	328
1300	1	249	65	0	6	3	0	3	7	0	0	0	0	0	0	334
Hourly Total	**3**	**1017**	**280**	**1**	**43**	**7**	**2**	**14**	**16**	**2**	**0**	**0**	**1**	**0**	**2**	**1388**
1315	1	214	50	1	14	3	0	3	5	1	0	0	0	0	0	292
1330	1	236	68	0	10	1	0	2	4	2	0	0	0	0	0	324
1345	2	232	83	0	17	1	2	4	2	2	0	0	0	0	2	347
1400	2	247	53	0	15	1	0	2	3	1	0	0	0	0	1	325
Hourly Total	**6**	**929**	**254**	**1**	**56**	**6**	**2**	**11**	**14**	**6**	**0**	**0**	**0**	**0**	**3**	**1288**
1415	1	215	54	2	11	0	2	1	4	0	0	0	0	0	0	290
1430	5	236	64	2	7	2	1	7	7	1	0	0	0	0	2	334
1445	7	220	62	2	12	2	1	4	6	1	0	0	0	0	1	318
1500	0	258	49	0	17	0	1	1	1	1	0	0	0	0	2	330
Hourly Total	**13**	**929**	**229**	**6**	**47**	**4**	**5**	**13**	**18**	**3**	**0**	**0**	**0**	**0**	**5**	**1272**
1515	3	219	61	0	11	1	2	3	4	0	0	0	0	0	0	304
1530	2	273	79	0	12	2	0	6	2	1	0	0	0	0	1	378
1545	2	266	91	2	10	4	1	3	0	0	0	0	0	0	1	380

1600	1	243	82	1	15	5	0	1	2	0	0	0	0	0	0	350
Hourly Total	**8**	**1001**	**313**	**3**	**48**	**12**	**3**	**13**	**8**	**1**	**0**	**0**	**0**	**0**	**2**	**1412**
1615	1	271	86	1	13	2	1	1	0	0	0	0	0	0	0	376
1630	1	247	64	0	9	1	0	4	2	0	0	0	0	0	0	328
1645	0	264	84	0	12	2	0	6	0	0	0	0	1	0	1	370
1700	2	263	70	0	15	2	0	4	0	0	0	0	0	0	0	356
Hourly Total	**4**	**1045**	**304**	**1**	**49**	**7**	**1**	**15**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**1430**
1715	2	320	71	0	4	2	0	2	0	0	0	0	0	0	1	402
1730	1	298	65	0	13	2	0	5	0	0	0	0	0	0	0	384
1745	1	281	50	1	5	0	0	2	0	0	0	0	0	0	2	342
1800	0	262	61	0	9	0	0	2	0	0	0	0	0	0	0	334
Hourly Total	**4**	**1161**	**247**	**1**	**31**	**4**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1462**
1815	0	247	56	0	3	1	0	3	1	0	0	0	0	0	1	312
1830	0	252	50	0	3	0	0	0	1	0	0	0	0	0	0	306
1845	0	162	35	0	1	0	0	2	0	0	0	0	0	0	0	200
1900	0	188	43	0	3	0	0	0	0	0	0	0	0	0	0	234
Hourly Total	**0**	**849**	**184**	**0**	**10**	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1052**
1915	0	142	37	0	3	0	0	2	1	0	0	0	0	0	0	185
1930	1	186	44	0	5	0	0	1	1	0	0	0	0	0	0	238
1945	1	157	30	0	6	0	0	0	0	0	0	0	0	0	0	194
2000	3	115	39	0	2	0	0	2	0	0	0	0	0	0	0	161
Hourly Total	**5**	**600**	**150**	**0**	**16**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**778**
2015	2	141	40	0	4	0	0	0	0	0	0	0	0	0	0	187
2030	1	145	22	0	3	0	0	1	1	0	0	0	0	0	0	173
2045	4	104	24	0	1	0	0	2	0	0	0	0	0	0	0	135
2100	1	124	18	0	3	0	0	0	0	0	0	0	0	0	0	146
Hourly Total	**8**	**514**	**104**	**0**	**11**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**641**
2115	1	116	23	0	2	1	0	0	0	0	0	0	0	0	1	144
2130	0	103	25	0	2	0	0	1	0	0	0	0	0	0	0	131
2145	0	93	11	1	2	0	0	1	0	0	0	0	0	0	0	108
2200	2	83	17	0	2	0	0	2	1	0	0	0	0	0	0	107
Hourly Total	**3**	**395**	**76**	**1**	**8**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**490**
2215	1	77	17	0	0	0	0	0	0	0	0	0	0	0	0	95
2230	0	67	21	0	0	0	0	0	0	0	0	0	0	0	0	88
2245	0	59	6	0	1	0	0	0	0	0	0	0	0	0	1	67
2300	1	65	5	0	0	0	0	0	0	0	0	0	0	0	1	72
Hourly Total	**2**	**268**	**49**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**322**
2315	0	48	9	0	2	0	0	0	0	0	0	0	0	0	0	59
2330	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
2345	0	32	6	0	1	0	0	0	0	0	0	0	0	0	0	39
2400	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**130**	**28**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**
DAILY TOTAL	**89**	**13631**	**3959**	**51**	**624**	**94**	**21**	**169**	**129**	**17**	**0**	**0**	**5**	**0**	**100**	**18889**
Percentages	**0.5%**	**72.2%**	**21.0%**	**0.3%**	**3.3%**	**0.5%**	**0.1%**	**0.9%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**100.0%**

Volume Count Report

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 16, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	Old US 41 south of County Line		

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	1	3	8	11	38	88	121	134	142	150
30	10	2	5	5	4	16	39	102	142	137	152	143
45	4	2	4	3	10	20	63	85	131	116	126	186
00	6	10	4	2	9	22	43	135	133	149	143	178
Hr Total	**33**	**18**	**14**	**13**	**31**	**69**	**183**	**410**	**527**	**536**	**563**	**657**
								PHF	0.92782			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	174	176	199	255	265	198	95	84	90	60	35
30	162	180	175	227	244	253	163	109	85	76	61	22
45	156	179	207	259	238	210	129	85	84	54	65	20
00	168	178	219	175	239	204	106	113	61	63	31	9
Hr Total	**663**	**711**	**777**	**860**	**976**	**932**	**596**	**402**	**314**	**283**	**217**	**86**
					PHF	0.87925						

24 Hour Total:	9,871				
AM Peak Hour begins:	11:30	AM Peak Volume:	703	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	995	PM Peak Hour Factor:	0.94

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	3	7	1	27	87	179	235	166	155	155
30	8	7	0	4	7	24	141	210	175	169	197	168
45	10	5	4	1	18	27	184	180	203	184	151	170
00	9	6	2	9	19	56	188	239	180	177	153	170
Hr Total	**38**	**21**	**9**	**21**	**45**	**134**	**600**	**808**	**793**	**696**	**656**	**663**
								PHF	0.84362			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	133	138	154	128	157	114	64	53	30	34	21
30	168	163	138	135	122	114	90	57	53	40	17	10
45	168	164	173	154	118	100	86	59	40	37	15	12
00	156	161	136	147	127	124	80	71	33	38	19	10
Hr Total	**655**	**621**	**585**	**590**	**495**	**495**	**370**	**251**	**179**	**145**	**85**	**53**
					PHF	0.78822						

24 Hour Total:	9,008				
AM Peak Hour begins:	7:15	AM Peak Volume:	864	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00	PM Peak Volume:	655	PM Peak Hour Factor:	0.97

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	7	4	10	9	38	125	267	356	300	297	305
30	18	9	5	9	11	40	180	312	317	306	349	311
45	14	7	8	4	28	47	247	265	334	300	277	356
00	15	16	6	11	28	78	231	374	313	326	296	348
Hr Total	**71**	**39**	**23**	**34**	**76**	**203**	**783**	**1,218**	**1,320**	**1,232**	**1,219**	**1,320**
								PHF	0.92697			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	340	307	314	353	383	422	312	159	137	120	94	56
30	330	343	313	362	366	367	253	166	138	116	78	32
45	324	343	380	413	356	310	215	144	124	91	80	32
00	324	339	355	322	366	328	186	184	94	101	50	19
Hr Total	**1,318**	**1,332**	**1,362**	**1,450**	**1,471**	**1,427**	**966**	**653**	**493**	**428**	**302**	**139**
				PHF	0.96018							

24 Hour Total:	18,879				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,381	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	1,511	PM Peak Hour Factor:	0.90

Volume Count Report

Start Date:	April 17, 2019	Start Time:	00:00
Stop Date:	April 17, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	Old US 41 south of County Line		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	8	6	6	13	37	84	123	127	152	132
30	27	6	4	2	12	14	42	99	117	154	122	163
45	12	6	6	5	10	22	47	89	141	170	123	162
00	7	9	4	5	15	26	53	113	128	138	165	179
Hr Total	**59**	**25**	**22**	**18**	**43**	**75**	**179**	**385**	**509**	**589**	**562**	**636**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	172	173	200	288	294	216	130	104	84	66	42
30	185	174	196	213	246	226	166	127	115	81	58	35
45	158	196	181	255	253	213	107	123	90	69	46	19
00	179	181	202	197	215	181	118	116	84	53	34	17
Hr Total	**727**	**723**	**752**	**865**	**1,002**	**914**	**607**	**496**	**393**	**287**	**204**	**113**

24 Hour Total:	10,185					
AM Peak Hour begins:	11:30	AM Peak Volume:	731	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:15	PM Peak Volume:	1,008	PM Peak Hour Factor:	0.86	

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	6	1	3	24	62	157	243	207	136	143
30	3	4	6	4	5	23	145	189	189	176	187	165
45	7	3	7	0	15	40	167	203	204	176	166	148
00	3	8	3	6	15	61	187	233	194	167	161	183
Hr Total	**26**	**22**	**22**	**11**	**38**	**148**	**561**	**782**	**830**	**726**	**650**	**639**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	142	143	128	139	138	127	62	55	37	28	23
30	149	153	144	162	129	153	121	80	46	28	24	11
45	156	147	164	160	150	121	92	79	48	38	22	17
00	168	166	152	173	107	109	93	62	56	37	24	17
Hr Total	**647**	**608**	**603**	**623**	**525**	**521**	**433**	**283**	**205**	**140**	**98**	**68**

24 Hour Total:	9,209					
AM Peak Hour begins:	7:45	AM Peak Volume:	869	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	12:00	PM Peak Volume:	647	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	11	14	7	9	37	99	241	366	334	288	275
30	30	10	10	6	17	37	187	288	306	330	309	328
45	19	9	13	5	25	62	214	292	345	346	289	310
00	10	17	7	11	30	87	240	346	322	305	326	362
Hr Total	**85**	**47**	**44**	**29**	**81**	**223**	**740**	**1,167**	**1,339**	**1,315**	**1,212**	**1,275**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	379	314	316	328	427	432	343	192	159	121	94	65
30	334	327	340	375	375	379	287	207	161	109	82	46
45	314	343	345	415	403	334	199	202	138	107	68	36
00	347	347	354	370	322	290	211	178	140	90	58	34
Hr Total	**1,374**	**1,331**	**1,355**	**1,488**	**1,527**	**1,435**	**1,040**	**779**	**598**	**427**	**302**	**181**

24 Hour Total:	19,394					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,389	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:15	PM Peak Volume:	1,587	PM Peak Hour Factor:	0.93	

Volume Count Report

Start Date:	April 18, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	Old US 41 south of County Line		

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	4	0	6	19	31	78	101	125	151	153
30	7	6	3	4	7	15	35	97	126	128	139	168
45	8	8	5	1	5	22	45	116	133	164	130	184
00	4	5	6	4	12	15	55	112	137	147	131	163
Hr Total	**34**	**27**	**18**	**9**	**30**	**71**	**166**	**403**	**497**	**564**	**551**	**668**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	178	195	227	279	288	184	108	92	87	57	33
30	180	170	184	209	226	263	159	94	95	79	59	27
45	168	186	165	270	256	209	141	88	91	71	43	38
00	169	182	187	210	222	214	111	113	89	59	34	23
Hr Total	**696**	**716**	**731**	**916**	**983**	**974**	**595**	**403**	**367**	**296**	**193**	**121**

24 Hour Total:	10,029					
AM Peak Hour begins:	11:30	AM Peak Volume:	706	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,029	PM Peak Hour Factor:	0.89	

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	5	1	3	19	85	167	215	211	190	173
30	7	4	3	7	8	24	154	186	177	186	182	150
45	9	3	11	1	13	46	151	201	208	186	164	168
00	6	6	1	5	10	61	190	236	209	168	162	155
Hr Total	**39**	**20**	**20**	**14**	**34**	**150**	**580**	**790**	**809**	**751**	**698**	**646**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	148	162	147	138	140	112	87	65	41	30	16
30	144	190	133	144	125	103	91	59	62	33	21	12
45	174	158	168	157	121	101	109	54	47	31	26	17
00	180	190	161	126	135	122	84	53	41	38	22	12
Hr Total	**658**	**686**	**624**	**574**	**519**	**466**	**396**	**253**	**215**	**143**	**99**	**57**

24 Hour Total:	9,241					
AM Peak Hour begins:	7:15	AM Peak Volume:	838	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	13:15	PM Peak Volume:	700	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	9	1	9	38	116	245	316	336	341	326
30	14	10	6	11	15	39	189	283	303	314	321	318
45	17	11	16	2	18	68	196	317	341	350	294	352
00	10	11	7	9	22	76	245	348	346	315	293	318
Hr Total	**73**	**47**	**38**	**23**	**64**	**221**	**746**	**1,193**	**1,306**	**1,315**	**1,249**	**1,314**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	339	326	357	374	417	428	296	195	157	128	87	49
30	324	360	317	353	351	366	250	153	157	112	80	39
45	342	344	333	427	377	310	250	142	138	102	69	55
00	349	372	348	336	357	336	195	166	130	97	56	35
Hr Total	**1,354**	**1,402**	**1,355**	**1,490**	**1,502**	**1,440**	**991**	**656**	**582**	**439**	**292**	**178**

24 Hour Total:	19,270					
AM Peak Hour begins:	8:45	AM Peak Volume:	1,346	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	15:15	PM Peak Volume:	1,533	PM Peak Hour Factor:	0.90	

Volume Count Report
3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location	Old US 41 south of County Line		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	4	3	7	14	35	83	115	129	148	145
30	15	5	4	4	8	15	39	99	128	140	138	158
45	8	5	5	3	8	21	52	97	135	150	126	177
00	6	8	5	4	12	21	50	120	133	145	146	173
Hr Total	**42**	**23**	**18**	**13**	**35**	**72**	**176**	**399**	**511**	**563**	**559**	**654**
								PHF	0.9463			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	175	181	209	274	282	199	111	93	87	61	37
30	176	175	185	216	239	247	163	110	98	79	59	28
45	161	187	184	261	249	211	126	99	88	65	51	26
00	172	180	203	194	225	200	112	114	78	58	33	16
Hr Total	**695**	**717**	**753**	**880**	**987**	**940**	**599**	**434**	**358**	**289**	**205**	**107**
					PHF	0.83235						

24 Hour Total:	10,028					
AM Peak Hour begins:	11:30	AM Peak Volume:	713	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,004	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	14	6	5	3	2	23	78	168	231	195	160	157
30	6	5	3	5	7	24	147	195	180	177	189	161
45	9	4	7	1	15	38	167	195	205	182	160	162
00	6	7	2	7	15	59	188	236	194	171	159	169
Hr Total	**34**	**21**	**17**	**15**	**39**	**144**	**580**	**793**	**811**	**724**	**668**	**649**
								PHF	0.87734			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	141	148	143	135	145	118	71	58	36	31	20
30	154	169	138	147	125	123	101	65	54	34	21	11
45	166	156	168	157	130	107	96	64	45	35	21	15
00	168	172	150	149	123	118	86	62	43	38	22	13
Hr Total	**653**	**638**	**604**	**596**	**513**	**494**	**400**	**262**	**200**	**143**	**94**	**59**
					PHF	0.85172						

24 Hour Total:	9,153					
AM Peak Hour begins:	7:15	AM Peak Volume:	857	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	12:00	PM Peak Volume:	653	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	27	11	9	6	9	38	113	251	346	323	309	302
30	21	10	7	9	14	39	185	294	309	317	326	319
45	17	9	12	4	24	59	219	291	340	332	287	339
00	12	15	7	10	27	80	239	356	327	315	305	343
Hr Total	**76**	**44**	**35**	**29**	**74**	**216**	**756**	**1,193**	**1,322**	**1,287**	**1,227**	**1,303**
								PHF	0.95496			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	353	316	329	352	409	427	317	182	151	123	92	57
30	329	343	323	363	364	371	263	175	152	112	80	39
45	327	343	353	418	379	318	221	163	133	100	72	41
00	340	353	352	343	348	318	197	176	121	96	55	29
Hr Total	**1,349**	**1,355**	**1,357**	**1,476**	**1,500**	**1,434**	**999**	**696**	**558**	**431**	**299**	**166**
					PHF	0.83892						

24 Hour Total:	19,181					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,364	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	15:30	PM Peak Volume:	1,534	PM Peak Hour Factor:	0.92	

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	15
30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
100	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	31	13	0	1	0	0	0	0	0	1	0	0	0	0	47
115	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	25
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
245	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	14	3	0	2	0	0	0	1	0	0	0	0	0	0	19
315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
415	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
430	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
445	0	3	3	0	2	0	0	1	1	0	0	0	0	0	0	9
500	1	7	4	0	1	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	1	20	9	0	3	0	0	3	1	0	0	0	0	0	0	36
515	0	7	3	1	1	0	0	0	0	0	0	0	0	0	0	12
530	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	11	6	0	1	1	0	0	1	0	0	0	0	0	0	20
600	0	12	3	0	2	0	0	0	1	0	0	0	0	0	0	19
Hourly Total	0	36	16	1	5	1	0	1	3	0	0	0	0	0	0	62
615	0	20	10	1	2	0	0	1	1	0	0	0	0	0	0	34
630	0	23	13	2	2	1	0	0	2	0	0	0	0	0	0	42
645	1	32	15	2	5	2	0	1	1	0	0	0	0	0	1	59
700	0	26	17	0	4	1	0	2	1	0	0	0	0	0	0	52
Hourly Total	1	100	55	5	13	4	0	3	5	0	0	0	0	0	1	187
715	1	31	31	0	9	2	0	2	2	0	0	0	0	0	1	80
730	0	49	37	0	7	3	0	4	1	0	0	0	0	0	2	104
745	0	50	38	0	6	1	0	2	1	0	0	0	0	0	2	101
800	0	60	40	1	9	2	0	2	2	0	0	0	0	0	3	119
Hourly Total	2	190	146	2	31	8	0	10	7	0	0	0	0	0	8	404
815	1	63	48	0	10	1	0	1	0	0	0	0	0	0	0	126
830	2	70	55	0	16	2	0	1	1	0	0	0	0	0	1	148
845	1	74	44	2	10	1	0	2	2	0	0	0	0	0	1	135
900	1	77	44	0	13	2	0	1	2	0	0	0	0	0	0	141
Hourly Total	5	284	191	2	50	6	0	5	6	0	0	0	0	0	2	551
915	1	69	42	1	8	1	0	1	1	0	0	0	0	0	0	125
930	0	74	50	0	5	1	0	1	3	0	0	0	0	0	1	134
945	1	72	44	0	6	2	0	1	2	0	0	0	0	0	1	130
1000	1	76	49	0	11	3	1	0	2	0	0	0	0	0	1	145
Hourly Total	3	292	185	2	30	8	1	4	8	0	0	0	0	0	3	535
1015	1	78	42	0	7	2	0	1	3	0	0	0	0	0	0	135
1030	1	83	46	0	7	1	0	1	1	0	0	0	0	0	0	142
1045	1	80	45	1	7	1	0	1	3	0	0	0	0	0	1	139
1100	1	88	51	1	11	3	0	2	1	0	0	0	0	0	3	162
Hourly Total	5	329	184	2	32	7	0	5	9	0	0	0	1	0	4	577
1115	1	91	45	1	7	2	0	3	1	0	0	0	0	0	3	156
1130	1	88	43	1	8	3	0	2	2	0	0	0	0	0	1	149
1145	2	99	55	1	8	3	0	1	0	0	0	0	0	0	0	169
1200	0	103	61	0	8	3	0	3	3	0	0	0	0	0	1	183
Hourly Total	5	380	204	2	32	11	0	8	7	0	0	0	1	0	5	657
1215	0	115	59	0	10	2	0	3	3	0	0	0	0	0	0	193
1230	1	106	54	1	10	2	0	2	2	0	0	0	0	0	0	180
1245	1	96	42	1	7	2	0	1	3	0	0	0	0	0	1	154
1300	0	104	46	1	9	2	0	1	3	0	0	0	0	0	1	166
Hourly Total	3	421	201	3	37	8	0	7	11	0	0	0	1	0	2	693
1315	1	92	46	1	6	3	0	3	5	0	0	0	0	0	1	157
1330	1	99	48	1	7	2	0	2	4	0	0	0	0	0	0	165
1345	1	104	45	0	7	0	0	1	5	0	0	0	0	0	0	163
1400	2	104	43	0	5	3	0	3	5	0	0	0	0	0	1	166
Hourly Total	5	398	182	2	25	8	0	9	19	0	0	0	0	0	2	651
1415	1	95	59	1	10	2	0	2	3	0	0	0	0	0	2	175
1430	0	113	44	1	5	3	0	3	3	0	0	0	0	0	0	172
1445	0	112	49	2	9	1	0	4	5	0	0	0	0	0	0	181
1500	0	128	55	1	9	2	0	2	3	0	0	0	0	0	0	202
Hourly Total	2	447	207	5	33	8	0	11	14	0	0	0	0	0	2	730
1515	4	136	59	0	11	1	0	3	3	0	0	0	0	0	1	219
1530	1	139	65	3	7	2	0	2	3	0	0	0	0	0	4	228
1545	5	118	63	3	17	5	0	2	2	0	0	0	0	0	27	243
1600	2	106	68	2	10	3	0	3	2	0	0	0	1	0	15	213
Hourly Total	12	499	255	8	46	12	1	10	10	1	0	0	1	0	48	903

1615	2	123	58	4	15	3	0	2	2	0	0	0	0	0	25	235
1630	2	92	41	5	16	7	0	3	2	0	0	0	4	0	57	230
1645	7	73	34	4	15	11	1	2	1	0	0	0	5	0	66	219
1700	3	113	42	3	14	7	0	3	0	0	0	0	0	0	46	233
Hourly Total	15	401	176	16	59	28	2	10	5	1	0	0	10	0	194	917
1715	4	134	53	3	10	6	0	1	1	1	0	0	1	0	41	257
1730	3	90	35	3	10	6	1	1	1	0	0	0	5	0	71	226
1745	2	133	44	2	11	3	0	1	1	0	0	0	1	0	25	223
1800	0	144	55	0	7	0	0	1	0	0	0	0	0	0	0	208
Hourly Total	9	501	187	8	38	14	1	5	4	1	0	0	7	0	137	914
1815	1	139	54	0	5	0	0	0	2	0	0	0	0	0	0	202
1830	1	114	41	0	4	1	0	1	2	0	0	0	0	0	0	164
1845	0	97	30	0	6	1	0	1	0	0	0	0	0	0	0	134
1900	1	88	27	0	2	0	0	0	1	0	0	0	0	0	0	120
Hourly Total	3	438	152	0	17	2	0	2	6	0	0	0	0	0	1	620
1915	1	74	25	0	3	0	0	0	1	0	0	0	0	0	0	106
1930	0	72	23	0	2	1	0	0	1	0	0	0	0	0	0	99
1945	0	73	22	0	1	0	0	0	1	0	0	0	0	0	1	99
2000	1	76	21	0	3	0	0	1	0	0	0	0	0	0	0	103
Hourly Total	3	296	91	0	9	1	1	2	3	0	0	0	0	0	2	407
2015	0	72	17	0	2	0	0	0	1	0	0	0	0	0	0	92
2030	0	72	17	0	1	0	0	0	1	0	0	0	0	0	0	92
2045	0	58	17	0	2	0	0	0	1	0	0	0	0	0	0	78
2100	0	51	9	0	1	1	0	0	1	0	0	0	0	0	0	62
Hourly Total	1	252	59	0	6	1	0	0	3	0	0	0	0	0	1	324
2115	0	65	16	0	0	0	0	0	1	0	0	0	0	0	0	82
2130	0	54	12	0	0	0	0	0	0	0	1	0	0	0	0	69
2145	1	46	12	0	1	0	0	0	0	0	0	0	0	0	0	60
2200	0	46	8	0	1	0	0	0	0	0	0	0	0	0	0	55
Hourly Total	1	211	48	0	2	0	0	1	1	0	1	0	0	0	0	266
2215	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	51
2230	0	48	10	0	0	1	0	0	0	0	0	0	0	0	0	59
2245	0	40	12	0	0	0	0	0	0	0	0	0	0	0	0	52
2300	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	1	157	37	0	2	1	0	0	0	0	0	0	0	0	0	198
2315	0	22	5	0	0	1	0	0	0	0	0	0	0	0	0	28
2330	0	21	7	0	1	1	0	0	1	0	0	0	0	0	0	30
2345	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	20
2400	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**66**	**20**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**90**
DAILY TOTAL	**77**	**5793**	**2631**	**58**	**474**	**130**	**6**	**96**	**124**	**3**	**2**	**0**	**21**	**0**	**412**	**9827**
Percentages	**0.8%**	**58.9%**	**26.8%**	**0.6%**	**4.8%**	**1.3%**	**0.1%**	**1.0%**	**1.3%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**4.2%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	22	4	0	1	0	0	0	0	0	0	0	0	0	0	27
115	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	24
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	10	6	0	0	0	0	0	1	0	1	0	0	0	0	17
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	7
445	0	7	5	0	0	0	0	0	1	0	0	0	0	0	0	13
500	0	11	8	0	0	0	0	0	1	0	0	0	0	0	0	20
Hourly Total	0	23	15	0	0	1	0	0	3	0	0	0	0	0	0	43
515	0	14	7	0	0	0	1	0	0	0	0	0	0	0	0	24
530	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	23
545	1	26	11	0	0	0	0	0	0	0	0	0	0	0	0	38
600	0	40	11	0	2	0	0	0	0	1	0	0	0	0	0	55
Hourly Total	1	94	37	0	3	0	1	1	1	1	0	0	0	0	0	140
615	0	48	28	0	3	0	0	1	2	0	0	0	0	0	0	82
630	1	95	54	1	6	1	0	1	3	0	0	0	0	0	2	165
645	0	111	79	1	8	1	0	1	1	0	0	0	0	0	1	203
700	1	106	85	2	13	2	1	3	1	0	0	0	0	0	1	214
Hourly Total	2	360	246	3	30	5	1	6	6	0	0	0	0	0	4	664
715	1	114	64	2	15	1	0	3	2	0	0	0	0	0	3	204
730	1	114	56	1	18	1	0	5	0	0	0	0	0	0	2	198
745	0	127	59	0	12	1	0	5	1	0	0	0	0	0	1	207
800	0	153	70	1	16	0	1	5	1	0	0	0	0	0	1	248
Hourly Total	3	508	248	3	60	3	1	18	4	1	0	0	0	0	7	857
815	0	145	67	1	13	0	1	5	3	0	0	0	0	0	0	236
830	1	117	62	2	11	2	0	4	2	0	0	0	0	0	0	201
845	0	124	55	1	12	1	0	3	2	0	0	0	0	0	2	199
900	0	127	63	1	7	1	0	3	3	0	0	0	0	0	1	206
Hourly Total	2	512	247	4	43	4	1	14	10	0	0	0	1	0	3	841
915	1	119	52	1	8	1	0	2	1	0	0	0	0	0	1	186
930	1	103	42	1	13	2	1	4	3	0	0	0	0	0	2	171
945	1	106	49	0	13	0	1	4	2	1	0	0	0	0	1	178
1000	0	115	44	0	7	0	0	3	4	0	0	0	0	0	0	174
Hourly Total	3	442	187	3	41	3	2	13	10	1	0	0	0	0	4	709
1015	0	93	39	0	4	1	0	1	1	1	0	0	0	0	0	141
1030	0	68	29	1	5	2	0	2	1	0	0	0	0	0	0	107
1045	1	56	30	1	7	2	0	2	1	0	0	0	0	0	0	100
1100	0	72	27	0	6	1	0	2	3	0	0	0	0	0	1	112
Hourly Total	2	289	125	2	21	5	1	7	5	1	0	0	0	0	1	461
1115	1	87	40	1	7	2	1	4	1	0	0	0	0	0	2	146
1130	0	91	44	0	8	2	0	3	3	0	0	0	0	0	1	153
1145	1	96	45	0	6	2	1	2	3	0	0	0	0	0	0	156
1200	1	96	47	1	10	1	1	3	2	1	0	0	0	0	1	164
Hourly Total	3	369	175	2	31	8	3	12	9	2	0	0	0	0	4	619
1215	1	110	39	0	5	2	0	1	2	1	0	0	0	0	0	160
1230	1	103	46	2	4	1	1	1	1	0	0	0	0	0	1	163
1245	2	96	40	1	8	1	0	3	3	0	0	0	0	0	0	154
1300	2	93	42	0	8	2	1	2	4	1	0	0	0	0	3	157
Hourly Total	5	402	167	3	25	6	2	6	10	2	0	0	0	0	4	633
1315	1	84	44	1	9	2	0	3	2	1	0	0	0	0	1	148
1330	1	100	43	0	7	2	0	0	3	1	0	0	0	0	2	159
1345	1	88	38	0	7	2	1	3	2	1	0	0	0	0	1	144
1400	2	89	45	1	7	2	1	3	3	1	0	0	0	0	0	154
Hourly Total	4	361	171	2	30	7	3	9	10	4	0	0	0	0	4	605
1415	0	87	38	0	7	1	0	1	6	1	0	0	0	0	0	142
1430	0	95	35	0	9	0	1	3	3	1	0	0	0	0	0	148
1445	0	96	43	1	5	0	1	3	3	0	0	0	0	0	0	154
1500	1	104	35	0	8	1	1	4	3	0	0	0	0	0	0	158
Hourly Total	2	382	151	2	30	2	3	11	15	2	0	0	0	0	1	602
1515	1	90	37	0	5	2	1	2	2	0	0	0	0	0	0	141
1530	0	90	39	1	6	2	0	2	1	1	0	0	0	0	0	143
1545	1	89	33	1	5	3	1	2	2	0	0	0	0	0	0	139
1600	1	92	42	0	10	1	0	3	2	0	0	0	0	0	0	151
Hourly Total	4	362	152	2	26	8	2	9	6	2	0	0	0	0	1	573

1615	1	78	29	1	7	1	0	3	1	0	0	0	0	0	2	123
1630	1	86	28	0	4	2	0	1	1	0	0	0	0	0	0	123
1645	1	93	29	0	5	1	0	1	1	0	0	0	0	0	0	131
1700	1	81	30	1	5	0	0	2	3	0	0	0	0	0	0	122
Hourly Total	3	339	116	2	20	4	0	7	6	0	0	0	0	0	2	499
1715	1	101	32	0	4	1	0	2	1	0	0	0	0	0	0	142
1730	1	87	28	1	4	0	0	2	0	0	0	0	0	0	1	125
1745	0	76	24	0	2	0	0	1	1	0	0	0	0	0	0	105
1800	0	80	23	0	3	0	0	1	1	0	0	0	0	0	0	108
Hourly Total	2	344	107	1	13	2	0	6	3	0	0	0	0	0	1	479
1815	1	70	24	0	3	0	0	1	2	0	0	0	0	0	0	101
1830	1	63	18	0	3	0	0	0	0	0	0	0	0	0	0	86
1845	0	52	19	0	3	0	0	1	1	0	0	0	0	0	0	78
1900	1	59	17	0	3	0	0	1	2	0	0	0	0	0	0	82
Hourly Total	3	245	78	0	12	1	0	3	5	0	0	0	0	0	0	347
1915	0	50	16	0	2	0	0	1	0	0	0	0	0	0	0	69
1930	0	46	18	0	1	0	0	0	1	0	0	0	0	0	0	67
1945	0	53	13	0	1	1	0	1	0	0	0	0	0	0	0	69
2000	0	40	15	0	1	0	0	0	1	0	0	0	0	0	0	58
Hourly Total	1	188	62	0	6	1	0	2	2	0	0	0	0	0	0	263
2015	0	41	10	1	2	0	0	0	1	0	0	0	0	0	0	55
2030	0	37	9	0	1	0	0	0	1	0	0	0	0	0	0	49
2045	0	35	11	0	1	1	0	0	1	0	0	0	0	0	0	50
2100	0	37	10	0	0	1	0	0	1	0	0	0	0	0	0	49
Hourly Total	1	151	40	1	5	2	0	0	3	0	0	0	0	0	0	203
2115	0	29	10	0	0	0	0	0	0	0	0	0	0	0	0	39
2130	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
2145	0	32	6	0	0	0	0	0	1	0	0	0	0	0	0	40
2200	1	29	8	0	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	1	116	28	0	2	1	0	0	2	0	0	0	0	0	0	151
2215	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	33
2230	0	15	5	0	0	1	0	0	0	0	0	0	0	0	0	21
2245	0	20	5	0	0	0	0	0	1	0	0	0	0	0	0	26
2300	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	1	75	17	0	1	2	0	0	1	0	0	0	0	0	0	98
2315	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	17
2330	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	11
2345	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
2400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**37**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
DAILY TOTAL	**43**	**5662**	**2398**	**30**	**401**	**65**	**20**	**124**	**112**	**16**	**1**	**0**	**1**	**0**	**36**	**8909**
Percentages	**0.5%**	**63.6%**	**26.9%**	**0.3%**	**4.5%**	**0.7%**	**0.2%**	**1.4%**	**1.3%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.4%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	17	7	0	1	0	0	0	0	0	0	0	0	0	0	26
30	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
45	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
100	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	53	17	0	2	0	0	0	1	0	1	0	0	0	0	74
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
145	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
200	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	37	11	0	1	0	0	0	0	0	0	0	0	0	0	49
215	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
230	0	4	2	0	1	0	0	0	1	0	0	0	0	0	0	7
245	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	12
300	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	24	8	0	2	0	0	0	1	0	1	0	0	0	0	36
315	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	33
415	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	8
430	0	11	2	0	0	0	0	1	1	0	0	0	0	0	0	15
445	0	10	8	0	2	0	0	1	2	0	0	0	0	0	0	22
500	1	17	12	0	1	0	0	1	1	0	0	0	0	0	0	33
Hourly Total	1	43	24	0	3	1	0	3	4	0	0	0	0	0	0	78
515	0	21	10	1	1	0	1	0	1	0	0	0	0	0	0	36
530	0	20	11	0	1	0	0	0	2	0	0	0	0	0	0	34
545	1	37	17	0	2	1	0	0	1	0	0	0	0	0	0	58
600	0	52	15	0	4	0	0	1	1	1	0	0	0	0	0	74
Hourly Total	1	130	53	1	8	1	1	1	4	1	0	0	0	0	0	202
615	0	68	38	1	5	0	0	1	3	0	0	0	0	0	0	116
630	1	118	67	3	8	2	0	1	5	0	0	0	0	0	2	207
645	1	143	93	3	13	3	0	2	2	0	0	0	0	0	1	262
700	2	131	102	2	17	3	1	5	2	0	0	0	0	0	1	266
Hourly Total	4	460	301	8	43	9	1	9	11	1	0	0	0	0	4	851
715	2	145	95	2	23	3	0	5	4	0	0	0	0	0	4	284
730	1	163	93	1	25	4	0	9	1	0	0	0	0	0	4	302
745	1	177	97	1	18	2	1	7	3	0	0	0	0	0	3	308
800	0	213	110	2	25	2	1	7	3	0	0	0	0	0	4	367
Hourly Total	5	698	395	5	91	11	2	29	11	1	0	0	0	0	15	1261
815	2	208	116	1	24	1	1	6	4	0	0	0	0	0	0	362
830	3	187	117	2	27	3	0	5	3	0	0	0	0	0	1	349
845	1	197	98	3	22	1	0	5	4	0	0	0	0	0	2	334
900	2	204	107	1	20	4	0	4	5	0	0	0	0	0	1	347
Hourly Total	7	796	438	7	93	10	1	20	16	0	0	0	1	0	4	1392
915	2	188	94	2	16	2	0	4	2	0	0	0	0	0	1	311
930	1	177	92	1	18	3	1	5	5	0	0	0	0	0	3	306
945	1	178	94	1	19	2	1	5	5	1	0	0	0	0	2	309
1000	2	191	92	1	18	3	1	3	6	0	0	0	0	0	1	319
Hourly Total	6	734	371	5	71	11	3	17	18	1	0	0	0	0	7	1244
1015	2	171	81	0	11	3	0	2	5	1	0	0	0	0	0	276
1030	2	151	75	1	12	3	0	3	2	0	0	0	0	0	0	249
1045	1	136	76	1	13	3	0	3	4	0	0	0	0	0	1	239
1100	2	160	78	2	17	4	0	4	4	1	0	0	0	0	3	274
Hourly Total	6	618	310	4	53	12	1	12	14	2	0	0	1	0	5	1038
1115	2	178	85	2	14	5	1	6	2	1	0	0	0	0	5	301
1130	1	178	88	1	16	5	0	5	4	0	0	0	1	0	2	302
1145	3	194	99	1	14	5	1	3	4	0	0	0	0	0	0	325
1200	2	198	108	1	19	4	1	6	5	1	0	0	0	0	2	347
Hourly Total	8	749	380	5	64	19	3	20	16	2	0	0	1	0	10	1276
1215	1	225	97	0	15	3	0	4	6	1	0	0	0	0	0	353
1230	2	210	100	3	15	4	1	3	3	0	0	0	0	0	2	343
1245	3	191	82	2	16	3	0	4	6	0	0	0	0	0	1	308
1300	2	197	88	1	17	4	1	2	7	1	0	0	1	0	4	323
Hourly Total	8	823	368	6	62	14	2	13	21	2	0	0	1	0	6	1327
1315	2	175	89	2	15	4	0	6	7	1	0	0	0	0	2	305
1330	2	198	92	1	14	5	0	2	6	1	0	0	0	0	2	324
1345	2	192	83	0	14	2	1	4	7	1	0	0	0	0	1	307
1400	4	193	89	1	13	4	1	6	8	1	0	0	0	0	1	320
Hourly Total	9	759	353	5	56	15	3	18	29	4	0	0	0	0	6	1256
1415	2	182	97	1	18	3	0	3	9	1	0	0	0	0	2	317
1430	1	208	79	1	14	3	1	6	6	1	0	0	0	0	1	320
1445	1	207	92	3	14	1	1	6	8	0	0	0	0	0	0	335
1500	1	232	90	2	17	3	1	6	6	0	0	0	0	0	1	360
Hourly Total	4	829	358	7	63	10	3	22	29	2	0	0	0	0	4	1332
1515	5	226	96	1	16	3	1	5	5	0	0	0	0	0	2	360
1530	1	229	105	3	13	4	1	4	4	1	0	0	0	0	5	370
1545	6	207	97	4	22	8	1	4	4	1	0	0	1	0	28	382

1600	3	198	109	2	20	4	0	6	4	1	0	0	1	0	15	363
Hourly Total	16	861	407	10	72	19	3	19	16	3	0	0	1	0	49	1476
1615	3	201	87	4	22	4	1	5	3	0	0	0	0	0	27	357
1630	3	179	69	5	20	9	0	4	3	0	0	0	4	0	57	353
1645	8	166	64	5	20	11	1	3	2	0	0	0	5	0	66	350
1700	4	194	72	4	18	7	0	6	3	0	0	0	0	0	46	355
Hourly Total	18	740	292	18	79	32	2	17	11	1	0	0	10	0	196	1416
1715	4	235	85	3	14	7	0	3	3	1	0	0	1	0	41	398
1730	4	178	63	3	14	6	1	3	2	0	0	0	5	0	72	351
1745	3	209	68	2	13	3	0	3	2	0	0	0	1	0	25	328
1800	0	223	78	1	10	1	0	2	1	0	0	0	0	0	0	316
Hourly Total	11	845	294	9	51	16	1	11	7	1	0	0	7	0	138	1394
1815	2	209	78	0	8	0	0	1	4	0	0	0	0	0	0	303
1830	2	177	59	0	7	1	0	1	2	0	0	0	0	0	0	250
1845	0	149	49	0	9	1	0	2	2	0	0	0	0	0	0	212
1900	2	147	44	0	5	0	0	1	3	0	0	0	0	0	0	202
Hourly Total	6	683	230	0	29	3	0	5	11	0	0	0	0	0	1	967
1915	1	124	41	0	6	0	0	1	1	0	0	0	0	0	0	175
1930	1	118	40	0	3	1	0	0	2	0	0	0	0	0	0	166
1945	0	126	35	0	2	1	0	1	1	0	0	0	0	0	1	168
2000	2	116	37	0	4	0	0	1	1	0	0	0	0	0	0	161
Hourly Total	4	484	153	0	15	3	1	3	5	0	0	0	0	0	2	670
2015	1	112	26	1	4	0	0	0	2	0	0	0	0	0	0	147
2030	0	109	26	0	2	0	0	0	2	0	0	0	0	0	0	140
2045	1	93	28	0	3	1	0	0	1	0	0	0	0	0	1	128
2100	0	88	19	0	2	1	0	0	1	0	0	0	0	0	0	111
Hourly Total	2	403	99	1	11	3	0	0	6	0	0	0	0	0	1	526
2115	0	94	26	0	0	0	0	0	1	0	0	0	0	0	0	121
2130	0	80	17	0	1	0	0	0	0	0	1	0	0	0	0	100
2145	1	78	17	0	1	0	0	0	1	0	0	0	0	0	0	100
2200	1	75	16	0	1	0	0	0	1	0	0	0	0	0	0	95
Hourly Total	2	327	76	0	4	1	0	1	3	0	1	0	0	0	1	416
2215	1	66	14	0	2	1	0	0	0	0	0	0	0	0	0	83
2230	1	63	15	0	0	1	0	0	0	0	0	0	0	0	0	80
2245	0	60	17	0	0	0	0	0	1	0	0	0	0	0	0	79
2300	0	44	9	0	0	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	2	232	55	0	3	3	0	0	1	0	0	0	0	0	0	296
2315	0	35	8	0	1	1	0	0	0	0	0	0	0	0	0	45
2330	0	28	9	0	2	1	0	0	1	0	0	0	0	0	0	41
2345	0	26	6	0	1	0	0	0	0	0	0	0	0	0	0	34
2400	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	**0**	**103**	**30**	**0**	**4**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**140**
DAILY TOTAL	**120**	**11455**	**5031**	**91**	**880**	**195**	**27**	**220**	**236**	**21**	**3**	**0**	**22**	**0**	**449**	**18750**
Percentages	**0.6%**	**61.1%**	**26.8%**	**0.5%**	**4.7%**	**1.0%**	**0.1%**	**1.2%**	**1.3%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**2.4%**	**100.0%**

	% Trucks			% HV								
Daily	880	195	27	220	236	21	3	0	22	0	449	18750
Daily	9%			3%								
AM sum	431	74	12	111	96	8	2	0	3	0	45	7534
AM	10%			3%								
PM sum	449	121	15	109	140	13	1	0	19	0	404	11216
PM	8%			3%								

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	7	8	0	0	0	0	0	1	0	1	0	0	0	0	17
30	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9
45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**32**	**13**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**48**
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
200	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**25**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
245	0	2	2	0	1	0	0	0	1	0	0	0	0	0	0	6
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**12**	**3**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
415	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
430	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
445	1	0	2	0	3	0	0	1	0	0	0	0	0	0	0	7
500	0	6	5	0	1	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	**1**	**17**	**8**	**0**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
515	0	9	1	2	0	0	0	0	1	0	0	0	0	0	0	13
530	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
545	0	10	8	0	1	2	0	0	0	0	0	0	0	0	0	21
600	0	14	1	0	1	0	0	1	1	0	0	0	0	0	0	18
Hourly Total	**0**	**38**	**12**	**2**	**3**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
615	0	19	8	1	2	0	0	0	1	0	0	0	0	0	0	31
630	0	20	16	2	0	1	0	0	2	0	0	0	0	0	0	41
645	0	31	15	1	2	0	0	0	1	0	0	0	0	0	1	51
700	1	27	20	0	5	2	0	2	2	0	0	0	0	0	0	59
Hourly Total	**1**	**97**	**59**	**4**	**9**	**3**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**182**
715	1	26	28	0	6	0	0	0	0	0	0	0	0	0	0	61
730	0	45	38	0	5	4	0	6	2	0	0	0	0	0	2	102
745	0	46	44	0	10	1	0	4	3	0	0	0	0	0	2	110
800	0	64	47	1	10	0	0	2	2	0	0	0	0	0	0	126
Hourly Total	**1**	**181**	**157**	**1**	**31**	**5**	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**399**
815	3	59	34	0	11	2	0	2	0	0	0	0	0	0	0	111
830	0	76	47	0	19	0	0	1	2	0	0	0	0	0	1	146
845	0	73	48	2	12	0	0	2	1	0	0	0	0	0	0	138
900	1	77	49	0	18	3	0	0	2	0	0	0	0	0	0	150
Hourly Total	**4**	**285**	**178**	**2**	**60**	**5**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**545**
915	1	63	35	0	12	1	0	1	1	0	0	0	0	0	0	114
930	0	70	53	0	4	3	0	0	4	0	0	0	0	0	2	136
945	0	76	38	1	3	2	0	1	2	0	0	0	0	0	1	124
1000	1	68	47	0	10	3	1	1	1	0	0	0	0	0	1	133
Hourly Total	**2**	**277**	**173**	**1**	**29**	**9**	**1**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**507**
1015	2	72	35	0	7	1	0	1	3	0	0	0	0	0	0	121
1030	3	78	51	0	9	1	0	2	2	0	0	0	0	0	1	147
1045	2	80	63	2	6	1	0	1	3	0	0	0	0	0	0	158
1100	2	71	52	3	16	2	0	3	1	1	0	0	0	0	7	158
Hourly Total	**9**	**301**	**201**	**5**	**38**	**5**	**0**	**7**	**9**	**1**	**0**	**0**	**0**	**0**	**8**	**584**
1115	4	91	47	2	8	3	0	6	1	1	0	0	1	0	5	169
1130	1	89	41	1	12	3	0	1	3	0	0	0	1	0	3	155
1145	2	89	47	0	10	2	0	2	1	0	0	0	0	0	0	153
1200	1	109	54	0	10	1	0	3	5	0	0	0	0	0	3	186
Hourly Total	**8**	**378**	**189**	**3**	**40**	**9**	**0**	**12**	**10**	**1**	**0**	**0**	**2**	**0**	**11**	**663**
1215	0	99	60	0	11	0	0	1	2	0	0	0	0	0	1	174
1230	0	109	41	0	10	1	0	2	3	0	0	0	0	0	1	167
1245	2	86	44	1	8	3	0	0	4	0	0	0	0	0	1	149
1300	0	97	46	2	8	2	0	2	3	0	0	0	0	0	3	163
Hourly Total	**2**	**391**	**191**	**3**	**37**	**6**	**0**	**5**	**12**	**0**	**0**	**0**	**0**	**0**	**6**	**653**
1315	1	90	47	0	4	3	0	4	2	0	0	0	0	0	0	151
1330	2	105	46	4	8	3	0	2	4	0	0	0	0	0	0	174
1345	2	93	47	1	5	0	0	2	5	0	0	0	0	0	0	155
1400	0	97	38	0	3	2	0	3	6	0	0	0	0	0	0	149
Hourly Total	**5**	**385**	**178**	**5**	**20**	**8**	**0**	**11**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**629**
1415	0	102	56	1	10	1	0	1	3	0	0	0	0	0	4	178
1430	0	102	41	0	7	2	0	1	2	0	0	0	0	0	1	156
1445	0	102	49	3	14	1	0	2	2	0	0	0	0	0	0	173
1500	0	123	57	1	7	4	0	2	2	0	0	0	0	0	0	196
Hourly Total	**0**	**429**	**203**	**5**	**38**	**8**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**703**
1515	2	153	62	0	14	1	0	3	1	0	0	0	0	0	1	237
1530	1	136	73	7	11	2	1	3	2	0	0	0	0	0	11	247
1545	8	116	58	4	18	9	0	0	3	0	0	0	0	0	41	257

1600	1	117	78	0	13	5	0	2	1	1	0	0	1	0	16	235
Hourly Total	**12**	**522**	**271**	**11**	**56**	**17**	**1**	**8**	**7**	**1**	**0**	**0**	**1**	**0**	**69**	**976**
1615	3	128	56	3	11	2	0	2	1	1	0	0	0	0	28	235
1630	2	114	54	6	7	8	0	2	1	0	0	0	2	0	52	248
1645	9	53	29	5	19	9	0	1	1	0	0	0	5	0	71	202
1700	6	85	34	8	11	7	0	4	1	1	0	0	1	0	65	223
Hourly Total	**20**	**380**	**173**	**22**	**48**	**26**	**0**	**9**	**4**	**2**	**0**	**0**	**8**	**0**	**216**	**908**
1715	5	140	47	3	9	9	0	2	3	2	0	0	0	0	49	269
1730	3	109	38	3	11	3	0	2	1	0	0	0	5	0	66	241
1745	1	132	54	0	8	0	0	1	1	0	0	0	0	0	0	197
1800	0	139	62	0	5	1	0	1	1	0	0	0	0	0	0	209
Hourly Total	**9**	**520**	**201**	**6**	**33**	**13**	**0**	**6**	**6**	**2**	**0**	**0**	**5**	**0**	**115**	**916**
1815	1	122	49	0	5	0	0	0	0	0	0	0	0	0	1	178
1830	0	102	40	0	3	1	0	1	1	0	0	0	0	0	0	148
1845	0	111	35	0	6	0	0	0	0	0	0	0	0	0	0	152
1900	0	89	33	0	3	0	0	0	2	0	0	0	0	0	0	127
Hourly Total	**1**	**424**	**157**	**0**	**17**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**605**
1915	0	75	17	0	5	0	1	1	1	0	0	0	0	0	0	100
1930	0	64	21	0	1	0	0	0	1	0	0	0	0	0	0	87
1945	0	74	18	0	1	1	0	1	2	0	0	0	0	0	1	98
2000	0	76	21	0	0	0	0	0	0	0	0	0	0	0	1	98
Hourly Total	**0**	**289**	**77**	**0**	**7**	**1**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**383**
2015	0	77	15	0	3	0	0	1	1	0	0	0	0	0	1	98
2030	0	70	18	0	2	1	0	0	1	0	0	0	0	0	0	92
2045	0	48	14	0	2	0	0	0	0	0	0	0	0	0	1	65
2100	0	48	8	0	1	1	0	0	0	0	0	0	0	0	0	58
Hourly Total	**0**	**243**	**55**	**0**	**8**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**313**
2115	0	49	15	0	0	0	0	0	1	0	1	0	0	0	1	67
2130	0	55	13	0	1	0	0	1	0	0	0	0	0	0	0	70
2145	1	50	14	0	0	0	0	0	0	0	0	0	0	0	0	65
2200	0	52	4	0	1	0	0	0	0	0	0	0	0	0	0	57
Hourly Total	**1**	**206**	**46**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**259**
2215	0	37	9	0	1	0	0	0	1	0	0	0	0	0	0	48
2230	1	52	10	0	0	1	0	0	0	0	0	0	0	0	0	64
2245	0	37	14	0	0	0	0	0	0	0	0	0	0	0	0	51
2300	0	31	11	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**1**	**157**	**44**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**205**
2315	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
2330	0	21	7	0	0	1	0	0	0	0	0	0	0	0	0	29
2345	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
2400	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**54**	**22**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
DAILY TOTAL	**77**	**5656**	**2621**	**70**	**484**	**122**	**3**	**96**	**115**	**7**	**2**	**0**	**16**	**0**	**446**	**9715**
Percentages	**0.8%**	**58.2%**	**27.0%**	**0.7%**	**5.0%**	**1.3%**	**0.0%**	**1.0%**	**1.2%**	**0.1%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**4.6%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
115	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
145	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
215	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
230	0	3	2	0	0	0	0	0	0	0	1	0	0	0	0	6
245	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**25**
315	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
415	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
445	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
500	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**24**	**14**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
515	0	9	8	0	0	1	2	0	0	0	0	0	0	0	0	20
530	0	13	7	0	1	0	0	0	1	0	0	0	0	0	0	22
545	1	26	7	0	1	0	0	0	0	0	0	0	0	0	0	35
600	0	41	12	0	1	0	0	0	0	1	0	0	1	0	0	56
Hourly Total	**1**	**89**	**34**	**0**	**3**	**1**	**2**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**133**
615	0	47	25	0	1	0	0	2	3	0	0	0	0	0	0	78
630	0	88	51	0	4	0	1	2	4	0	0	0	0	0	0	150
645	0	110	75	2	11	0	0	0	0	0	0	0	0	0	0	198
700	0	108	88	4	12	2	1	3	0	1	0	0	0	0	1	220
Hourly Total	**0**	**353**	**239**	**6**	**28**	**2**	**2**	**7**	**7**	**1**	**0**	**0**	**0**	**0**	**1**	**646**
715	1	116	68	4	13	0	0	3	2	0	0	0	0	0	3	210
730	1	104	43	1	14	2	1	3	0	1	0	0	0	0	2	172
745	1	124	56	0	11	1	0	7	1	0	0	0	0	0	2	203
800	0	144	72	0	9	0	0	7	1	1	0	0	0	0	1	235
Hourly Total	**3**	**488**	**239**	**5**	**47**	**3**	**1**	**20**	**4**	**2**	**0**	**0**	**0**	**0**	**8**	**820**
815	1	131	68	1	17	0	0	5	2	0	0	0	0	0	0	225
830	2	120	53	1	12	2	1	6	3	0	0	0	0	0	0	200
845	0	119	56	0	5	0	0	4	1	0	0	0	0	0	0	185
900	1	132	60	0	7	1	0	1	3	0	0	0	0	0	0	205
Hourly Total	**4**	**502**	**237**	**2**	**41**	**3**	**1**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**815**
915	1	119	52	0	10	1	1	5	0	0	0	0	0	0	0	189
930	2	98	48	0	15	1	0	6	5	0	0	0	0	0	2	177
945	1	107	47	1	14	0	0	3	2	1	0	0	0	0	4	180
1000	1	123	44	0	8	0	0	2	7	0	0	0	0	0	0	185
Hourly Total	**5**	**447**	**191**	**1**	**47**	**2**	**1**	**16**	**14**	**1**	**0**	**0**	**0**	**0**	**6**	**731**
1015	1	109	39	0	5	2	0	3	2	2	0	0	0	0	0	163
1030	1	83	49	2	9	0	0	3	1	0	0	0	0	0	0	148
1045	2	95	48	1	9	2	1	5	2	1	0	0	0	0	0	166
1100	0	114	40	1	10	2	1	3	5	0	0	0	0	0	0	176
Hourly Total	**4**	**401**	**176**	**4**	**33**	**6**	**2**	**14**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**653**
1115	0	108	40	0	8	3	0	5	1	0	0	0	0	0	2	167
1130	0	94	42	1	9	3	0	3	3	0	0	0	1	0	0	156
1145	3	94	41	0	5	2	0	3	5	0	0	0	0	0	0	153
1200	1	104	40	2	13	2	0	2	2	0	0	0	0	0	2	168
Hourly Total	**4**	**400**	**163**	**3**	**35**	**10**	**0**	**13**	**11**	**0**	**0**	**0**	**1**	**0**	**4**	**644**
1215	0	118	36	0	4	1	0	1	2	0	0	0	0	0	0	162
1230	0	114	46	1	3	2	2	0	1	1	0	0	0	0	0	170
1245	3	99	42	0	4	2	0	3	2	0	0	0	0	0	0	155
1300	2	101	54	0	6	1	0	3	1	0	0	0	0	0	1	169
Hourly Total	**5**	**432**	**178**	**1**	**17**	**6**	**2**	**7**	**6**	**1**	**0**	**0**	**0**	**0**	**1**	**656**
1315	1	79	41	3	10	2	0	2	2	2	0	0	0	0	3	145
1330	0	96	42	0	8	0	0	1	1	0	0	0	0	0	5	153
1345	1	95	37	0	8	1	0	5	2	0	0	0	0	0	2	151
1400	1	93	47	0	6	2	1	2	3	0	0	0	0	0	0	155
Hourly Total	**3**	**363**	**167**	**3**	**32**	**5**	**1**	**10**	**8**	**2**	**0**	**0**	**0**	**0**	**10**	**604**
1415	0	81	41	1	4	0	0	2	4	3	0	0	0	0	1	137
1430	0	106	34	1	10	1	0	0	1	1	0	0	0	0	0	154
1445	1	98	33	2	2	0	2	3	4	0	0	0	0	0	1	146
1500	1	119	38	1	7	0	0	7	3	0	0	0	0	0	1	177
Hourly Total	**2**	**404**	**146**	**5**	**23**	**1**	**2**	**12**	**12**	**4**	**0**	**0**	**0**	**0**	**3**	**614**
1515	1	91	36	0	5	3	0	0	2	0	0	0	0	0	0	138
1530	1	87	35	0	5	1	0	2	1	2	0	0	0	0	1	135
1545	3	84	30	1	6	3	2	2	1	1	0	0	1	0	1	135

1600	1	91	41	0	13	1	0	4	2	1	0	0	0	0	0	154
Hourly Total	**6**	**353**	**142**	**1**	**29**	**8**	**2**	**8**	**6**	**4**	**0**	**0**	**1**	**0**	**2**	**562**
1615	0	82	27	0	9	1	0	0	1	0	0	0	0	0	1	121
1630	2	87	33	0	3	3	0	0	1	0	0	0	0	0	0	129
1645	1	94	25	0	4	0	0	2	0	0	0	0	0	0	0	126
1700	0	85	30	0	3	0	0	2	6	0	0	0	0	0	0	126
Hourly Total	**3**	**348**	**115**	**0**	**19**	**4**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**502**
1715	1	83	31	0	3	2	0	3	2	0	0	0	0	0	0	125
1730	0	102	31	0	2	0	0	5	1	0	0	0	0	0	0	141
1745	1	82	21	0	2	0	0	1	1	0	0	0	0	0	0	108
1800	0	64	23	0	3	1	0	3	0	0	0	0	0	0	0	94
Hourly Total	**2**	**331**	**106**	**0**	**10**	**3**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**468**
1815	1	62	20	0	3	0	0	0	0	0	0	0	0	0	0	86
1830	2	53	21	0	2	0	0	0	0	0	0	0	0	0	0	78
1845	0	54	17	0	1	1	0	1	2	0	0	0	0	0	0	76
1900	0	55	12	0	0	0	0	2	2	0	0	0	0	0	0	71
Hourly Total	**3**	**224**	**70**	**0**	**6**	**1**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**311**
1915	1	54	19	0	3	0	0	0	0	0	0	0	0	0	0	77
1930	0	41	14	0	1	1	0	0	2	0	0	0	0	0	0	59
1945	0	56	13	0	2	0	0	0	0	0	0	0	0	0	0	71
2000	0	37	12	0	0	1	0	1	1	0	0	0	0	0	0	52
Hourly Total	**1**	**188**	**58**	**0**	**6**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**259**
2015	1	45	10	1	2	0	0	0	1	0	0	0	0	0	0	60
2030	0	40	8	0	1	0	0	0	0	0	0	0	0	0	0	49
2045	0	37	11	0	0	2	0	0	0	0	0	0	0	0	1	51
2100	0	38	8	0	0	0	0	0	1	0	0	0	0	0	0	47
Hourly Total	**1**	**160**	**37**	**1**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**207**
2115	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
2130	0	29	6	0	1	1	0	0	0	0	0	0	0	0	0	37
2145	0	34	6	0	1	0	0	0	2	0	0	0	0	0	0	43
2200	2	28	4	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**2**	**123**	**24**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**154**
2215	1	32	5	0	1	0	0	0	0	0	0	0	0	0	0	39
2230	1	21	7	0	0	1	0	0	0	0	0	0	0	0	0	30
2245	1	25	7	0	0	1	0	0	1	0	0	0	0	0	0	35
2300	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**3**	**91**	**20**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**118**
2315	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	8	3	0	1	0	0	0	0	0	1	0	0	0	0	13
2345	0	9	3	0	0	1	0	0	0	0	0	0	0	0	0	13
2400	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**32**	**15**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**50**
DAILY TOTAL	**52**	**5823**	**2392**	**32**	**384**	**63**	**16**	**143**	**114**	**19**	**2**	**0**	**3**	**0**	**37**	**9080**
Percentages	**0.6%**	**64.1%**	**26.3%**	**0.4%**	**4.2%**	**0.7%**	**0.2%**	**1.6%**	**1.3%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.4%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	9	0	0	0	0	0	1	0	1	0	0	0	0	29
30	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
100	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**53**	**17**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**73**
115	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
145	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
200	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**46**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
215	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
230	0	4	2	0	1	0	0	0	0	0	1	0	0	0	0	8
245	0	8	5	0	1	0	0	0	1	0	0	0	0	0	0	15
300	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**26**	**12**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**43**
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**27**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
415	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
430	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	15
445	1	6	6	0	3	0	0	1	1	0	0	0	0	0	0	18
500	0	15	14	0	1	0	0	1	0	0	0	0	0	0	0	31
Hourly Total	**1**	**41**	**22**	**0**	**5**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
515	0	18	9	2	0	1	2	0	1	0	0	0	0	0	0	33
530	0	18	9	0	2	0	0	0	1	0	0	0	0	0	0	30
545	1	36	15	0	2	2	0	0	0	0	0	0	0	0	0	56
600	0	55	13	0	2	0	0	1	1	1	0	0	1	0	0	74
Hourly Total	**1**	**127**	**46**	**2**	**6**	**3**	**2**	**1**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**193**
615	0	66	33	1	3	0	0	2	4	0	0	0	0	0	0	109
630	0	108	67	2	4	1	1	2	6	0	0	0	0	0	0	191
645	0	141	90	3	13	0	0	0	1	0	0	0	0	0	1	249
700	1	135	108	4	17	4	1	5	2	1	0	0	0	0	1	279
Hourly Total	**1**	**450**	**298**	**10**	**37**	**5**	**2**	**9**	**13**	**1**	**0**	**0**	**0**	**0**	**2**	**828**
715	2	142	96	4	19	0	0	3	2	0	0	0	0	0	3	271
730	1	149	81	1	19	6	1	9	2	1	0	0	0	0	4	274
745	1	170	100	0	21	2	0	11	4	0	0	0	0	0	4	313
800	0	208	119	1	19	0	0	9	3	1	0	0	0	0	1	361
Hourly Total	**4**	**669**	**396**	**6**	**78**	**8**	**1**	**32**	**11**	**2**	**0**	**0**	**0**	**0**	**12**	**1219**
815	4	190	102	1	28	2	0	7	2	0	0	0	0	0	0	336
830	2	196	100	1	31	2	1	7	5	0	0	0	0	0	1	346
845	0	192	104	2	17	0	0	6	2	0	0	0	0	0	0	323
900	2	209	109	0	25	4	0	1	5	0	0	0	0	0	0	355
Hourly Total	**8**	**787**	**415**	**4**	**101**	**8**	**1**	**21**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**1360**
915	2	182	87	0	22	2	1	6	1	0	0	0	0	0	0	303
930	2	168	101	0	19	4	0	6	9	0	0	0	0	0	4	313
945	1	183	85	2	17	2	0	4	4	1	0	0	0	0	5	304
1000	2	191	91	0	18	3	1	3	8	0	0	0	0	0	1	318
Hourly Total	**7**	**724**	**364**	**2**	**76**	**11**	**2**	**19**	**22**	**1**	**0**	**0**	**0**	**0**	**10**	**1238**
1015	3	181	74	0	12	3	0	4	5	2	0	0	0	0	0	284
1030	4	161	100	2	18	1	0	5	3	0	0	0	0	0	1	295
1045	4	175	111	3	15	3	1	6	5	1	0	0	0	0	0	324
1100	2	185	92	4	26	4	1	6	6	1	0	0	0	0	7	334
Hourly Total	**13**	**702**	**377**	**9**	**71**	**11**	**2**	**21**	**19**	**4**	**0**	**0**	**0**	**0**	**8**	**1237**
1115	4	199	87	2	16	6	0	11	2	1	0	0	1	0	7	336
1130	1	183	83	2	21	6	0	4	6	0	0	0	2	0	3	311
1145	5	183	88	0	15	4	0	5	6	0	0	0	0	0	0	306
1200	2	213	94	2	23	3	0	5	7	0	0	0	0	0	5	354
Hourly Total	**12**	**778**	**352**	**6**	**75**	**19**	**0**	**25**	**21**	**1**	**0**	**0**	**3**	**0**	**15**	**1307**
1215	0	217	96	0	15	1	0	2	4	0	0	0	0	0	1	336
1230	0	223	87	1	13	3	2	2	4	1	0	0	0	0	1	337
1245	5	185	86	1	12	5	0	3	6	0	0	0	0	0	1	304
1300	2	198	100	2	14	3	0	5	4	0	0	0	0	0	4	332
Hourly Total	**7**	**823**	**369**	**4**	**54**	**12**	**2**	**12**	**18**	**1**	**0**	**0**	**0**	**0**	**7**	**1309**
1315	2	169	88	3	14	5	0	6	4	2	0	0	0	0	3	296
1330	2	201	88	4	16	3	0	3	5	0	0	0	0	0	5	327
1345	3	188	84	1	13	1	0	7	7	0	0	0	0	0	2	306
1400	1	190	85	0	9	4	1	5	9	0	0	0	0	0	0	304
Hourly Total	**8**	**748**	**345**	**8**	**52**	**13**	**1**	**21**	**25**	**2**	**0**	**0**	**0**	**0**	**10**	**1233**
1415	0	183	97	2	14	1	0	3	7	3	0	0	0	0	5	315
1430	0	208	75	1	17	3	0	1	3	1	0	0	0	0	1	310
1445	1	200	82	5	16	1	2	5	6	0	0	0	0	0	1	319
1500	1	242	95	2	14	4	0	9	5	0	0	0	0	0	1	373
Hourly Total	**2**	**833**	**349**	**10**	**61**	**9**	**2**	**18**	**21**	**4**	**0**	**0**	**0**	**0**	**8**	**1317**
1515	3	244	98	0	19	4	0	3	3	0	0	0	0	0	1	375
1530	2	223	108	7	16	3	1	5	3	2	0	0	0	0	12	382
1545	11	200	88	5	24	12	2	2	4	1	0	0	1	0	42	392

1600	2	208	119	0	26	6	0	6	3	2	0	0	1	0	16	389
Hourly Total	**18**	**875**	**413**	**12**	**85**	**25**	**3**	**16**	**13**	**5**	**0**	**0**	**2**	**0**	**71**	**1538**
1615	3	210	83	3	20	3	0	2	2	1	0	0	0	0	29	356
1630	4	201	87	6	10	11	0	2	2	0	0	0	2	0	52	377
1645	10	147	54	5	23	9	0	3	1	0	0	0	5	0	71	328
1700	6	170	64	8	14	7	0	6	7	1	0	0	1	0	65	349
Hourly Total	**23**	**728**	**288**	**22**	**67**	**30**	**0**	**13**	**12**	**2**	**0**	**0**	**8**	**0**	**217**	**1410**
1715	6	223	78	3	12	11	0	5	5	2	0	0	0	0	49	394
1730	3	211	69	3	13	3	0	7	2	0	0	0	5	0	66	382
1745	2	214	75	0	10	0	0	2	2	0	0	0	0	0	0	305
1800	0	203	85	0	8	2	0	4	1	0	0	0	0	0	0	303
Hourly Total	**11**	**851**	**307**	**6**	**43**	**16**	**0**	**18**	**10**	**2**	**0**	**0**	**5**	**0**	**115**	**1384**
1815	2	184	69	0	8	0	0	0	0	0	0	0	0	0	1	264
1830	2	155	61	0	5	1	0	1	1	0	0	0	0	0	0	226
1845	0	165	52	0	7	1	0	1	2	0	0	0	0	0	0	228
1900	0	144	45	0	3	0	0	2	4	0	0	0	0	0	0	198
Hourly Total	**4**	**648**	**227**	**0**	**23**	**2**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**916**
1915	1	129	36	0	8	0	1	1	1	0	0	0	0	0	0	177
1930	0	105	35	0	2	1	0	0	3	0	0	0	0	0	0	146
1945	0	130	31	0	3	1	0	1	2	0	0	0	0	0	1	169
2000	0	113	33	0	0	1	0	1	1	0	0	0	0	0	1	150
Hourly Total	**1**	**477**	**135**	**0**	**13**	**3**	**1**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**642**
2015	1	122	25	1	5	0	0	1	2	0	0	0	0	0	1	158
2030	0	110	26	0	3	1	0	0	1	0	0	0	0	0	0	141
2045	0	85	25	0	2	2	0	0	0	0	0	0	0	0	2	116
2100	0	86	16	0	1	1	0	0	1	0	0	0	0	0	0	105
Hourly Total	**1**	**403**	**92**	**1**	**11**	**4**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**520**
2115	0	81	23	0	0	0	0	0	1	0	1	0	0	0	1	107
2130	0	84	19	0	2	1	0	1	0	0	0	0	0	0	0	107
2145	1	84	20	0	1	0	0	0	2	0	0	0	0	0	0	108
2200	2	80	8	0	1	0	0	0	0	0	0	0	0	0	0	91
Hourly Total	**3**	**329**	**70**	**0**	**4**	**1**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**413**
2215	1	69	14	0	2	0	0	0	1	0	0	0	0	0	0	87
2230	2	73	17	0	0	2	0	0	0	0	0	0	0	0	0	94
2245	1	62	21	0	0	1	0	0	1	0	0	0	0	0	0	86
2300	0	44	12	0	0	0	0	0	0	0	0	0	0	0	0	56
Hourly Total	**4**	**248**	**64**	**0**	**2**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**323**
2315	0	23	11	0	0	0	0	0	0	0	0	0	0	0	0	34
2330	0	29	10	0	1	1	0	0	0	0	1	0	0	0	0	42
2345	0	20	7	0	1	1	0	0	0	0	0	0	0	0	0	29
2400	0	14	9	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**86**	**37**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**128**
DAILY TOTAL	**129**	**11479**	**5013**	**102**	**868**	**185**	**19**	**239**	**229**	**26**	**4**	**0**	**19**	**0**	**483**	**18795**
Percentages	**0.7%**	**61.1%**	**26.7%**	**0.5%**	**4.6%**	**1.0%**	**0.1%**	**1.3%**	**1.2%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**2.6%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	7	0	1	1	0	0	0	0	1	0	0	0	0	25
30	0	5	7	0	0	0	0	0	2	0	0	0	0	0	0	14
45	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**1**	**31**	**17**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**54**
115	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	1	4	1	0	0	0	0	0	0	0	0	0	0	0	1	7
200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**19**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26**
215	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
230	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	6	0	0	2	0	0	0	1	0	0	0	0	0	0	9
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**17**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
400	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**11**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
415	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
430	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
445	1	7	4	0	1	0	0	2	0	0	0	0	0	0	0	15
500	0	8	6	1	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**1**	**26**	**11**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
515	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
530	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
545	0	13	9	0	1	0	0	0	1	0	0	0	0	0	0	24
600	0	11	6	0	4	1	0	1	0	0	0	0	0	0	0	23
Hourly Total	**0**	**40**	**21**	**1**	**5**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**71**
615	0	13	7	1	1	0	0	1	2	0	0	0	0	0	0	25
630	0	26	10	1	1	0	0	0	1	0	0	0	0	0	0	39
645	2	26	8	2	0	2	0	0	2	0	0	0	0	0	0	42
700	0	33	16	0	7	6	0	3	3	0	0	0	0	0	0	68
Hourly Total	**2**	**98**	**41**	**4**	**9**	**8**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**174**
715	2	30	22	0	7	1	0	3	0	0	0	0	0	0	1	66
730	1	49	32	0	8	5	0	2	0	0	0	0	0	0	1	98
745	0	55	44	0	8	1	0	7	2	0	0	0	0	0	0	117
800	0	58	36	1	6	2	0	2	0	0	0	0	0	0	1	106
Hourly Total	**3**	**192**	**134**	**1**	**29**	**9**	**0**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**387**
815	0	57	56	0	10	0	0	2	0	0	0	0	0	0	2	127
830	1	55	43	1	19	4	0	2	2	0	0	0	0	0	0	127
845	0	82	39	3	11	3	0	0	0	0	0	0	0	0	2	140
900	2	81	50	0	8	1	0	2	3	0	0	0	0	0	1	148
Hourly Total	**3**	**275**	**188**	**4**	**48**	**8**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**542**
915	5	83	55	3	5	4	0	0	4	0	0	0	0	0	0	159
930	2	76	31	1	9	4	0	2	3	0	0	0	0	0	2	130
945	1	77	48	0	9	2	0	2	3	0	0	0	0	0	0	142
1000	0	69	41	0	9	2	1	2	0	0	0	0	0	0	1	125
Hourly Total	**8**	**305**	**175**	**4**	**32**	**12**	**1**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**3**	**556**
1015	2	84	40	0	9	6	0	2	2	0	0	0	0	0	0	145
1030	0	78	46	2	7	4	0	2	2	1	0	0	0	0	2	144
1045	0	92	49	0	5	3	0	3	3	0	0	0	0	0	2	157
1100	1	85	33	1	9	2	0	0	2	0	0	0	0	0	1	134
Hourly Total	**3**	**339**	**168**	**3**	**30**	**15**	**0**	**7**	**9**	**1**	**0**	**0**	**0**	**0**	**5**	**580**
1115	1	106	41	1	6	3	0	1	3	0	0	0	0	0	1	163
1130	2	104	43	0	14	3	0	3	1	0	0	0	0	0	0	170
1145	2	117	52	2	8	4	0	2	1	0	0	0	0	0	0	188
1200	0	96	59	0	6	1	0	3	3	0	0	0	0	0	2	170
Hourly Total	**5**	**423**	**195**	**3**	**34**	**11**	**0**	**9**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**691**
1215	2	116	74	1	8	2	0	0	6	0	0	0	0	0	1	210
1230	1	94	42	0	2	3	0	3	3	0	0	0	0	0	2	150
1245	0	90	53	2	12	1	0	2	3	0	0	0	0	0	1	164
1300	1	124	62	0	4	1	0	2	6	0	0	0	0	0	0	200
Hourly Total	**4**	**424**	**231**	**3**	**26**	**7**	**0**	**7**	**18**	**0**	**0**	**0**	**0**	**0**	**4**	**724**
1315	0	124	59	0	6	1	0	1	2	0	0	0	0	0	1	194
1330	1	91	55	1	9	3	0	1	1	0	0	0	0	0	0	162
1345	1	101	50	1	10	2	0	2	3	0	0	0	0	0	0	170
1400	0	105	41	2	10	1	0	2	1	0	0	0	0	0	0	162
Hourly Total	**2**	**421**	**205**	**4**	**35**	**7**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**688**
1415	0	105	64	2	5	0	0	4	5	0	0	0	0	0	0	185
1430	1	108	45	1	8	2	0	2	2	0	0	0	0	0	2	171
1445	0	115	61	1	12	2	0	0	2	0	0	0	0	0	0	193
1500	2	116	65	1	6	2	0	8	5	0	0	0	0	0	2	207
Hourly Total	**3**	**444**	**235**	**5**	**31**	**6**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**4**	**756**

1515	0	128	67	2	9	3	0	2	0	0	0	0	0	0	1	212
1530	0	135	64	1	5	0	0	5	1	0	0	0	0	0	1	212
1545	1	119	48	5	6	7	0	0	0	1	0	0	1	0	55	243
1600	5	118	62	0	12	6	0	4	2	0	0	0	1	0	35	245
Hourly Total	**6**	**500**	**241**	**8**	**32**	**16**	**0**	**11**	**3**	**1**	**0**	**0**	**2**	**0**	**92**	**912**
1615	3	85	27	6	10	10	0	6	0	0	0	0	4	0	62	213
1630	0	76	35	2	10	12	0	2	3	0	0	0	2	0	73	215
1645	10	58	31	3	9	9	0	4	1	1	0	0	2	0	87	215
1700	7	70	29	1	12	8	0	2	0	0	0	0	2	0	81	212
Hourly Total	**20**	**289**	**122**	**12**	**41**	**39**	**0**	**14**	**4**	**1**	**0**	**0**	**10**	**0**	**303**	**855**
1715	6	75	37	3	15	11	0	3	1	0	0	0	5	0	60	216
1730	6	71	34	2	9	8	0	2	0	2	0	0	3	0	77	214
1745	2	113	48	0	15	6	0	1	0	0	1	0	0	0	32	218
1800	0	131	43	0	6	0	0	1	2	0	0	0	0	0	0	183
Hourly Total	**14**	**390**	**162**	**5**	**45**	**25**	**0**	**7**	**3**	**2**	**1**	**0**	**8**	**0**	**169**	**831**
1815	1	115	51	1	8	1	0	2	0	0	0	0	0	0	0	179
1830	1	93	43	0	2	1	0	1	1	0	0	0	0	0	0	142
1845	0	97	31	1	2	0	0	1	2	0	0	0	0	0	0	134
1900	0	72	26	0	5	1	0	1	0	0	0	0	0	0	1	106
Hourly Total	**2**	**377**	**151**	**2**	**17**	**3**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**561**
1915	0	70	26	0	1	0	0	0	0	0	0	0	0	0	0	97
1930	1	77	25	0	3	0	0	0	0	0	0	0	0	0	0	106
1945	0	85	27	0	2	0	0	1	1	0	0	0	0	0	0	116
2000	0	52	20	0	1	1	0	1	2	0	0	0	0	0	0	77
Hourly Total	**1**	**284**	**98**	**0**	**7**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**396**
2015	1	47	21	0	0	0	0	1	0	0	0	0	0	0	0	70
2030	0	65	13	0	5	0	0	0	0	0	0	0	0	0	4	87
2045	0	65	11	2	1	0	0	0	2	0	0	0	0	0	0	81
2100	0	64	14	0	0	0	0	1	0	0	0	0	0	0	0	79
Hourly Total	**1**	**241**	**59**	**2**	**6**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**317**
2115	0	57	9	0	0	1	0	0	0	0	1	0	0	0	0	68
2130	1	59	20	0	2	0	0	0	0	0	0	0	0	0	0	82
2145	0	55	19	0	1	0	0	0	0	0	0	0	0	0	0	75
2200	0	52	19	0	3	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	**1**	**223**	**67**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**299**
2215	0	59	11	0	0	2	0	0	0	0	0	0	0	0	0	72
2230	0	36	7	0	0	0	0	0	1	0	0	0	0	0	0	44
2245	0	44	10	0	0	0	0	0	0	0	0	0	0	0	0	54
2300	0	36	8	0	2	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**0**	**175**	**36**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**216**
2315	0	34	15	0	2	1	0	0	0	0	0	0	0	0	0	52
2330	0	33	7	0	0	1	0	0	0	0	0	0	0	0	0	41
2345	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
2400	0	17	4	0	1	0	0	2	0	0	0	0	0	0	0	24
Hourly Total	**0**	**105**	**33**	**0**	**4**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**146**
DAILY TOTAL	**81**	**5649**	**2600**	**63**	**445**	**174**	**1**	**120**	**106**	**5**	**3**	**0**	**20**	**0**	**598**	**9865**
Percentages	**0.8%**	**57.3%**	**26.4%**	**0.6%**	**4.5%**	**1.8%**	**0.0%**	**1.2%**	**1.1%**	**0.1%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**6.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	4	0	0	0	0	0	1	0	0	0	0	0	0	20
30	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8
45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**33**	**9**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
115	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
200	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**20**	**5**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**
215	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
230	0	2	2	0	1	0	0	0	0	0	1	0	0	0	0	6
245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**6**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**
315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**4**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
415	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
445	0	8	5	0	0	0	0	0	1	0	0	0	0	0	0	14
500	1	17	7	0	0	1	0	0	0	0	0	0	0	0	0	26
Hourly Total	**1**	**28**	**16**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
515	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
530	0	19	8	0	0	0	0	0	1	0	0	0	0	0	0	28
545	1	21	10	0	1	1	0	0	1	1	0	0	0	0	0	36
600	0	37	20	0	0	0	0	1	1	0	0	0	0	0	0	59
Hourly Total	**1**	**86**	**43**	**0**	**1**	**1**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**138**
615	0	60	34	0	1	0	0	1	3	0	0	0	0	0	0	99
630	0	84	56	0	8	2	1	1	0	1	0	0	0	0	0	153
645	1	93	59	1	6	3	0	1	1	0	0	0	0	0	5	170
700	0	119	79	0	17	1	0	2	0	0	0	0	0	0	0	218
Hourly Total	**1**	**356**	**228**	**1**	**32**	**6**	**1**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**5**	**640**
715	3	112	59	2	13	3	0	1	2	0	0	0	0	0	5	200
730	0	107	56	0	11	2	0	2	0	1	0	0	0	0	8	187
745	1	134	72	1	12	3	1	5	1	1	0	0	0	0	1	232
800	0	129	66	0	12	1	1	0	2	0	0	0	0	0	7	218
Hourly Total	**4**	**482**	**253**	**3**	**48**	**9**	**2**	**8**	**5**	**2**	**0**	**0**	**0**	**0**	**21**	**837**
815	1	150	64	0	12	1	0	7	0	0	0	0	0	0	3	238
830	0	125	60	0	10	1	0	2	1	0	0	0	0	0	2	201
845	0	123	53	2	17	1	0	3	1	1	0	0	0	0	2	203
900	0	148	56	0	10	0	0	2	0	0	0	0	0	0	1	217
Hourly Total	**1**	**546**	**233**	**2**	**49**	**3**	**0**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**8**	**859**
915	0	103	38	0	7	1	2	1	1	1	0	0	0	0	0	154
930	1	115	49	0	16	3	0	1	1	0	0	0	0	0	0	186
945	0	109	34	0	7	3	0	2	0	0	0	0	0	0	1	156
1000	1	87	34	0	9	3	1	3	1	1	0	0	0	0	2	142
Hourly Total	**2**	**414**	**155**	**0**	**39**	**10**	**3**	**7**	**3**	**2**	**0**	**0**	**0**	**0**	**3**	**638**
1015	1	89	46	0	8	1	1	2	0	1	0	0	0	0	0	149
1030	0	111	38	0	6	4	2	5	2	1	0	0	0	0	0	169
1045	0	115	33	0	6	2	0	2	0	0	0	0	0	0	1	159
1100	0	108	39	0	6	4	0	3	2	1	0	0	0	0	2	165
Hourly Total	**1**	**423**	**156**	**0**	**26**	**11**	**3**	**12**	**4**	**3**	**0**	**0**	**0**	**0**	**3**	**642**
1115	1	104	23	0	7	0	0	4	3	0	0	0	0	0	0	142
1130	0	96	37	0	7	2	1	5	1	0	0	0	0	0	0	149
1145	0	105	34	1	11	1	3	1	2	2	0	0	0	0	0	160
1200	6	107	45	0	12	1	0	1	5	0	0	0	0	0	0	177
Hourly Total	**7**	**412**	**139**	**1**	**37**	**4**	**4**	**11**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**628**
1215	2	89	35	1	5	0	0	4	2	0	0	0	0	0	0	138
1230	1	109	40	0	4	1	0	2	2	3	0	0	0	0	2	164
1245	1	100	52	1	8	1	0	2	2	0	0	0	0	0	0	167
1300	1	101	39	0	6	1	1	2	2	0	0	0	0	0	1	154
Hourly Total	**5**	**399**	**166**	**2**	**23**	**3**	**1**	**10**	**8**	**3**	**0**	**0**	**0**	**0**	**3**	**623**
1315	1	84	57	2	6	0	1	3	1	2	0	0	1	0	0	158
1330	0	84	35	0	3	0	1	4	1	0	0	0	0	0	0	128
1345	0	99	43	1	11	1	0	1	2	1	0	0	0	0	0	159
1400	0	79	35	1	1	0	0	1	2	0	0	0	0	0	0	119
Hourly Total	**1**	**346**	**170**	**4**	**21**	**1**	**2**	**9**	**6**	**3**	**0**	**0**	**1**	**0**	**0**	**564**
1415	2	79	46	0	9	3	1	2	3	0	0	0	0	0	0	145
1430	0	89	37	1	7	2	2	3	1	1	0	0	0	0	0	143
1445	0	73	43	2	4	3	0	1	4	0	0	0	0	0	0	130
1500	1	104	39	1	3	4	0	1	0	0	0	0	0	0	4	157
Hourly Total	**3**	**345**	**165**	**4**	**23**	**12**	**3**	**7**	**8**	**1**	**0**	**0**	**0**	**0**	**4**	**575**
1515	0	104	43	0	4	0	0	0	3	0	0	0	0	0	0	154
1530	1	87	37	0	5	1	0	2	2	0	0	0	0	0	0	135
1545	1	97	37	3	11	3	0	3	0	0	0	0	0	0	1	156

1600	1	103	50	0	8	5	0	1	3	1	0	0	0	0	0	172
Hourly Total	**3**	**391**	**167**	**3**	**28**	**9**	**0**	**6**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**617**
1615	1	95	36	1	6	0	0	0	2	0	0	0	0	0	0	141
1630	0	82	27	1	8	1	0	3	1	0	0	0	0	0	2	125
1645	0	92	27	0	11	1	0	2	3	1	0	0	0	0	1	138
1700	0	92	25	0	3	1	1	5	0	0	0	0	0	0	0	127
Hourly Total	**1**	**361**	**115**	**2**	**28**	**3**	**1**	**10**	**6**	**1**	**0**	**0**	**0**	**0**	**3**	**531**
1715	0	75	24	0	4	0	0	0	0	0	0	0	0	0	0	103
1730	0	79	31	0	2	0	0	1	1	0	0	0	0	0	0	114
1745	0	76	28	0	2	0	0	1	1	0	0	0	0	0	3	111
1800	0	86	33	0	1	0	0	0	0	0	0	0	0	0	0	120
Hourly Total	**0**	**316**	**116**	**0**	**9**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**448**
1815	0	77	26	0	0	0	0	0	0	0	0	0	0	0	0	103
1830	1	87	22	0	0	1	0	1	0	0	0	0	0	0	1	113
1845	0	84	21	0	2	0	0	0	0	0	0	0	0	0	0	107
1900	0	83	20	0	1	0	0	0	2	0	0	0	0	0	0	106
Hourly Total	**1**	**331**	**89**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**429**
1915	1	55	18	0	2	0	0	0	1	0	0	0	0	0	0	77
1930	1	68	17	0	3	1	0	1	2	0	0	0	0	0	0	93
1945	0	50	14	0	1	0	0	0	1	0	0	0	0	0	0	66
2000	0	43	10	0	0	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	**2**	**216**	**59**	**0**	**6**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**290**
2015	0	43	19	0	1	0	0	0	0	0	0	0	0	0	0	63
2030	0	31	8	0	0	0	0	0	0	0	0	0	0	0	3	42
2045	0	42	8	0	0	0	0	0	0	0	0	0	0	0	1	51
2100	0	42	15	0	1	0	0	0	1	0	0	0	0	0	0	59
Hourly Total	**0**	**158**	**50**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**215**
2115	0	39	7	1	0	0	0	0	0	0	0	0	0	0	0	47
2130	0	39	17	0	0	1	0	0	0	0	0	0	0	0	0	57
2145	0	42	6	0	1	0	0	0	1	0	0	0	0	0	0	50
2200	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**0**	**148**	**36**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**188**
2215	0	24	4	0	0	1	0	1	0	0	0	0	0	0	0	30
2230	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	26
2245	0	16	4	0	0	0	0	1	1	0	0	0	0	0	0	22
2300	0	19	4	0	0	0	0	0	0	0	0	0	0	0	1	24
Hourly Total	**0**	**78**	**19**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**102**
2315	0	18	1	0	1	0	0	0	2	0	0	0	0	0	0	22
2330	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
2345	0	12	6	0	0	1	0	1	0	0	0	0	0	0	0	20
2400	0	20	3	0	0	0	0	0	0	0	1	0	0	0	0	24
Hourly Total	**0**	**65**	**12**	**0**	**1**	**1**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**83**
DAILY TOTAL	**34**	**5964**	**2409**	**24**	**381**	**79**	**20**	**109**	**86**	**21**	**2**	**0**	**1**	**0**	**60**	**9190**
Percentages	**0.4%**	**64.9%**	**26.2%**	**0.3%**	**4.1%**	**0.9%**	**0.2%**	**1.2%**	**0.9%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.7%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	30	11	0	1	1	0	0	1	0	1	0	0	0	0	45
30	0	10	9	1	0	0	0	0	2	0	0	0	0	0	0	22
45	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	13
100	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**1**	**64**	**26**	**1**	**1**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**98**
115	0	11	3	0	1	0	0	1	0	0	0	0	0	0	0	16
130	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
145	1	8	3	0	0	0	0	0	1	0	0	0	0	0	1	14
200	0	11	1	0	2	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**1**	**39**	**9**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**55**
215	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	7	2	0	1	0	0	0	1	0	1	0	0	0	0	12
245	0	7	1	0	2	0	0	0	1	0	0	0	0	0	0	11
300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**23**	**9**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**38**
315	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
400	0	6	3	0	0	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	**0**	**15**	**5**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
415	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
430	0	6	3	0	0	0	0	1	1	0	0	0	0	0	0	11
445	1	15	9	0	1	0	0	2	1	0	0	0	0	0	0	29
500	1	25	13	1	0	1	0	0	0	0	0	0	0	0	0	41
Hourly Total	**2**	**54**	**27**	**2**	**1**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
515	0	17	7	1	0	0	0	0	1	0	0	0	0	0	0	26
530	0	27	12	0	0	0	0	0	2	0	0	0	0	0	0	41
545	1	34	19	0	2	1	0	0	2	1	0	0	0	0	0	60
600	0	48	26	0	4	1	0	2	1	0	0	0	0	0	0	82
Hourly Total	**1**	**126**	**64**	**1**	**6**	**2**	**0**	**2**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**209**
615	0	73	41	1	2	0	0	2	5	0	0	0	0	0	0	124
630	0	110	66	1	9	2	1	1	1	1	0	0	0	0	0	192
645	3	119	67	3	6	5	0	1	3	0	0	0	0	0	5	212
700	0	152	95	0	24	7	0	5	3	0	0	0	0	0	0	286
Hourly Total	**3**	**454**	**269**	**5**	**41**	**14**	**1**	**9**	**12**	**1**	**0**	**0**	**0**	**0**	**5**	**814**
715	5	142	81	2	20	4	0	4	2	0	0	0	0	0	6	266
730	1	156	88	0	19	7	0	4	0	1	0	0	0	0	9	285
745	1	189	116	1	20	4	1	12	3	1	0	0	0	0	1	349
800	0	187	102	1	18	3	1	2	2	0	0	0	0	0	8	324
Hourly Total	**7**	**674**	**387**	**4**	**77**	**18**	**2**	**22**	**7**	**2**	**0**	**0**	**0**	**0**	**24**	**1224**
815	1	207	120	0	22	1	0	9	0	0	0	0	0	0	5	365
830	1	180	103	1	29	5	0	4	3	0	0	0	0	0	2	328
845	0	205	92	5	28	4	0	3	1	1	0	0	0	0	4	343
900	2	229	106	0	18	1	0	4	3	0	0	0	0	0	2	365
Hourly Total	**4**	**821**	**421**	**6**	**97**	**11**	**0**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**13**	**1401**
915	5	186	93	3	12	5	2	1	5	1	0	0	0	0	0	313
930	3	191	80	1	25	7	0	3	4	0	0	0	0	0	2	316
945	1	186	82	0	16	5	0	4	3	0	0	0	0	0	1	298
1000	1	156	75	0	18	5	2	5	1	1	0	0	0	0	3	267
Hourly Total	**10**	**719**	**330**	**4**	**71**	**22**	**4**	**13**	**13**	**2**	**0**	**0**	**0**	**0**	**6**	**1194**
1015	3	173	86	0	17	7	1	4	2	1	0	0	0	0	0	294
1030	0	189	84	2	13	8	2	7	4	2	0	0	0	0	2	313
1045	0	207	82	0	11	5	0	5	3	0	0	0	0	0	3	316
1100	1	193	72	1	15	6	0	3	4	1	0	0	0	0	3	299
Hourly Total	**4**	**762**	**324**	**3**	**56**	**26**	**3**	**19**	**13**	**4**	**0**	**0**	**0**	**0**	**8**	**1222**
1115	2	210	64	1	13	3	0	5	6	0	0	0	0	0	1	305
1130	2	200	80	0	21	5	1	8	2	0	0	0	0	0	0	319
1145	2	222	86	3	19	5	3	3	3	2	0	0	0	0	0	348
1200	6	203	104	0	18	2	0	4	8	0	0	0	0	0	2	347
Hourly Total	**12**	**835**	**334**	**4**	**71**	**15**	**4**	**20**	**19**	**2**	**0**	**0**	**0**	**0**	**3**	**1319**
1215	4	205	109	2	13	2	0	4	8	0	0	0	0	0	1	348
1230	2	203	82	0	6	4	0	5	5	3	0	0	0	0	4	314
1245	1	190	105	3	20	2	0	4	5	0	0	0	0	0	1	331
1300	2	225	101	0	10	2	1	4	8	0	0	0	0	0	1	354
Hourly Total	**9**	**823**	**397**	**5**	**49**	**10**	**1**	**17**	**26**	**3**	**0**	**0**	**0**	**0**	**7**	**1347**
1315	1	208	116	2	12	1	1	4	3	2	0	0	1	0	1	352
1330	1	175	90	1	12	3	1	5	2	0	0	0	0	0	0	290
1345	1	200	93	2	21	3	0	3	5	1	0	0	0	0	0	329
1400	0	184	76	3	11	1	0	3	3	0	0	0	0	0	0	281
Hourly Total	**3**	**767**	**375**	**8**	**56**	**8**	**2**	**15**	**13**	**3**	**0**	**0**	**1**	**0**	**1**	**1252**
1415	2	184	110	2	14	3	1	6	8	0	0	0	0	0	0	330
1430	1	197	82	2	15	4	2	5	3	1	0	0	0	0	2	314
1445	0	188	104	3	16	5	0	1	6	0	0	0	0	0	0	323
1500	3	220	104	2	9	6	0	9	5	0	0	0	0	0	6	364
Hourly Total	**6**	**789**	**400**	**9**	**54**	**18**	**3**	**21**	**22**	**1**	**0**	**0**	**0**	**0**	**8**	**1331**

1515	0	232	110	2	13	3	0	2	3	0	0	0	0	0	1	366
1530	1	222	101	1	10	1	0	7	3	0	0	0	0	0	1	347
1545	2	216	85	8	17	10	0	3	0	1	0	0	1	0	56	399
1600	6	221	112	0	20	11	0	5	5	1	0	0	1	0	35	417
Hourly Total	**9**	**891**	**408**	**11**	**60**	**25**	**0**	**17**	**11**	**2**	**0**	**0**	**2**	**0**	**93**	**1529**
1615	4	180	63	7	16	10	0	6	2	0	0	0	4	0	62	354
1630	0	158	62	3	18	13	0	5	4	0	0	0	2	0	75	340
1645	10	150	58	3	20	10	0	6	4	2	0	0	2	0	88	353
1700	7	162	54	1	15	9	1	7	0	0	0	0	2	0	81	339
Hourly Total	**21**	**650**	**237**	**14**	**69**	**42**	**1**	**24**	**10**	**2**	**0**	**0**	**10**	**0**	**306**	**1386**
1715	6	150	61	3	19	11	0	3	1	0	0	0	5	0	60	319
1730	6	150	65	2	11	8	0	3	1	2	0	0	3	0	77	328
1745	2	189	76	0	17	6	0	2	1	0	1	0	0	0	35	329
1800	0	217	76	0	7	0	0	1	2	0	0	0	0	0	0	303
Hourly Total	**14**	**706**	**278**	**5**	**54**	**25**	**0**	**9**	**5**	**2**	**1**	**0**	**8**	**0**	**172**	**1279**
1815	1	192	77	1	8	1	0	2	0	0	0	0	0	0	0	282
1830	2	180	65	0	2	2	0	2	1	0	0	0	0	0	1	255
1845	0	181	52	1	4	0	0	1	2	0	0	0	0	0	0	241
1900	0	155	46	0	6	1	0	1	2	0	0	0	0	0	1	212
Hourly Total	**3**	**708**	**240**	**2**	**20**	**4**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**990**
1915	1	125	44	0	3	0	0	0	1	0	0	0	0	0	0	174
1930	2	145	42	0	6	1	0	1	2	0	0	0	0	0	0	199
1945	0	135	41	0	3	0	0	1	2	0	0	0	0	0	0	182
2000	0	95	30	0	1	2	0	1	2	0	0	0	0	0	0	131
Hourly Total	**3**	**500**	**157**	**0**	**13**	**3**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**686**
2015	1	90	40	0	1	0	0	1	0	0	0	0	0	0	0	133
2030	0	96	21	0	5	0	0	0	0	0	0	0	0	0	7	129
2045	0	107	19	2	1	0	0	0	2	0	0	0	0	0	1	132
2100	0	106	29	0	1	0	0	1	1	0	0	0	0	0	0	138
Hourly Total	**1**	**399**	**109**	**2**	**8**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**8**	**532**
2115	0	96	16	1	0	1	0	0	0	0	1	0	0	0	0	115
2130	1	98	37	0	2	1	0	0	0	0	0	0	0	0	0	139
2145	0	97	25	0	2	0	0	0	1	0	0	0	0	0	0	125
2200	0	80	25	0	3	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	**1**	**371**	**103**	**1**	**7**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**487**
2215	0	83	15	0	0	3	0	1	0	0	0	0	0	0	0	102
2230	0	55	14	0	0	0	0	0	1	0	0	0	0	0	0	70
2245	0	60	14	0	0	0	0	1	1	0	0	0	0	0	0	76
2300	0	55	12	0	2	0	0	0	0	0	0	0	0	0	1	70
Hourly Total	**0**	**253**	**55**	**0**	**2**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**318**
2315	0	52	16	0	3	1	0	0	2	0	0	0	0	0	0	74
2330	0	48	9	0	0	1	0	0	0	0	0	0	0	0	0	58
2345	0	33	13	0	1	1	0	1	0	0	0	0	0	0	0	49
2400	0	37	7	0	1	0	0	2	0	0	1	0	0	0	0	48
Hourly Total	**0**	**170**	**45**	**0**	**5**	**3**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**229**
DAILY TOTAL	**115**	**11613**	**5009**	**87**	**826**	**253**	**21**	**229**	**192**	**26**	**5**	**0**	**21**	**0**	**658**	**19055**
Percentages	**0.6%**	**60.9%**	**26.3%**	**0.5%**	**4.3%**	**1.3%**	**0.1%**	**1.2%**	**1.0%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**3.5%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/13/2019
Start Time: 00:00
Stop Date: 4/13/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	24	2	0	2	0	0	0	0	0	0	0	0	0	0	28
30	1	19	3	0	0	0	0	1	0	0	0	0	0	0	0	24
45	0	13	7	0	1	0	0	0	0	0	0	0	1	0	1	23
100	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**67**	**12**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**86**
115	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
130	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**29**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
215	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
230	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
245	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
300	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**25**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
415	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
430	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	6
445	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
500	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
Hourly Total	**1**	**13**	**5**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
515	0	4	3	0	1	0	0	1	0	0	0	0	0	0	0	9
530	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
545	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
600	0	14	2	0	0	0	0	0	0	0	0	0	0	0	1	17
Hourly Total	**0**	**34**	**10**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**47**
615	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
630	1	12	2	0	1	0	0	0	0	0	0	0	0	0	0	16
645	2	14	6	1	1	0	0	0	0	0	0	0	0	0	0	24
700	0	25	16	0	0	1	0	0	0	0	0	0	0	0	0	42
Hourly Total	**3**	**63**	**31**	**1**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
715	0	27	11	1	4	1	0	1	0	0	0	0	0	0	0	45
730	1	30	16	1	3	0	0	0	0	0	0	0	0	0	0	51
745	0	33	19	0	3	1	0	0	0	0	0	0	0	0	1	57
800	0	36	20	0	5	0	0	0	0	0	0	0	0	0	0	61
Hourly Total	**1**	**126**	**66**	**2**	**15**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**214**
815	0	46	23	0	3	0	0	1	0	0	0	0	0	0	0	73
830	1	46	17	0	4	2	0	0	1	0	0	0	0	0	0	71
845	1	53	29	0	4	1	0	1	0	0	0	0	0	0	0	89
900	0	67	38	2	3	0	0	1	1	0	0	0	0	0	0	112
Hourly Total	**2**	**212**	**107**	**2**	**14**	**3**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**345**
915	4	51	33	0	3	1	0	0	1	0	0	0	0	0	0	93
930	0	76	30	0	7	0	0	1	2	0	0	0	0	0	0	116
945	0	60	25	1	5	1	0	0	0	0	0	0	0	0	0	92
1000	1	79	28	1	1	0	0	2	2	0	0	0	0	0	0	114
Hourly Total	**5**	**266**	**116**	**2**	**16**	**2**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**415**
1015	1	72	26	0	4	0	0	1	0	0	0	0	0	0	0	104
1030	0	76	32	0	1	0	0	2	0	0	0	0	0	0	2	113
1045	0	80	28	0	7	0	0	1	1	0	0	0	0	0	1	118
1100	0	83	24	1	5	1	0	0	0	0	0	0	0	0	1	115
Hourly Total	**1**	**311**	**110**	**1**	**17**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**450**
1115	1	90	35	0	2	0	0	1	0	0	0	0	0	0	0	129
1130	0	96	35	0	5	0	0	1	0	0	0	0	0	0	0	137
1145	0	92	41	0	7	1	0	0	0	0	0	0	0	0	0	141
1200	3	88	36	0	3	0	0	4	1	0	0	0	0	0	1	136
Hourly Total	**4**	**366**	**147**	**0**	**17**	**1**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**543**
1215	0	92	39	0	7	0	0	0	0	0	0	0	0	0	0	138
1230	0	109	35	0	4	0	0	3	0	0	0	0	0	0	1	152
1245	0	78	36	0	5	0	0	2	1	0	0	0	0	0	1	123
1300	0	94	32	0	3	0	0	0	1	0	0	0	0	0	0	130
Hourly Total	**0**	**373**	**142**	**0**	**19**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**543**
1315	0	93	31	0	1	0	0	1	1	0	0	0	0	0	0	127
1330	2	98	41	1	5	0	0	0	0	0	0	0	0	0	0	147
1345	1	94	32	1	4	0	0	1	1	0	0	0	0	0	1	135
1400	0	76	27	0	1	0	0	0	1	0	0	0	0	0	2	107
Hourly Total	**3**	**361**	**131**	**2**	**11**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**516**
1415	0	103	22	0	3	0	0	2	1	0	0	0	0	0	0	131
1430	0	74	49	1	4	0	0	0	0	0	0	0	0	0	0	128
1445	0	90	19	0	3	0	0	3	1	0	0	0	0	0	0	116
1500	0	96	21	0	1	1	0	3	0	0	0	0	0	0	0	122
Hourly Total	**0**	**363**	**111**	**1**	**11**	**1**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**497**
1515	0	79	29	0	4	0	1	2	1	0	0	0	0	0	0	116
1530	3	84	25	0	2	1	0	1	2	0	0	0	0	0	0	118
1545	1	100	25	0	2	1	0	1	1	0	0	0	0	0	0	131

1600	0	69	28	1	6	0	0	1	2	0	0	0	0	0	0	107
Hourly Total	**4**	**332**	**107**	**1**	**14**	**2**	**1**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**472**
1615	0	85	31	0	2	1	0	1	0	0	0	0	0	0	0	120
1630	2	79	29	1	0	0	0	0	1	0	0	0	0	0	0	112
1645	0	84	26	1	9	0	0	0	0	0	0	0	0	0	0	120
1700	0	80	23	0	3	0	0	1	2	0	0	0	0	0	0	109
Hourly Total	**2**	**328**	**109**	**2**	**14**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**461**
1715	0	93	26	0	3	0	0	2	0	0	0	0	0	0	1	125
1730	2	67	29	0	4	0	0	0	0	0	0	0	0	0	1	103
1745	0	65	28	0	5	0	0	1	0	0	0	0	0	0	0	99
1800	0	66	18	0	2	0	0	2	1	0	0	0	0	0	0	89
Hourly Total	**2**	**291**	**101**	**0**	**14**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**416**
1815	0	75	21	0	1	1	0	1	1	0	0	0	0	0	0	100
1830	1	96	19	0	1	0	0	0	2	0	0	0	0	0	0	119
1845	2	63	20	0	3	0	0	0	0	0	0	0	0	0	0	88
1900	0	77	13	0	2	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	**3**	**311**	**73**	**0**	**7**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**399**
1915	0	63	22	1	4	0	0	0	0	0	0	0	0	0	0	90
1930	0	55	19	0	1	0	0	1	2	0	0	0	0	0	1	79
1945	0	73	19	0	0	1	0	0	1	0	0	0	0	0	0	94
2000	0	63	13	0	1	0	0	0	0	0	0	0	0	0	0	77
Hourly Total	**0**	**254**	**73**	**1**	**6**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**340**
2015	0	45	18	0	3	0	0	0	0	0	0	0	0	0	0	66
2030	0	68	11	0	0	0	0	0	0	0	0	0	0	0	0	79
2045	0	54	10	0	0	0	0	0	0	0	0	0	0	0	0	64
2100	2	47	14	0	0	0	0	0	1	0	0	0	0	0	0	64
Hourly Total	**2**	**214**	**53**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**273**
2115	1	62	12	0	1	1	0	0	0	0	0	0	0	0	0	77
2130	0	59	12	0	0	0	0	0	1	0	0	0	0	0	0	72
2145	0	63	19	1	1	0	0	0	0	0	0	0	0	0	0	84
2200	0	57	5	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	**1**	**241**	**48**	**1**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**295**
2215	0	38	8	1	1	1	0	0	1	0	0	0	0	0	2	52
2230	0	54	7	0	2	0	0	0	0	0	0	0	0	0	0	63
2245	0	49	9	0	1	0	0	0	0	0	0	0	0	0	0	59
2300	0	34	9	0	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	**0**	**175**	**33**	**1**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**217**
2315	0	38	15	0	0	1	0	0	0	0	0	0	0	0	0	54
2330	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
2345	1	27	11	0	1	1	0	0	0	0	0	0	0	0	0	41
2400	0	16	9	0	0	0	0	0	1	0	0	0	0	0	1	27
Hourly Total	**1**	**108**	**41**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**155**
DAILY TOTAL	**36**	**4879**	**1640**	**17**	**196**	**20**	**1**	**51**	**36**	**0**	**0**	**0**	**1**	**0**	**19**	**6896**
Percentages	**0.5%**	**70.8%**	**23.8%**	**0.2%**	**2.8%**	**0.3%**	**0.0%**	**0.7%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	8	2	0	1	0	0	0	0	0	0	0	0	0	1	12
100	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**45**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**56**
115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**16**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**
215	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**13**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
315	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
415	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
430	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
445	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
500	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
515	1	5	6	0	0	0	0	1	0	0	0	0	0	0	0	13
530	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
545	0	12	5	0	1	0	0	0	0	0	0	0	0	0	0	18
600	1	17	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**2**	**39**	**20**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
615	0	18	12	0	1	0	0	0	0	0	0	0	0	0	0	31
630	0	30	7	0	0	0	0	2	1	0	0	0	0	0	0	40
645	1	35	17	0	4	0	0	0	0	0	0	0	0	0	1	58
700	0	49	29	0	3	0	0	1	0	0	0	0	0	0	0	82
Hourly Total	**1**	**132**	**65**	**0**	**8**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**211**
715	0	35	18	0	7	0	0	2	1	0	0	0	0	0	0	63
730	0	38	18	0	13	0	0	1	0	0	0	0	0	0	0	70
745	1	55	31	1	3	0	1	3	0	0	0	0	0	0	0	95
800	1	77	25	0	4	2	0	4	0	0	0	0	0	0	0	113
Hourly Total	**2**	**205**	**92**	**1**	**27**	**2**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**341**
815	0	45	24	0	5	1	0	2	0	0	0	0	0	0	1	78
830	1	63	26	0	4	0	0	0	0	0	0	0	0	0	1	95
845	1	71	21	0	2	0	0	1	1	0	0	0	0	0	0	97
900	0	82	27	0	2	0	0	1	0	0	0	0	0	0	2	114
Hourly Total	**2**	**261**	**98**	**0**	**13**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**384**
915	1	61	24	0	3	0	0	1	0	0	0	0	0	0	0	90
930	0	85	29	1	4	1	0	0	0	0	0	0	0	0	0	120
945	0	89	25	0	4	0	0	2	1	0	0	0	0	0	0	121
1000	0	90	28	0	4	0	0	2	0	0	0	0	0	0	0	124
Hourly Total	**1**	**325**	**106**	**1**	**15**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**455**
1015	0	78	20	0	2	0	0	1	0	0	0	0	0	0	0	101
1030	0	79	27	0	2	0	0	1	0	0	0	0	0	0	0	109
1045	1	94	19	0	5	0	0	0	1	0	0	0	0	0	0	120
1100	1	99	27	0	3	0	0	0	0	0	0	0	0	0	0	130
Hourly Total	**2**	**350**	**93**	**0**	**12**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**460**
1115	1	87	35	0	7	0	0	0	0	0	0	0	0	0	0	130
1130	2	95	29	0	2	0	0	2	0	0	0	0	0	0	0	130
1145	0	94	34	0	4	0	0	1	1	0	0	0	0	0	1	135
1200	0	89	31	0	3	0	0	2	0	0	0	0	0	0	0	125
Hourly Total	**3**	**365**	**129**	**0**	**16**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**520**
1215	0	96	32	0	4	0	0	0	0	0	0	0	0	0	0	132
1230	0	95	34	0	6	0	0	1	1	0	0	0	0	0	0	137
1245	0	95	33	0	1	2	0	1	0	0	0	0	0	0	0	132
1300	0	85	28	0	2	0	0	2	1	0	0	0	0	0	0	118
Hourly Total	**0**	**371**	**127**	**0**	**13**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**519**
1315	1	78	25	0	0	0	0	1	0	0	0	0	0	0	0	105
1330	2	84	24	0	4	1	0	0	2	0	0	0	0	0	0	117
1345	1	95	21	0	3	0	0	0	1	0	0	0	0	0	0	121
1400	0	85	34	1	4	1	0	1	1	0	0	0	0	0	0	127
Hourly Total	**4**	**342**	**104**	**1**	**11**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**470**
1415	0	74	22	0	2	0	0	1	1	0	0	0	0	0	0	100
1430	1	101	25	1	2	2	0	0	0	0	0	0	1	0	0	133
1445	0	87	23	0	2	0	0	3	0	0	0	0	0	0	0	115
1500	2	79	23	0	1	1	0	0	0	0	0	0	0	0	0	106
Hourly Total	**3**	**341**	**93**	**1**	**7**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**454**

1515	1	81	18	0	2	0	0	1	2	0	0	0	0	0	0	105
1530	1	77	20	0	0	0	0	0	1	0	0	0	0	0	0	99
1545	0	92	23	0	1	0	0	1	1	0	0	0	0	0	0	118
1600	0	63	23	0	4	0	0	0	2	0	0	0	0	0	0	92
Hourly Total	**2**	**313**	**84**	**0**	**7**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**414**
1615	1	89	14	1	3	0	0	3	0	0	0	0	0	0	0	111
1630	2	75	25	0	2	0	0	0	0	0	0	0	0	0	0	104
1645	1	76	20	0	3	0	0	2	2	0	0	0	0	0	0	104
1700	1	62	16	0	2	0	0	2	0	0	0	0	0	0	0	83
Hourly Total	**5**	**302**	**75**	**1**	**10**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**402**
1715	0	72	13	0	2	0	0	0	0	0	0	0	0	0	0	87
1730	0	71	21	0	2	0	0	2	0	0	0	0	0	0	0	96
1745	0	74	13	0	0	0	0	1	1	0	0	0	0	0	0	89
1800	1	55	17	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	**1**	**272**	**64**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**345**
1815	0	62	15	0	2	0	0	1	3	0	0	0	0	0	0	83
1830	0	64	16	0	2	1	0	0	0	0	0	0	0	0	0	83
1845	0	49	10	0	1	0	0	1	0	0	0	0	0	0	0	61
1900	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	**0**	**235**	**48**	**0**	**6**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**295**
1915	0	52	7	0	4	0	0	2	1	0	0	0	0	0	0	66
1930	0	53	13	0	4	0	0	0	1	0	0	0	0	0	0	71
1945	0	41	12	1	2	1	0	1	1	0	0	0	0	0	0	59
2000	1	41	8	0	2	0	0	0	1	0	0	0	0	0	0	53
Hourly Total	**1**	**187**	**40**	**1**	**12**	**1**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**249**
2015	0	43	16	0	0	0	0	1	0	0	0	0	0	0	0	60
2030	0	40	8	0	0	0	0	0	1	0	0	0	0	0	0	49
2045	0	29	15	0	1	0	0	0	1	0	0	0	0	0	0	46
2100	1	29	11	0	1	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**1**	**141**	**50**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**197**
2115	0	43	12	0	0	1	0	0	1	0	0	0	0	0	0	57
2130	0	36	12	0	1	0	0	0	0	0	0	0	0	0	0	49
2145	0	37	13	0	0	0	0	0	1	0	0	0	0	0	0	51
2200	0	32	7	0	2	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	**0**	**148**	**44**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**198**
2215	0	31	11	0	0	1	0	0	1	0	0	0	0	0	0	44
2230	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
2245	0	16	7	0	1	0	0	0	0	0	0	0	0	0	0	24
2300	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**104**	**32**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
2315	0	23	6	0	0	1	0	0	0	0	0	0	0	0	0	30
2330	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
2345	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
2400	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**82**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**99**
DAILY TOTAL	**30**	**4605**	**1404**	**6**	**174**	**16**	**1**	**58**	**36**	**0**	**0**	**0**	**1**	**0**	**7**	**6338**
Percentages	**0.5%**	**72.7%**	**22.2%**	**0.1%**	**2.7%**	**0.3%**	**0.0%**	**0.9%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	36	6	0	3	0	0	0	0	0	0	0	0	0	0	45
30	1	32	5	0	0	0	0	1	0	0	0	0	0	0	0	39
45	0	21	9	0	2	0	0	0	0	0	0	0	1	0	2	35
100	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**1**	**112**	**20**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**142**
115	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
130	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
145	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
200	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**45**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
215	0	7	3	0	1	0	0	0	1	0	0	0	0	0	0	12
230	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
245	0	9	1	0	2	0	0	0	0	0	0	0	0	0	0	12
300	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**38**	**7**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
315	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
415	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
430	1	2	4	0	1	0	0	0	1	0	0	0	0	0	0	9
445	0	5	5	0	0	0	0	1	0	0	0	0	0	0	0	11
500	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
Hourly Total	**1**	**25**	**12**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
515	1	9	9	0	1	0	0	2	0	0	0	0	0	0	0	22
530	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
545	0	21	9	0	1	0	0	0	0	0	0	0	0	0	0	31
600	1	31	11	0	1	0	0	0	0	0	0	0	0	0	1	45
Hourly Total	**2**	**73**	**30**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**112**
615	0	30	19	0	1	0	0	1	0	0	0	0	0	0	0	51
630	1	42	9	0	1	0	0	2	1	0	0	0	0	0	0	56
645	3	49	23	1	5	0	0	0	0	0	0	0	0	0	1	82
700	0	74	45	0	3	1	0	1	0	0	0	0	0	0	0	124
Hourly Total	**4**	**195**	**96**	**1**	**10**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**313**
715	0	62	29	1	11	1	0	3	1	0	0	0	0	0	0	108
730	1	68	34	1	16	0	0	1	0	0	0	0	0	0	0	121
745	1	88	50	1	6	1	1	3	0	0	0	0	0	0	1	152
800	1	113	45	0	9	2	0	4	0	0	0	0	0	0	0	174
Hourly Total	**3**	**331**	**158**	**3**	**42**	**4**	**1**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**555**
815	0	91	47	0	8	1	0	3	0	0	0	0	0	0	1	151
830	2	109	43	0	8	2	0	0	1	0	0	0	0	0	1	166
845	2	124	50	0	6	1	0	2	1	0	0	0	0	0	0	186
900	0	149	65	2	5	0	0	2	1	0	0	0	0	0	2	226
Hourly Total	**4**	**473**	**205**	**2**	**27**	**4**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**729**
915	5	112	57	0	6	1	0	1	1	0	0	0	0	0	0	183
930	0	161	59	1	11	1	0	1	2	0	0	0	0	0	0	236
945	0	149	50	1	9	1	0	2	1	0	0	0	0	0	0	213
1000	1	169	56	1	5	0	0	4	2	0	0	0	0	0	0	238
Hourly Total	**6**	**591**	**222**	**3**	**31**	**3**	**0**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**870**
1015	1	150	46	0	6	0	0	2	0	0	0	0	0	0	0	205
1030	0	155	59	0	3	0	0	3	0	0	0	0	0	0	2	222
1045	1	174	47	0	12	0	0	1	2	0	0	0	0	0	1	238
1100	1	182	51	1	8	1	0	0	0	0	0	0	0	0	1	245
Hourly Total	**3**	**661**	**203**	**1**	**29**	**1**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**910**
1115	2	177	70	0	9	0	0	1	0	0	0	0	0	0	0	259
1130	2	191	64	0	7	0	0	3	0	0	0	0	0	0	0	267
1145	0	186	75	0	11	1	0	1	1	0	0	0	0	0	1	276
1200	3	177	67	0	6	0	0	6	1	0	0	0	0	0	1	261
Hourly Total	**7**	**731**	**276**	**0**	**33**	**1**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1063**
1215	0	188	71	0	11	0	0	0	0	0	0	0	0	0	0	270
1230	0	204	69	0	10	0	0	4	1	0	0	0	0	0	1	289
1245	0	173	69	0	6	2	0	3	1	0	0	0	0	0	1	255
1300	0	179	60	0	5	0	0	2	2	0	0	0	0	0	0	248
Hourly Total	**0**	**744**	**269**	**0**	**32**	**2**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**1062**
1315	1	171	56	0	1	0	0	2	1	0	0	0	0	0	0	232
1330	4	182	65	1	9	1	0	0	2	0	0	0	0	0	0	264
1345	2	189	53	1	7	0	0	1	2	0	0	0	0	0	1	256
1400	0	161	61	1	5	1	0	1	2	0	0	0	0	0	2	234
Hourly Total	**7**	**703**	**235**	**3**	**22**	**2**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**986**
1415	0	177	44	0	5	0	0	3	2	0	0	0	0	0	0	231
1430	1	175	74	2	6	2	0	0	0	0	0	0	1	0	0	261
1445	0	177	42	0	5	0	0	6	1	0	0	0	0	0	0	231
1500	2	175	44	0	2	2	0	3	0	0	0	0	0	0	0	228
Hourly Total	**3**	**704**	**204**	**2**	**18**	**4**	**0**	**12**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**951**

1515	1	160	47	0	6	0	1	3	3	0	0	0	0	0	0	221
1530	4	161	45	0	2	1	0	1	3	0	0	0	0	0	0	217
1545	1	192	48	0	3	1	0	2	2	0	0	0	0	0	0	249
1600	0	132	51	1	10	0	0	1	4	0	0	0	0	0	0	199
Hourly Total	**6**	**645**	**191**	**1**	**21**	**2**	**1**	**7**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**886**
1615	1	174	45	1	5	1	0	4	0	0	0	0	0	0	0	231
1630	4	154	54	1	2	0	0	0	1	0	0	0	0	0	0	216
1645	1	160	46	1	12	0	0	2	2	0	0	0	0	0	0	224
1700	1	142	39	0	5	0	0	3	2	0	0	0	0	0	0	192
Hourly Total	**7**	**630**	**184**	**3**	**24**	**1**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**863**
1715	0	165	39	0	5	0	0	2	0	0	0	0	0	0	1	212
1730	2	138	50	0	6	0	0	2	0	0	0	0	0	0	1	199
1745	0	139	41	0	5	0	0	2	1	0	0	0	0	0	0	188
1800	1	121	35	0	2	0	0	2	1	0	0	0	0	0	0	162
Hourly Total	**3**	**563**	**165**	**0**	**18**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**761**
1815	0	137	36	0	3	1	0	2	4	0	0	0	0	0	0	183
1830	1	160	35	0	3	1	0	0	2	0	0	0	0	0	0	202
1845	2	112	30	0	4	0	0	1	0	0	0	0	0	0	0	149
1900	0	137	20	0	3	0	0	0	0	0	0	0	0	0	0	160
Hourly Total	**3**	**546**	**121**	**0**	**13**	**2**	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**694**
1915	0	115	29	1	8	0	0	2	1	0	0	0	0	0	0	156
1930	0	108	32	0	5	0	0	1	3	0	0	0	0	0	1	150
1945	0	114	31	1	2	2	0	1	2	0	0	0	0	0	0	153
2000	1	104	21	0	3	0	0	0	1	0	0	0	0	0	0	130
Hourly Total	**1**	**441**	**113**	**2**	**18**	**2**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**589**
2015	0	88	34	0	3	0	0	1	0	0	0	0	0	0	0	126
2030	0	108	19	0	0	0	0	0	1	0	0	0	0	0	0	128
2045	0	83	25	0	1	0	0	0	1	0	0	0	0	0	0	110
2100	3	76	25	0	1	0	0	0	1	0	0	0	0	0	0	106
Hourly Total	**3**	**355**	**103**	**0**	**5**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**470**
2115	1	105	24	0	1	2	0	0	1	0	0	0	0	0	0	134
2130	0	95	24	0	1	0	0	0	1	0	0	0	0	0	0	121
2145	0	100	32	1	1	0	0	0	1	0	0	0	0	0	0	135
2200	0	89	12	0	2	0	0	0	0	0	0	0	0	0	0	103
Hourly Total	**1**	**389**	**92**	**1**	**5**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**493**
2215	0	69	19	1	1	2	0	0	2	0	0	0	0	0	2	96
2230	0	89	16	0	2	0	0	0	0	0	0	0	0	0	0	107
2245	0	65	16	0	2	0	0	0	0	0	0	0	0	0	0	83
2300	0	56	14	0	0	0	0	0	0	0	0	0	0	0	0	70
Hourly Total	**0**	**279**	**65**	**1**	**5**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**356**
2315	0	61	21	0	0	2	0	0	0	0	0	0	0	0	0	84
2330	0	45	9	0	0	0	0	0	0	0	0	0	0	0	0	54
2345	1	54	14	0	1	1	0	0	0	0	0	0	0	0	0	71
2400	0	30	13	0	0	0	0	0	1	0	0	0	0	0	1	45
Hourly Total	**1**	**190**	**57**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**254**
DAILY TOTAL	**66**	**9484**	**3044**	**23**	**370**	**36**	**2**	**109**	**72**	**0**	**0**	**0**	**2**	**0**	**26**	**13234**
Percentages	**0.5%**	**71.7%**	**23.0%**	**0.2%**	**2.8%**	**0.3%**	**0.0%**	**0.8%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	35	5	0	2	0	0	0	0	0	0	0	0	0	0	43
30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
100	1	10	1	0	4	0	0	1	0	0	0	0	0	0	1	18
Hourly Total	**2**	**74**	**8**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**92**
115	0	19	0	2	4	0	0	0	0	0	0	0	0	0	1	26
130	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	14
145	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
200	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**42**	**5**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**58**
215	0	11	7	0	1	0	0	0	0	0	0	0	0	0	0	19
230	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
245	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
300	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**35**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
315	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
430	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
445	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
500	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
515	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
530	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
545	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
600	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**22**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
615	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
630	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
645	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
700	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**38**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
715	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
730	0	21	3	0	1	0	0	1	0	0	0	0	0	0	0	26
745	0	23	6	0	2	0	0	0	0	0	0	0	0	0	0	31
800	0	25	9	0	1	0	0	0	1	0	0	0	0	0	0	36
Hourly Total	**0**	**87**	**23**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**116**
815	1	28	11	0	0	0	0	0	0	0	0	0	0	0	0	40
830	0	34	17	0	2	0	0	0	0	0	0	0	0	0	0	53
845	0	52	13	0	1	0	0	0	0	0	0	0	0	0	1	67
900	1	61	12	0	6	0	0	1	0	0	0	0	0	0	0	81
Hourly Total	**2**	**175**	**53**	**0**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**241**
915	1	47	19	0	1	0	0	0	0	0	0	0	0	0	0	68
930	1	66	16	0	3	0	0	0	1	0	0	0	0	0	0	87
945	0	65	20	0	2	0	0	0	0	0	0	0	0	0	0	87
1000	0	60	19	0	2	0	0	1	1	0	0	0	0	0	0	83
Hourly Total	**2**	**238**	**74**	**0**	**8**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**325**
1015	0	52	24	0	1	0	0	0	1	0	0	0	0	0	0	78
1030	0	47	16	0	3	0	0	0	0	0	0	0	0	0	0	66
1045	0	70	21	0	4	0	0	2	0	0	0	0	0	0	0	97
1100	0	57	19	0	0	0	0	1	0	0	0	0	0	0	2	79
Hourly Total	**0**	**226**	**80**	**0**	**8**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**320**
1115	1	56	22	0	3	0	0	0	0	0	0	0	0	0	0	82
1130	1	66	29	0	1	0	0	0	0	0	0	0	0	0	0	97
1145	0	53	16	0	1	0	0	0	0	0	0	0	0	0	0	70
1200	0	76	15	0	1	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	**2**	**251**	**82**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**341**
1215	1	59	18	0	3	0	0	0	0	0	0	0	0	0	0	81
1230	1	72	23	0	3	0	0	0	0	0	0	0	0	0	0	99
1245	0	86	19	0	2	0	0	1	0	0	0	0	0	0	0	108
1300	0	71	27	0	3	0	0	1	0	0	0	0	0	0	0	102
Hourly Total	**2**	**288**	**87**	**0**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**390**
1315	1	72	15	0	0	1	0	0	0	0	0	0	0	0	0	89
1330	0	83	29	0	2	0	0	0	0	0	0	0	0	0	0	114
1345	0	72	30	0	2	0	0	0	0	0	0	0	0	0	0	104
1400	1	69	9	0	2	0	0	0	1	0	0	0	0	0	0	82
Hourly Total	**2**	**296**	**83**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**389**
1415	0	63	24	0	2	0	0	0	0	0	0	0	0	0	0	89
1430	1	57	14	0	2	0	0	1	0	0	0	0	0	0	0	75
1445	1	83	20	0	1	0	0	0	0	0	0	0	0	0	0	105
1500	2	82	22	0	2	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	**4**	**285**	**80**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**377**
1515	0	80	29	0	3	0	0	0	0	0	0	0	0	0	0	112
1530	1	66	25	0	0	0	0	0	0	0	0	0	0	0	0	92
1545	3	73	27	0	3	0	0	0	0	0	0	0	0	0	0	106

1600	0	79	18	0	2	0	0	0	0	0	0	0	0	0	0	99
Hourly Total	**4**	**298**	**99**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**409**
1615	1	63	21	0	1	0	0	0	0	0	0	0	0	0	0	86
1630	1	61	23	0	2	0	0	0	0	0	0	0	0	0	0	87
1645	0	60	24	0	3	0	0	0	0	0	0	0	0	0	0	87
1700	1	56	15	0	1	1	0	0	0	0	0	0	0	0	0	74
Hourly Total	**3**	**240**	**83**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**334**
1715	0	63	20	0	1	0	0	0	0	0	0	0	0	0	0	84
1730	0	77	9	0	0	0	0	0	0	0	0	0	0	0	0	86
1745	0	72	17	0	4	0	0	0	0	0	0	0	0	0	0	93
1800	0	58	23	0	2	0	0	1	0	0	0	0	0	0	1	85
Hourly Total	**0**	**270**	**69**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**348**
1815	0	67	20	0	1	0	0	0	0	0	0	0	0	0	0	88
1830	0	59	17	0	3	0	0	0	0	0	0	0	0	0	0	79
1845	0	70	9	0	1	0	0	0	0	0	0	0	0	0	1	81
1900	0	67	27	1	0	1	0	1	0	0	0	0	0	0	0	97
Hourly Total	**0**	**263**	**73**	**1**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**345**
1915	0	52	10	0	1	0	0	0	0	0	0	0	0	0	0	63
1930	1	66	6	0	1	0	0	0	0	0	0	0	0	0	0	74
1945	1	40	17	0	0	0	0	0	0	0	0	0	0	0	0	58
2000	0	52	18	0	0	0	0	0	0	0	0	0	0	0	0	70
Hourly Total	**2**	**210**	**51**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**265**
2015	0	48	12	0	1	1	0	0	0	0	0	0	0	0	0	62
2030	0	57	17	0	1	0	0	0	0	0	0	0	0	0	0	75
2045	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	50
2100	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	**0**	**174**	**49**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**226**
2115	0	26	13	0	0	0	0	0	0	0	1	0	0	0	0	40
2130	0	37	12	0	0	0	0	0	0	0	0	0	0	0	1	50
2145	0	31	10	0	1	0	0	0	0	0	0	0	0	0	0	42
2200	1	46	7	0	0	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	**1**	**140**	**42**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**186**
2215	1	21	6	0	0	0	0	0	0	0	0	0	0	0	0	28
2230	0	32	10	0	1	0	0	0	0	0	0	0	0	0	0	43
2245	0	27	15	0	0	0	0	1	0	0	0	0	0	0	0	43
2300	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	**1**	**111**	**38**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**152**
2315	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
2330	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
2345	0	12	2	0	2	0	0	0	0	0	0	0	0	0	0	16
2400	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**63**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
DAILY TOTAL	**28**	**3867**	**1133**	**4**	**109**	**4**	**0**	**14**	**5**	**0**	**1**	**0**	**0**	**0**	**8**	**5173**
Percentages	**0.5%**	**74.8%**	**21.9%**	**0.1%**	**2.1%**	**0.1%**	**0.0%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
Direction: Southbound
Start Date: 4/14/2019
Stop Date: 4/14/2019
City/County: Bonita Springs/Lee
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
45	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**42**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
115	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	5
130	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
145	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**18**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**
215	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
245	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
300	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
500	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
515	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
530	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
545	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
600	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**37**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**
615	0	7	2	0	2	0	0	0	0	0	0	0	0	0	0	11
630	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
645	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
700	0	21	6	0	0	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	**0**	**73**	**19**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95**
715	0	15	5	0	1	0	0	0	0	0	0	0	0	0	0	21
730	0	16	5	0	1	0	0	0	0	0	0	0	0	0	0	22
745	0	32	8	0	1	0	0	1	0	0	0	0	0	0	0	42
800	0	33	7	0	4	0	0	0	0	0	0	0	0	0	1	45
Hourly Total	**0**	**96**	**25**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**130**
815	0	21	10	0	1	0	0	2	0	0	0	0	0	0	0	34
830	0	48	12	0	1	0	0	1	0	0	0	0	0	0	0	62
845	2	50	15	0	1	0	0	0	1	0	0	0	0	0	0	69
900	0	47	13	0	0	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	**2**	**166**	**50**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**225**
915	0	48	18	0	2	0	0	0	0	0	0	0	0	0	0	68
930	2	48	23	0	1	0	0	0	0	0	0	0	0	0	0	74
945	1	43	21	0	1	0	0	0	0	0	0	0	0	0	0	66
1000	0	69	19	0	1	0	0	0	0	0	0	0	0	0	0	89
Hourly Total	**3**	**208**	**81**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**297**
1015	1	81	22	0	0	0	0	0	0	0	0	0	0	0	0	104
1030	0	68	14	0	1	0	0	1	0	0	0	0	0	0	0	84
1045	0	80	19	0	1	0	0	0	0	0	0	0	0	0	2	102
1100	0	86	18	0	1	0	0	1	0	0	0	0	0	0	0	106
Hourly Total	**1**	**315**	**73**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**396**
1115	0	84	13	0	1	0	0	3	0	0	0	0	0	0	0	101
1130	0	64	14	0	1	0	0	0	0	0	0	0	0	0	0	79
1145	0	58	19	0	1	0	0	0	0	0	0	0	0	0	0	78
1200	0	58	18	0	1	0	0	1	1	0	0	0	0	0	0	79
Hourly Total	**0**	**264**	**64**	**0**	**4**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**337**
1215	0	74	18	0	2	0	0	0	0	0	0	0	0	0	0	94
1230	0	83	27	0	1	0	0	1	0	0	0	0	0	0	0	112
1245	1	78	30	0	1	0	0	0	0	0	0	0	0	0	0	110
1300	0	50	22	0	3	0	0	1	1	0	0	0	0	0	0	77
Hourly Total	**1**	**285**	**97**	**0**	**7**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**393**
1315	1	59	15	0	0	0	0	0	0	0	0	0	0	0	0	75
1330	1	68	10	0	0	0	0	0	0	0	0	0	0	0	0	79
1345	0	66	19	0	1	0	0	2	0	0	0	0	0	0	0	88
1400	1	52	21	0	0	0	0	0	1	0	0	0	0	0	0	75
Hourly Total	**3**	**245**	**65**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**317**
1415	0	53	22	0	1	0	0	0	0	0	0	0	0	0	0	76
1430	2	53	16	0	3	0	0	2	0	0	0	0	0	0	0	76
1445	0	80	16	0	0	0	0	0	0	0	0	0	0	0	0	96
1500	0	70	21	0	3	0	0	0	0	0	0	0	0	0	0	94
Hourly Total	**2**	**256**	**75**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**342**
1515	1	66	24	0	2	0	0	1	0	0	0	0	0	0	0	94
1530	1	69	18	0	1	0	0	0	0	0	0	0	0	0	0	89
1545	0	64	17	0	1	0	0	0	0	0	0	0	0	0	0	82

1600	3	89	21	0	0	0	0	0	1	0	0	0	0	0	0	114
Hourly Total	**5**	**288**	**80**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**379**
1615	0	78	20	0	0	0	0	1	0	0	0	0	0	0	0	99
1630	2	89	16	0	0	0	0	0	0	0	0	0	0	0	0	107
1645	0	72	17	0	1	0	0	0	0	0	0	0	0	0	0	90
1700	1	71	20	0	0	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	**3**	**310**	**73**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**388**
1715	0	52	18	0	0	0	0	0	0	0	0	0	0	0	0	70
1730	0	47	14	0	1	0	0	0	0	0	0	0	0	0	0	62
1745	0	69	18	0	1	0	0	0	0	0	0	0	0	0	0	88
1800	0	63	14	0	1	0	0	1	0	0	0	0	0	0	0	79
Hourly Total	**0**	**231**	**64**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**299**
1815	0	64	15	1	1	0	0	0	0	0	0	0	0	0	0	81
1830	0	46	13	0	1	0	0	0	0	0	0	0	0	0	0	60
1845	1	48	14	0	2	0	0	0	0	0	0	0	0	0	0	65
1900	1	42	13	0	1	1	0	0	0	0	0	0	0	0	0	58
Hourly Total	**2**	**200**	**55**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**264**
1915	0	41	10	0	1	0	0	1	0	0	0	0	0	0	0	53
1930	0	54	15	0	0	0	0	0	0	0	0	0	0	0	0	69
1945	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	48
2000	0	39	9	0	1	0	0	0	0	0	0	0	0	0	0	49
Hourly Total	**0**	**171**	**45**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**219**
2015	0	32	6	0	1	0	0	1	0	0	0	0	0	0	0	40
2030	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
2045	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	49
2100	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**119**	**31**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**153**
2115	0	24	9	0	0	0	0	1	0	0	0	0	0	0	0	34
2130	0	28	4	0	1	0	0	1	0	0	0	0	0	0	0	34
2145	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	33
2200	1	23	4	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**1**	**100**	**25**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**129**
2215	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	22
2230	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
2245	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
2300	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**0**	**71**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**93**
2315	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
2330	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	9	4	0	0	0	0	0	0	0	0	0	0	0	1	14
2400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**39**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**51**
DAILY TOTAL	**23**	**3578**	**995**	**1**	**58**	**2**	**0**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**4691**
Percentages	**0.5%**	**76.3%**	**21.2%**	**0.0%**	**1.2%**	**0.0%**	**0.0%**	**0.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	53	6	0	2	0	0	0	0	0	0	0	0	0	0	62
30	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
45	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
100	1	14	2	0	4	0	0	1	0	0	0	0	0	0	1	23
Hourly Total	**2**	**116**	**17**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**143**
115	0	22	0	2	4	1	0	0	0	0	0	0	0	0	2	31
130	1	16	5	1	0	0	0	0	0	0	0	0	0	0	0	23
145	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
200	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**60**	**10**	**3**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**83**
215	0	18	10	0	1	0	0	0	0	0	0	0	0	0	0	29
230	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
245	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
300	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**61**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**29**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
415	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	8	2	0	0	0	0	1	0	0	0	0	0	0	0	11
500	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**30**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
515	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
530	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
545	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
600	0	22	8	0	1	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	**0**	**59**	**19**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
615	0	18	6	0	3	0	0	0	0	0	0	0	0	0	0	27
630	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
645	0	27	10	0	0	0	0	0	0	0	0	0	0	0	0	37
700	0	34	12	0	0	0	0	1	0	0	0	0	0	0	0	47
Hourly Total	**0**	**111**	**35**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**150**
715	0	33	10	0	1	0	0	0	0	0	0	0	0	0	0	44
730	0	37	8	0	2	0	0	1	0	0	0	0	0	0	0	48
745	0	55	14	0	3	0	0	1	0	0	0	0	0	0	0	73
800	0	58	16	0	5	0	0	0	1	0	0	0	0	0	1	81
Hourly Total	**0**	**183**	**48**	**0**	**11**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**246**
815	1	49	21	0	1	0	0	2	0	0	0	0	0	0	0	74
830	0	82	29	0	3	0	0	1	0	0	0	0	0	0	0	115
845	2	102	28	0	2	0	0	0	1	0	0	0	0	0	1	136
900	1	108	25	0	6	0	0	1	0	0	0	0	0	0	0	141
Hourly Total	**4**	**341**	**103**	**0**	**12**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**466**
915	1	95	37	0	3	0	0	0	0	0	0	0	0	0	0	136
930	3	114	39	0	4	0	0	0	1	0	0	0	0	0	0	161
945	1	108	41	0	3	0	0	0	0	0	0	0	0	0	0	153
1000	0	129	38	0	3	0	0	1	1	0	0	0	0	0	0	172
Hourly Total	**5**	**446**	**155**	**0**	**13**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**622**
1015	1	133	46	0	1	0	0	0	1	0	0	0	0	0	0	182
1030	0	115	30	0	4	0	0	1	0	0	0	0	0	0	0	150
1045	0	150	40	0	5	0	0	2	0	0	0	0	0	0	2	199
1100	0	143	37	0	1	0	0	2	0	0	0	0	0	0	2	185
Hourly Total	**1**	**541**	**153**	**0**	**11**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**716**
1115	1	140	35	0	4	0	0	3	0	0	0	0	0	0	0	183
1130	1	130	43	0	2	0	0	0	0	0	0	0	0	0	0	176
1145	0	111	35	0	2	0	0	0	0	0	0	0	0	0	0	148
1200	0	134	33	0	2	0	0	1	1	0	0	0	0	0	0	171
Hourly Total	**2**	**515**	**146**	**0**	**10**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**678**
1215	1	133	36	0	5	0	0	0	0	0	0	0	0	0	0	175
1230	1	155	50	0	4	0	0	1	0	0	0	0	0	0	0	211
1245	1	164	49	0	3	0	0	1	0	0	0	0	0	0	0	218
1300	0	121	49	0	6	0	0	2	1	0	0	0	0	0	0	179
Hourly Total	**3**	**573**	**184**	**0**	**18**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**783**
1315	2	131	30	0	0	1	0	0	0	0	0	0	0	0	0	164
1330	1	151	39	0	2	0	0	0	0	0	0	0	0	0	0	193
1345	0	138	49	0	3	0	0	2	0	0	0	0	0	0	0	192
1400	2	121	30	0	2	0	0	0	2	0	0	0	0	0	0	157
Hourly Total	**5**	**541**	**148**	**0**	**7**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**706**
1415	0	116	46	0	3	0	0	0	0	0	0	0	0	0	0	165
1430	3	110	30	0	5	0	0	3	0	0	0	0	0	0	0	151
1445	1	163	36	0	1	0	0	0	0	0	0	0	0	0	0	201
1500	2	152	43	0	5	0	0	0	0	0	0	0	0	0	0	202
Hourly Total	**6**	**541**	**155**	**0**	**14**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**719**
1515	1	146	53	0	5	0	0	1	0	0	0	0	0	0	0	206
1530	2	135	43	0	1	0	0	0	0	0	0	0	0	0	0	181
1545	3	137	44	0	4	0	0	0	0	0	0	0	0	0	0	188

1600	3	168	39	0	2	0	0	0	1	0	0	0	0	0	0	213
Hourly Total	**9**	**586**	**179**	**0**	**12**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**788**
1615	1	141	41	0	1	0	0	1	0	0	0	0	0	0	0	185
1630	3	150	39	0	2	0	0	0	0	0	0	0	0	0	0	194
1645	0	132	41	0	4	0	0	0	0	0	0	0	0	0	0	177
1700	2	127	35	0	1	1	0	0	0	0	0	0	0	0	0	166
Hourly Total	**6**	**550**	**156**	**0**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**722**
1715	0	115	38	0	1	0	0	0	0	0	0	0	0	0	0	154
1730	0	124	23	0	1	0	0	0	0	0	0	0	0	0	0	148
1745	0	141	35	0	5	0	0	0	0	0	0	0	0	0	0	181
1800	0	121	37	0	3	0	0	2	0	0	0	0	0	0	1	164
Hourly Total	**0**	**501**	**133**	**0**	**10**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**647**
1815	0	131	35	1	2	0	0	0	0	0	0	0	0	0	0	169
1830	0	105	30	0	4	0	0	0	0	0	0	0	0	0	0	139
1845	1	118	23	0	3	0	0	0	0	0	0	0	0	0	1	146
1900	1	109	40	1	1	2	0	1	0	0	0	0	0	0	0	155
Hourly Total	**2**	**463**	**128**	**2**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**609**
1915	0	93	20	0	2	0	0	1	0	0	0	0	0	0	0	116
1930	1	120	21	0	1	0	0	0	0	0	0	0	0	0	0	143
1945	1	77	28	0	0	0	0	0	0	0	0	0	0	0	0	106
2000	0	91	27	0	1	0	0	0	0	0	0	0	0	0	0	119
Hourly Total	**2**	**381**	**96**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**484**
2015	0	80	18	0	2	1	0	1	0	0	0	0	0	0	0	102
2030	0	89	21	0	1	0	0	0	0	0	0	0	0	0	0	111
2045	0	76	23	0	0	0	0	0	0	0	0	0	0	0	0	99
2100	0	48	18	0	1	0	0	0	0	0	0	0	0	0	0	67
Hourly Total	**0**	**293**	**80**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**379**
2115	0	50	22	0	0	0	0	1	0	0	1	0	0	0	0	74
2130	0	65	16	0	1	0	0	1	0	0	0	0	0	0	1	84
2145	0	56	18	0	1	0	0	0	0	0	0	0	0	0	0	75
2200	2	69	11	0	0	0	0	0	0	0	0	0	0	0	0	82
Hourly Total	**2**	**240**	**67**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**315**
2215	1	34	15	0	0	0	0	0	0	0	0	0	0	0	0	50
2230	0	50	15	0	1	0	0	0	0	0	0	0	0	0	0	66
2245	0	48	18	0	0	0	0	1	0	0	0	0	0	0	0	67
2300	0	50	12	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	**1**	**182**	**60**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**245**
2315	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
2330	0	39	5	0	0	0	0	0	0	0	0	0	0	0	0	44
2345	0	21	6	0	2	0	0	0	0	0	0	0	0	0	1	30
2400	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**102**	**19**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**124**
DAILY TOTAL	**51**	**7445**	**2128**	**5**	**167**	**6**	**0**	**38**	**10**	**0**	**1**	**0**	**0**	**0**	**13**	**9864**
Percentages	**0.5%**	**75.5%**	**21.6%**	**0.1%**	**1.7%**	**0.1%**	**0.0%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/15/2019
Start Time: 00:00
Stop Date: 4/15/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
100	0	5	1	0	0	0	0	0	0	0	1	0	0	0	0	7
Hourly Total	**0**	**26**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**37**
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**20**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
415	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
430	0	6	2	0	0	1	0	0	0	0	0	0	0	0	0	9
445	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
500	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**27**	**8**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
515	0	10	2	0	1	0	0	1	1	0	0	0	0	0	0	15
530	0	3	2	0	0	0	0	1	0	0	0	0	0	0	1	7
545	0	10	11	0	1	0	0	0	0	0	0	0	0	0	0	22
600	0	18	7	0	2	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	**0**	**41**	**22**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**72**
615	0	20	3	2	1	0	0	0	1	0	0	0	0	0	0	27
630	0	16	13	1	1	0	0	1	1	0	0	0	0	0	0	33
645	0	20	12	2	5	2	0	1	1	0	0	0	0	0	1	44
700	0	35	16	0	3	2	0	2	4	0	0	0	0	0	0	62
Hourly Total	**0**	**91**	**44**	**5**	**10**	**4**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**166**
715	1	33	21	0	5	1	0	1	2	0	0	0	0	0	0	64
730	0	46	34	0	9	2	0	1	2	0	0	0	0	0	2	96
745	0	59	29	0	10	1	0	1	3	0	0	0	0	0	0	103
800	0	63	56	0	10	1	1	2	4	0	0	0	0	0	1	138
Hourly Total	**1**	**201**	**140**	**0**	**34**	**5**	**1**	**5**	**11**	**0**	**0**	**0**	**0**	**0**	**3**	**401**
815	1	54	46	1	13	5	0	2	1	0	0	0	0	0	1	124
830	0	68	54	0	13	3	0	0	0	0	0	0	0	0	2	140
845	0	85	49	3	11	1	0	4	2	0	0	0	0	0	0	155
900	0	69	54	1	4	3	0	1	3	0	0	0	0	0	1	136
Hourly Total	**1**	**276**	**203**	**5**	**41**	**12**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**555**
915	0	59	46	1	5	2	0	1	3	0	0	0	0	0	1	118
930	1	76	39	0	9	6	0	3	2	0	0	0	0	0	1	137
945	0	64	48	0	10	0	0	3	3	0	0	0	0	0	1	129
1000	0	69	44	1	10	2	0	1	1	0	0	0	0	0	1	129
Hourly Total	**1**	**268**	**177**	**2**	**34**	**10**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**4**	**513**
1015	1	73	53	1	11	1	0	2	2	0	0	0	0	0	0	144
1030	0	81	53	0	8	1	0	1	1	0	0	0	0	0	1	146
1045	1	83	45	2	7	1	0	1	3	0	0	0	0	0	3	146
1100	0	78	46	0	6	0	0	3	2	0	0	0	0	0	2	137
Hourly Total	**2**	**315**	**197**	**3**	**32**	**3**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**6**	**573**
1115	0	95	44	0	8	2	0	0	0	0	0	0	0	0	0	149
1130	0	101	46	0	7	3	0	3	1	0	0	0	0	0	1	162
1145	0	81	56	3	7	1	0	3	2	0	0	0	0	0	0	153
1200	1	111	53	1	9	1	0	0	5	0	0	0	0	0	2	183
Hourly Total	**1**	**388**	**199**	**4**	**31**	**7**	**0**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**647**
1215	0	110	47	1	7	1	0	3	4	0	0	0	0	0	0	173
1230	0	115	50	0	6	1	0	3	0	0	0	0	0	0	1	176
1245	0	95	37	1	5	2	0	1	5	0	0	0	0	0	2	148
1300	0	101	60	0	10	0	0	1	4	0	0	0	0	0	1	177
Hourly Total	**0**	**421**	**194**	**2**	**28**	**4**	**0**	**8**	**13**	**0**	**0**	**0**	**0**	**0**	**4**	**674**
1315	2	104	62	0	6	2	0	1	6	0	0	0	0	0	1	184
1330	5	97	40	0	7	3	1	2	4	0	0	0	0	0	0	159
1345	0	95	43	0	8	3	1	0	4	0	0	0	0	0	0	154
1400	0	99	45	2	3	0	0	4	1	0	0	0	0	0	1	155
Hourly Total	**7**	**395**	**190**	**2**	**24**	**8**	**2**	**7**	**15**	**0**	**0**	**0**	**0**	**0**	**2**	**652**
1415	1	106	39	1	5	2	0	3	1	0	0	0	0	0	1	159
1430	2	106	59	0	10	2	0	2	2	0	0	0	0	0	0	183
1445	1	103	47	1	7	1	0	1	0	0	0	0	0	0	1	162
1500	4	117	70	1	15	4	0	3	0	0	0	0	0	0	1	215
Hourly Total	**8**	**432**	**215**	**3**	**37**	**9**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**719**
1515	1	143	59	0	11	1	0	6	1	0	0	0	0	0	0	222
1530	2	131	59	0	7	1	0	3	3	0	0	0	0	0	1	207
1545	3	145	62	7	8	2	0	2	1	0	0	0	0	0	21	251

1600	0	118	71	3	7	2	0	5	1	0	0	0	0	0	4	211
Hourly Total	**6**	**537**	**251**	**10**	**33**	**6**	**0**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**26**	**891**
1615	1	170	84	0	8	1	0	2	1	0	0	0	0	0	0	267
1630	2	155	65	2	7	0	0	7	0	0	0	0	0	0	0	238
1645	0	158	69	0	5	1	0	4	2	0	0	0	0	0	0	239
1700	2	146	67	0	13	2	0	3	2	0	0	0	0	0	0	235
Hourly Total	**5**	**629**	**285**	**2**	**33**	**4**	**0**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**979**
1715	2	136	64	2	10	2	0	2	1	1	0	0	2	0	42	264
1730	3	153	56	1	14	1	0	2	2	0	0	0	0	0	20	252
1745	1	164	49	1	9	0	0	0	1	0	0	0	0	0	4	229
1800	0	147	53	0	8	0	0	1	0	0	0	0	0	0	1	210
Hourly Total	**6**	**600**	**222**	**4**	**41**	**3**	**0**	**5**	**4**	**1**	**0**	**0**	**2**	**0**	**67**	**955**
1815	2	114	47	0	3	0	0	0	1	0	0	0	0	0	0	167
1830	0	103	34	0	6	0	0	0	2	0	0	0	0	0	0	145
1845	0	83	32	0	3	0	0	1	1	0	0	0	0	0	1	121
1900	3	92	28	0	3	1	0	0	2	0	0	0	0	0	0	129
Hourly Total	**5**	**392**	**141**	**0**	**15**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**562**
1915	0	72	27	0	2	0	0	0	1	0	0	0	0	0	2	104
1930	0	82	24	0	2	0	0	0	0	0	0	0	0	0	0	108
1945	1	53	14	0	5	0	0	0	1	0	0	0	0	0	0	74
2000	1	64	15	0	2	1	0	1	1	0	0	0	0	0	1	86
Hourly Total	**2**	**271**	**80**	**0**	**11**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**372**
2015	1	59	13	0	3	1	0	0	1	0	0	0	0	0	0	78
2030	0	54	16	0	1	0	0	0	0	0	0	0	0	0	0	71
2045	0	66	14	0	0	0	0	0	1	0	0	0	0	0	0	81
2100	0	48	13	0	2	1	0	0	0	0	0	0	0	0	0	64
Hourly Total	**1**	**227**	**56**	**0**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**294**
2115	0	60	8	0	0	0	0	0	1	0	1	0	0	0	0	70
2130	0	48	12	0	1	0	0	0	0	0	0	0	0	0	0	61
2145	0	51	16	0	1	1	0	0	0	0	0	0	0	0	0	69
2200	1	36	7	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	**1**	**195**	**43**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**244**
2215	0	37	16	0	2	1	0	1	1	0	0	0	0	0	0	58
2230	0	29	9	0	2	0	0	0	1	0	0	0	0	0	0	41
2245	0	22	6	0	0	0	0	0	1	0	0	0	0	0	0	29
2300	0	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**0**	**115**	**40**	**0**	**4**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**164**
2315	0	22	7	0	1	0	0	0	0	0	0	0	0	0	0	30
2330	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
2345	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
2400	0	18	5	0	1	0	0	1	1	0	0	0	0	0	0	26
Hourly Total	**0**	**73**	**18**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**96**
DAILY TOTAL	**47**	**5960**	**2746**	**42**	**426**	**82**	**3**	**106**	**113**	**1**	**2**	**0**	**2**	**0**	**128**	**9658**
Percentages	**0.5%**	**61.7%**	**28.4%**	**0.4%**	**4.4%**	**0.8%**	**0.0%**	**1.1%**	**1.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.3%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/15/2019
Start Time: 00:00
Stop Date: 4/15/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	2	0	0	0	0	0	0	0	1	0	0	0	0	9
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
100	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**24**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**
115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	3	2	0	0	0	0	0	0	0	1	0	0	0	0	6
345	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20**
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	6	6	0	0	1	0	0	0	0	0	0	0	0	0	13
500	0	8	6	0	1	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**17**	**12**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
515	1	10	2	0	0	0	0	0	0	1	0	0	0	0	0	14
530	0	15	7	0	1	0	0	0	0	0	0	0	0	0	0	23
545	1	29	7	0	1	0	0	0	0	0	0	0	0	0	0	38
600	0	33	16	0	1	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**2**	**87**	**32**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**125**
615	0	50	32	0	6	0	0	0	0	0	0	0	0	0	0	88
630	0	96	53	0	5	0	0	3	4	0	0	0	0	0	0	161
645	1	114	68	0	3	1	0	2	4	1	0	0	0	0	0	194
700	0	129	93	0	10	0	0	7	1	0	0	0	0	0	2	242
Hourly Total	**1**	**389**	**246**	**0**	**24**	**1**	**0**	**12**	**9**	**1**	**0**	**0**	**0**	**0**	**2**	**685**
715	1	82	74	1	12	1	0	1	3	1	0	0	0	0	2	178
730	1	116	65	1	15	1	1	3	1	0	0	0	0	0	3	207
745	1	128	55	1	9	0	2	4	1	0	0	0	0	0	0	201
800	0	148	77	1	14	0	0	3	3	0	0	0	1	0	1	248
Hourly Total	**3**	**474**	**271**	**4**	**50**	**2**	**3**	**11**	**8**	**1**	**0**	**0**	**1**	**0**	**6**	**834**
815	1	151	81	0	10	4	1	2	3	0	0	0	0	0	1	254
830	1	131	62	2	15	2	1	3	1	0	0	0	0	0	0	218
845	1	123	54	0	14	2	1	4	0	0	0	0	0	0	1	200
900	0	118	60	0	15	3	1	0	1	0	0	0	0	0	0	198
Hourly Total	**3**	**523**	**257**	**2**	**54**	**11**	**4**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**870**
915	0	117	44	0	4	1	0	2	5	0	0	0	0	0	0	173
930	1	97	53	0	9	2	2	2	2	0	0	0	0	0	1	169
945	0	96	63	3	7	3	0	3	1	0	0	0	1	0	4	181
1000	2	110	49	0	14	1	1	3	2	0	0	0	0	0	0	182
Hourly Total	**3**	**420**	**209**	**3**	**34**	**7**	**3**	**10**	**10**	**0**	**0**	**0**	**1**	**0**	**5**	**705**
1015	0	64	47	3	6	3	0	4	3	0	0	0	0	0	0	130
1030	1	78	45	0	5	4	1	1	0	0	0	0	0	0	5	140
1045	0	84	37	0	7	1	0	0	1	0	0	0	0	0	0	130
1100	2	76	37	1	10	2	1	2	2	0	0	0	0	0	1	134
Hourly Total	**3**	**302**	**166**	**4**	**28**	**10**	**2**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**534**
1115	1	90	36	0	9	0	0	1	2	1	0	0	0	0	0	140
1130	2	93	36	1	8	1	0	1	4	0	0	0	0	0	0	146
1145	0	103	36	0	7	0	1	2	1	0	0	0	0	0	2	152
1200	1	103	52	1	10	3	1	3	4	0	0	0	0	0	2	180
Hourly Total	**4**	**389**	**160**	**2**	**34**	**4**	**2**	**7**	**11**	**1**	**0**	**0**	**0**	**0**	**4**	**618**
1215	1	101	43	0	7	2	1	2	7	0	0	0	0	0	1	165
1230	1	106	33	0	7	4	0	3	1	2	0	0	0	0	4	161
1245	1	120	45	0	11	2	0	0	2	0	0	0	0	0	1	182
1300	0	109	46	1	3	2	0	3	3	1	0	0	0	0	0	168
Hourly Total	**3**	**436**	**167**	**1**	**28**	**10**	**1**	**8**	**13**	**3**	**0**	**0**	**0**	**0**	**6**	**676**
1315	0	83	44	0	1	1	0	3	0	0	0	0	0	0	0	132
1330	0	82	32	1	1	1	0	4	0	1	0	0	0	0	1	123
1345	1	98	40	1	7	1	1	2	3	0	0	0	0	0	1	155
1400	1	92	40	0	9	0	0	2	1	1	0	0	0	0	0	146
Hourly Total	**2**	**355**	**156**	**2**	**18**	**3**	**1**	**11**	**4**	**2**	**0**	**0**	**0**	**0**	**2**	**556**
1415	2	74	44	0	8	2	0	2	0	0	0	0	0	0	0	132
1430	0	87	24	0	11	0	1	2	3	0	0	0	0	0	0	128
1445	0	102	34	3	7	0	1	1	0	0	0	0	0	0	0	148
1500	0	114	37	0	5	1	0	1	2	2	0	0	0	0	1	163
Hourly Total	**2**	**377**	**139**	**3**	**31**	**3**	**2**	**6**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**571**
1515	0	69	37	0	3	0	0	4	2	1	0	0	0	0	0	116
1530	0	94	39	0	4	0	0	2	2	0	0	0	0	0	3	144
1545	1	83	45	0	5	1	0	1	1	0	0	0	0	0	0	137

1600	0	90	31	1	7	1	0	0	3	0	0	0	0	0	1	134
Hourly Total	**1**	**336**	**152**	**1**	**19**	**2**	**0**	**7**	**8**	**1**	**0**	**0**	**0**	**0**	**4**	**531**
1615	0	96	19	1	6	2	0	1	0	0	0	0	0	0	0	125
1630	2	75	31	0	3	1	0	1	6	0	0	0	0	0	0	119
1645	0	84	34	0	6	2	0	2	3	0	0	0	0	0	0	131
1700	0	105	26	0	4	0	0	3	1	0	0	0	0	0	0	139
Hourly Total	**2**	**360**	**110**	**1**	**19**	**5**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**514**
1715	1	89	32	1	4	1	0	2	2	0	0	0	0	0	3	135
1730	0	92	27	1	5	0	0	1	1	0	0	0	0	0	0	127
1745	0	77	22	0	2	2	0	0	1	0	0	0	0	0	0	104
1800	0	79	19	0	3	0	0	1	0	0	0	0	0	0	0	102
Hourly Total	**1**	**337**	**100**	**2**	**14**	**3**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**468**
1815	1	68	19	0	1	1	0	1	2	0	0	0	0	0	0	93
1830	0	55	28	0	3	0	0	0	2	0	0	0	0	0	0	88
1845	0	77	17	0	4	0	0	0	2	0	0	0	0	0	0	100
1900	0	66	16	0	2	0	0	1	0	0	0	0	0	0	0	85
Hourly Total	**1**	**266**	**80**	**0**	**10**	**1**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**366**
1915	1	32	12	0	0	1	0	0	0	0	0	0	0	0	0	46
1930	1	40	12	0	2	0	0	0	1	0	0	0	0	0	0	56
1945	0	35	16	0	2	1	0	0	1	0	0	0	0	0	0	55
2000	0	41	12	0	0	0	0	2	0	0	0	0	0	0	0	55
Hourly Total	**2**	**148**	**52**	**0**	**4**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**212**
2015	0	60	15	1	2	0	0	0	1	0	0	0	0	0	0	79
2030	0	48	13	0	1	0	0	0	1	0	0	0	0	0	0	63
2045	1	44	10	0	0	1	0	1	0	0	0	0	0	0	0	57
2100	0	33	9	0	0	0	0	0	2	0	0	0	0	0	0	44
Hourly Total	**1**	**185**	**47**	**1**	**3**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**243**
2115	0	31	11	0	0	0	0	0	0	0	0	0	0	0	0	42
2130	0	30	6	0	0	0	0	0	1	0	0	0	0	0	0	37
2145	1	26	5	0	1	1	0	0	0	0	0	0	0	0	0	34
2200	0	19	3	0	0	0	0	0	2	0	0	0	0	0	0	24
Hourly Total	**1**	**106**	**25**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**137**
2215	0	20	8	0	1	0	0	0	0	0	0	0	0	0	0	29
2230	0	21	7	0	0	0	0	0	1	0	0	0	0	0	0	29
2245	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
2300	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**65**	**19**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**87**
2315	0	12	4	0	2	0	0	0	0	0	0	0	0	0	0	18
2330	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
2400	0	13	1	0	0	0	0	0	0	0	1	0	0	0	0	15
Hourly Total	**0**	**45**	**10**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**59**
DAILY TOTAL	**35**	**5677**	**2428**	**26**	**381**	**67**	**18**	**105**	**110**	**12**	**3**	**0**	**2**	**0**	**41**	**8905**
Percentages	**0.4%**	**63.8%**	**27.3%**	**0.3%**	**4.3%**	**0.8%**	**0.2%**	**1.2%**	**1.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	5	0	0	0	0	0	0	0	1	0	0	0	0	17
30	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
45	0	12	1	0	1	0	0	0	1	0	0	0	0	0	0	15
100	0	13	2	0	1	0	0	0	0	0	1	0	0	0	0	17
Hourly Total	**0**	**50**	**13**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**68**
115	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
130	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
145	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
200	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
Hourly Total	**0**	**28**	**9**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
300	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**26**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	6	2	0	0	0	0	0	0	0	1	0	0	0	0	9
345	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**22**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**
415	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
430	0	8	2	0	0	1	0	0	0	0	0	0	0	0	0	11
445	0	12	8	0	2	1	0	0	0	0	0	0	0	0	0	23
500	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**44**	**20**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
515	1	20	4	0	1	0	0	1	1	1	0	0	0	0	0	29
530	0	18	9	0	1	0	0	1	0	0	0	0	0	0	1	30
545	1	39	18	0	2	0	0	0	0	0	0	0	0	0	0	60
600	0	51	23	0	3	0	0	1	0	0	0	0	0	0	0	78
Hourly Total	**2**	**128**	**54**	**0**	**7**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**197**
615	0	70	35	2	7	0	0	0	1	0	0	0	0	0	0	115
630	0	112	66	1	6	0	0	4	5	0	0	0	0	0	0	194
645	1	134	80	2	8	3	0	3	5	1	0	0	0	0	1	238
700	0	164	109	0	13	2	0	9	5	0	0	0	0	0	2	304
Hourly Total	**1**	**480**	**290**	**5**	**34**	**5**	**0**	**16**	**16**	**1**	**0**	**0**	**0**	**0**	**3**	**851**
715	2	115	95	1	17	2	0	2	5	1	0	0	0	0	2	242
730	1	162	99	1	24	3	1	4	3	0	0	0	0	0	5	303
745	1	187	84	1	19	1	2	5	4	0	0	0	0	0	0	304
800	0	211	133	1	24	1	1	5	7	0	0	0	1	0	2	386
Hourly Total	**4**	**675**	**411**	**4**	**84**	**7**	**4**	**16**	**19**	**1**	**0**	**0**	**1**	**0**	**9**	**1235**
815	2	205	127	1	23	9	1	4	4	0	0	0	0	0	2	378
830	1	199	116	2	28	5	1	3	1	0	0	0	0	0	2	358
845	1	208	103	3	25	3	1	8	2	0	0	0	0	0	1	355
900	0	187	114	1	19	6	1	1	4	0	0	0	0	0	1	334
Hourly Total	**4**	**799**	**460**	**7**	**95**	**23**	**4**	**16**	**11**	**0**	**0**	**0**	**0**	**0**	**6**	**1425**
915	0	176	90	1	9	3	0	3	8	0	0	0	0	0	1	291
930	2	173	92	0	18	8	2	5	4	0	0	0	0	0	2	306
945	0	160	111	3	17	3	0	6	4	0	0	0	1	0	5	310
1000	2	179	93	1	24	3	1	4	3	0	0	0	0	0	1	311
Hourly Total	**4**	**688**	**386**	**5**	**68**	**17**	**3**	**18**	**19**	**0**	**0**	**0**	**1**	**0**	**9**	**1218**
1015	1	137	100	4	17	4	0	6	5	0	0	0	0	0	0	274
1030	1	159	98	0	13	5	1	2	1	0	0	0	0	0	6	286
1045	1	167	82	2	14	2	0	1	4	0	0	0	0	0	3	276
1100	2	154	83	1	16	2	1	5	4	0	0	0	0	0	3	271
Hourly Total	**5**	**617**	**363**	**7**	**60**	**13**	**2**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**12**	**1107**
1115	1	185	80	0	17	2	0	1	2	1	0	0	0	0	0	289
1130	2	194	82	1	15	4	0	4	5	0	0	0	0	0	1	308
1145	0	184	92	3	14	1	1	5	3	0	0	0	0	0	2	305
1200	2	214	105	2	19	4	1	3	9	0	0	0	0	0	4	363
Hourly Total	**5**	**777**	**359**	**6**	**65**	**11**	**2**	**13**	**19**	**1**	**0**	**0**	**0**	**0**	**7**	**1265**
1215	1	211	90	1	14	3	1	5	11	0	0	0	0	0	1	338
1230	1	221	83	0	13	5	0	6	1	2	0	0	0	0	5	337
1245	1	215	82	1	16	4	0	1	7	0	0	0	0	0	3	330
1300	0	210	106	1	13	2	0	4	7	1	0	0	0	0	1	345
Hourly Total	**3**	**857**	**361**	**3**	**56**	**14**	**1**	**16**	**26**	**3**	**0**	**0**	**0**	**0**	**10**	**1350**
1315	2	187	106	0	7	3	0	4	6	0	0	0	0	0	1	316
1330	5	179	72	1	8	4	1	6	4	1	0	0	0	0	1	282
1345	1	193	83	1	15	4	2	2	7	0	0	0	0	0	1	309
1400	1	191	85	2	12	0	0	6	2	1	0	0	0	0	1	301
Hourly Total	**9**	**750**	**346**	**4**	**42**	**11**	**3**	**18**	**19**	**2**	**0**	**0**	**0**	**0**	**4**	**1208**
1415	3	180	83	1	13	4	0	5	1	0	0	0	0	0	1	291
1430	2	193	83	0	21	2	1	4	5	0	0	0	0	0	0	311
1445	1	205	81	4	14	1	1	2	0	0	0	0	0	0	1	310
1500	4	231	107	1	20	5	0	4	2	2	0	0	0	0	2	378
Hourly Total	**10**	**809**	**354**	**6**	**68**	**12**	**2**	**15**	**8**	**2**	**0**	**0**	**0**	**0**	**4**	**1290**
1515	1	212	96	0	14	1	0	10	3	1	0	0	0	0	0	338
1530	2	225	98	0	11	1	0	5	5	0	0	0	0	0	4	351
1545	4	228	107	7	13	3	0	3	2	0	0	0	0	0	21	388

1600	0	208	102	4	14	3	0	5	4	0	0	0	0	0	5	345
Hourly Total	**7**	**873**	**403**	**11**	**52**	**8**	**0**	**23**	**14**	**1**	**0**	**0**	**0**	**0**	**30**	**1422**
1615	1	266	103	1	14	3	0	3	1	0	0	0	0	0	0	392
1630	4	230	96	2	10	1	0	8	6	0	0	0	0	0	0	357
1645	0	242	103	0	11	3	0	6	5	0	0	0	0	0	0	370
1700	2	251	93	0	17	2	0	6	3	0	0	0	0	0	0	374
Hourly Total	**7**	**989**	**395**	**3**	**52**	**9**	**0**	**23**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**1493**
1715	3	225	96	3	14	3	0	4	3	1	0	0	2	0	45	399
1730	3	245	83	2	19	1	0	3	3	0	0	0	0	0	20	379
1745	1	241	71	1	11	2	0	0	2	0	0	0	0	0	4	333
1800	0	226	72	0	11	0	0	2	0	0	0	0	0	0	1	312
Hourly Total	**7**	**937**	**322**	**6**	**55**	**6**	**0**	**9**	**8**	**1**	**0**	**0**	**2**	**0**	**70**	**1423**
1815	3	182	66	0	4	1	0	1	3	0	0	0	0	0	0	260
1830	0	158	62	0	9	0	0	0	4	0	0	0	0	0	0	233
1845	0	160	49	0	7	0	0	1	3	0	0	0	0	0	1	221
1900	3	158	44	0	5	1	0	1	2	0	0	0	0	0	0	214
Hourly Total	**6**	**658**	**221**	**0**	**25**	**2**	**0**	**3**	**12**	**0**	**0**	**0**	**0**	**0**	**1**	**928**
1915	1	104	39	0	2	1	0	0	1	0	0	0	0	0	2	150
1930	1	122	36	0	4	0	0	0	1	0	0	0	0	0	0	164
1945	1	88	30	0	7	1	0	0	2	0	0	0	0	0	0	129
2000	1	105	27	0	2	1	0	3	1	0	0	0	0	0	1	141
Hourly Total	**4**	**419**	**132**	**0**	**15**	**3**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**584**
2015	1	119	28	1	5	1	0	0	2	0	0	0	0	0	0	157
2030	0	102	29	0	2	0	0	0	1	0	0	0	0	0	0	134
2045	1	110	24	0	0	1	0	1	1	0	0	0	0	0	0	138
2100	0	81	22	0	2	1	0	0	2	0	0	0	0	0	0	108
Hourly Total	**2**	**412**	**103**	**1**	**9**	**3**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**537**
2115	0	91	19	0	0	0	0	0	1	0	1	0	0	0	0	112
2130	0	78	18	0	1	0	0	0	1	0	0	0	0	0	0	98
2145	1	77	21	0	2	2	0	0	0	0	0	0	0	0	0	103
2200	1	55	10	0	0	0	0	0	2	0	0	0	0	0	0	68
Hourly Total	**2**	**301**	**68**	**0**	**3**	**2**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**381**
2215	0	57	24	0	3	1	0	1	1	0	0	0	0	0	0	87
2230	0	50	16	0	2	0	0	0	2	0	0	0	0	0	0	70
2245	0	33	9	0	0	0	0	0	1	0	0	0	0	0	0	43
2300	0	40	10	0	1	0	0	0	0	0	0	0	0	0	0	51
Hourly Total	**0**	**180**	**59**	**0**	**6**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**251**
2315	0	34	11	0	3	0	0	0	0	0	0	0	0	0	0	48
2330	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
2345	0	18	6	0	1	0	0	0	1	0	0	0	0	0	0	26
2400	0	31	6	0	1	0	0	1	1	0	1	0	0	0	0	41
Hourly Total	**0**	**118**	**28**	**0**	**5**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**155**
DAILY TOTAL	**82**	**11637**	**5174**	**68**	**807**	**149**	**21**	**211**	**223**	**13**	**5**	**0**	**4**	**0**	**169**	**18563**
Percentages	**0.4%**	**62.7%**	**27.9%**	**0.4%**	**4.3%**	**0.8%**	**0.1%**	**1.1%**	**1.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
30	0	6	1	0	0	0	0	0	0	0	1	0	0	0	0	8
45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
100	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**22**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**33**
115	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
130	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
200	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Total	**0**	**8**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
345	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
415	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
430	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
445	0	3	3	0	1	0	0	1	1	0	0	0	0	0	0	9
500	1	4	4	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**1**	**14**	**10**	**0**	**2**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
515	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
530	0	8	3	0	0	0	0	0	2	0	0	0	0	0	0	13
545	0	13	5	0	1	0	0	0	1	0	0	0	0	0	0	20
600	0	10	4	0	3	0	0	0	1	0	0	0	0	0	0	18
Hourly Total	**0**	**37**	**14**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
615	0	17	14	2	2	0	0	1	1	0	0	0	0	0	0	37
630	1	24	15	2	3	0	0	0	1	0	0	0	0	0	0	46
645	1	28	17	2	5	4	0	2	2	1	0	0	0	0	0	62
700	0	28	14	0	4	0	0	2	2	0	0	0	0	0	0	50
Hourly Total	**2**	**97**	**60**	**6**	**14**	**4**	**0**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**195**
715	2	32	37	1	13	3	0	3	3	0	0	0	0	0	1	95
730	0	52	37	0	7	4	0	2	0	0	0	0	0	0	2	104
745	1	48	40	1	7	2	0	2	1	0	0	0	0	0	1	103
800	1	49	41	2	12	6	0	2	1	0	0	0	0	0	8	122
Hourly Total	**4**	**181**	**155**	**4**	**39**	**15**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**12**	**424**
815	0	65	51	0	13	1	0	0	1	0	0	0	0	0	0	131
830	1	75	60	0	15	4	0	2	0	0	0	0	0	0	1	158
845	1	73	47	2	5	1	0	1	3	0	0	0	0	0	1	134
900	2	81	37	0	13	1	0	2	1	0	0	0	0	0	1	138
Hourly Total	**4**	**294**	**195**	**2**	**46**	**7**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**561**
915	0	68	55	3	5	1	0	2	2	0	0	0	0	0	0	136
930	1	76	44	0	6	1	0	3	1	0	0	0	0	0	0	132
945	0	64	43	0	8	1	0	0	0	0	0	0	0	0	2	118
1000	1	92	51	1	13	4	0	0	3	0	0	0	0	0	2	167
Hourly Total	**2**	**300**	**193**	**4**	**32**	**7**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**553**
1015	0	81	47	0	7	3	0	0	4	0	0	0	1	0	0	143
1030	1	95	45	0	8	2	0	2	1	0	0	0	0	0	0	154
1045	0	82	36	0	6	0	0	1	3	0	0	0	0	0	0	128
1100	2	94	47	0	7	4	0	3	1	0	0	0	1	0	1	160
Hourly Total	**3**	**352**	**175**	**0**	**28**	**9**	**0**	**6**	**9**	**0**	**0**	**0**	**2**	**0**	**1**	**585**
1115	0	90	52	0	4	2	0	2	2	0	0	0	0	0	2	154
1130	1	85	45	1	4	1	0	2	0	0	0	0	0	0	0	139
1145	3	113	65	1	12	5	0	0	0	0	0	0	0	0	0	199
1200	0	96	65	0	4	3	1	2	2	0	0	0	0	0	1	174
Hourly Total	**4**	**384**	**227**	**2**	**24**	**11**	**1**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**666**
1215	0	121	55	0	8	5	0	1	5	0	0	0	0	0	0	195
1230	2	102	55	1	9	3	0	1	1	0	0	0	0	0	0	174
1245	0	102	41	1	5	2	0	1	4	0	0	0	0	0	1	157
1300	1	100	45	0	13	2	0	0	1	0	0	0	0	0	0	162
Hourly Total	**3**	**425**	**196**	**2**	**35**	**12**	**0**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**688**
1315	1	91	49	1	11	4	0	1	7	0	0	0	0	0	1	166
1330	1	95	51	0	9	3	0	2	2	0	0	0	0	0	1	164
1345	0	115	39	0	4	0	0	2	3	0	0	0	0	0	0	163
1400	3	105	46	0	6	3	0	3	4	0	0	0	0	0	2	172
Hourly Total	**5**	**406**	**185**	**1**	**30**	**10**	**0**	**8**	**16**	**0**	**0**	**0**	**0**	**0**	**4**	**665**
1415	1	97	75	0	6	4	0	1	2	0	0	0	0	0	0	186
1430	1	118	37	1	4	4	0	5	3	0	0	0	0	0	0	173
1445	1	114	52	2	3	2	0	5	8	0	0	0	0	0	0	187
1500	0	130	48	1	10	0	1	1	8	0	0	0	0	0	0	199
Hourly Total	**3**	**459**	**212**	**4**	**23**	**10**	**1**	**12**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**745**
1515	4	128	62	0	9	2	0	4	3	0	0	0	0	0	0	212
1530	1	147	68	1	4	3	0	1	4	0	0	0	0	0	1	230
1545	2	157	72	2	14	4	0	1	3	0	0	0	1	0	3	259

1600	1	100	62	4	9	0	0	3	2	0	0	0	0	0	8	189
Hourly Total	**8**	**532**	**264**	**7**	**36**	**9**	**0**	**9**	**12**	**0**	**0**	**0**	**1**	**0**	**12**	**890**
1615	3	132	66	6	14	0	0	1	2	0	0	0	1	0	16	241
1630	4	72	28	3	14	11	0	1	2	0	0	0	5	0	68	208
1645	8	71	36	3	18	14	1	1	2	0	0	0	8	0	62	224
1700	3	113	37	2	15	14	0	2	0	0	0	0	0	0	66	252
Hourly Total	**18**	**388**	**167**	**14**	**61**	**39**	**1**	**5**	**6**	**0**	**0**	**0**	**14**	**0**	**212**	**925**
1715	3	141	63	4	12	2	0	2	1	0	0	0	1	0	27	256
1730	2	89	41	3	13	7	1	1	0	1	0	0	5	0	65	228
1745	2	124	39	1	15	5	0	1	0	1	0	0	1	0	42	231
1800	0	153	53	1	7	0	0	2	0	0	0	0	0	0	0	216
Hourly Total	**7**	**507**	**196**	**9**	**47**	**14**	**1**	**6**	**1**	**2**	**0**	**0**	**7**	**0**	**134**	**931**
1815	1	144	53	0	7	1	0	1	3	0	0	0	0	0	0	210
1830	1	117	39	0	6	0	0	2	2	0	0	0	0	0	0	167
1845	0	96	27	0	8	1	0	1	1	0	0	0	0	0	0	134
1900	2	81	20	0	3	0	0	0	1	0	0	0	0	0	0	107
Hourly Total	**4**	**438**	**139**	**0**	**24**	**2**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**618**
1915	2	63	27	0	4	1	0	0	0	0	0	0	0	0	0	97
1930	1	61	26	0	3	2	0	0	0	0	0	0	0	0	0	93
1945	0	55	24	0	0	0	0	0	0	0	0	0	0	0	0	79
2000	2	84	18	0	4	0	0	1	1	0	0	0	0	0	0	110
Hourly Total	**5**	**263**	**95**	**0**	**11**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**379**
2015	0	67	16	0	2	0	0	0	1	0	0	0	0	0	0	86
2030	0	65	12	0	1	0	0	0	0	0	0	0	0	0	1	79
2045	1	57	16	0	2	0	0	0	1	0	0	0	0	0	0	77
2100	0	38	13	0	1	1	0	0	0	0	0	0	0	0	0	53
Hourly Total	**1**	**227**	**57**	**0**	**6**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**295**
2115	0	70	17	0	0	0	0	0	0	0	0	0	0	0	0	87
2130	1	51	11	0	0	0	0	0	0	0	1	0	0	0	0	64
2145	1	38	12	0	3	0	0	0	1	0	0	0	0	0	0	55
2200	0	43	9	0	1	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	**2**	**202**	**49**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**259**
2215	0	45	7	0	1	1	0	0	0	0	0	0	0	0	0	54
2230	0	41	12	0	0	0	0	0	0	0	0	0	0	0	0	53
2245	0	50	14	0	0	0	0	0	0	0	0	0	0	0	0	64
2300	0	29	2	0	1	0	0	0	0	0	0	0	0	0	0	32
Hourly Total	**0**	**165**	**35**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**203**
2315	0	24	4	0	1	0	0	0	0	0	0	0	0	0	0	29
2330	0	18	3	0	1	1	0	0	0	0	0	0	0	0	0	23
2345	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**66**	**13**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
DAILY TOTAL	**76**	**5789**	**2657**	**55**	**474**	**155**	**4**	**87**	**120**	**3**	**2**	**0**	**24**	**0**	**387**	**9833**
Percentages	**0.8%**	**58.9%**	**27.0%**	**0.6%**	**4.8%**	**1.6%**	**0.0%**	**0.9%**	**1.2%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**3.9%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**26**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
115	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
130	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**14**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
315	0	2	3	0	0	0	0	1	0	0	0	0	0	0	0	6
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	9
445	0	5	5	0	0	1	0	0	2	0	0	0	0	0	0	13
500	0	15	10	0	0	0	0	0	1	0	0	0	0	0	0	26
Hourly Total	**0**	**25**	**19**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
515	0	16	6	0	1	0	0	1	1	0	0	0	0	0	0	25
530	0	17	6	0	0	0	0	0	0	1	0	0	0	0	0	24
545	1	22	10	0	0	0	0	0	0	0	0	0	0	0	0	33
600	0	41	8	0	3	0	0	1	0	1	0	0	0	0	0	54
Hourly Total	**1**	**96**	**30**	**0**	**4**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**136**
615	0	54	33	0	7	0	0	0	1	0	0	0	0	0	0	95
630	1	90	47	2	8	3	0	1	1	0	0	0	0	0	7	160
645	0	120	84	0	8	4	0	2	1	0	0	0	0	0	2	221
700	2	109	84	1	15	3	2	5	1	0	0	0	0	0	1	223
Hourly Total	**3**	**373**	**248**	**3**	**38**	**10**	**2**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**699**
715	1	118	58	1	16	3	0	2	2	0	0	0	1	0	4	206
730	2	127	62	1	19	0	0	8	0	0	0	0	0	0	1	220
745	0	120	57	0	12	1	1	4	1	0	0	0	0	0	1	197
800	0	167	69	2	20	1	0	5	0	0	0	0	0	0	3	267
Hourly Total	**3**	**532**	**246**	**4**	**67**	**5**	**1**	**19**	**3**	**0**	**0**	**0**	**1**	**0**	**9**	**890**
815	0	149	72	0	10	0	2	4	3	0	0	0	0	0	0	240
830	1	113	63	3	10	1	0	2	1	0	0	0	1	0	1	196
845	0	125	59	2	15	2	0	1	3	0	0	0	1	0	5	213
900	0	120	74	1	9	0	1	6	0	0	0	0	0	0	1	212
Hourly Total	**1**	**507**	**268**	**6**	**44**	**3**	**3**	**13**	**7**	**0**	**0**	**0**	**2**	**0**	**7**	**861**
915	1	103	45	1	5	2	0	1	1	1	0	0	0	0	2	162
930	0	112	32	1	12	3	1	4	2	0	0	0	0	0	2	169
945	0	105	57	0	9	0	2	5	3	0	0	0	0	0	0	181
1000	0	120	43	1	9	0	0	5	2	0	0	0	0	0	0	180
Hourly Total	**1**	**440**	**177**	**3**	**35**	**5**	**3**	**15**	**8**	**1**	**0**	**0**	**0**	**0**	**4**	**692**
1015	0	80	46	0	5	0	0	1	2	0	0	0	0	0	1	135
1030	0	120	38	0	6	6	1	2	1	0	0	0	0	0	0	174
1045	0	74	43	1	11	3	0	2	0	0	0	0	0	0	1	135
1100	1	102	41	0	7	1	0	2	3	1	0	0	0	0	1	159
Hourly Total	**1**	**376**	**168**	**1**	**29**	**10**	**1**	**7**	**6**	**1**	**0**	**0**	**0**	**0**	**3**	**603**
1115	2	102	43	2	8	2	3	3	1	0	0	0	0	0	4	170
1130	0	95	39	0	8	2	1	5	1	1	0	0	0	0	3	155
1145	0	115	52	0	6	4	2	1	1	1	0	0	0	0	1	183
1200	0	89	51	1	4	1	2	6	0	1	0	0	0	0	0	155
Hourly Total	**2**	**401**	**185**	**3**	**26**	**9**	**8**	**15**	**3**	**3**	**0**	**0**	**0**	**0**	**8**	**663**
1215	2	102	40	0	5	2	0	1	3	2	0	0	0	0	0	157
1230	1	106	48	0	6	1	0	0	1	0	0	0	0	0	1	164
1245	1	93	42	1	8	0	1	0	3	0	0	0	0	0	0	149
1300	2	100	29	0	8	3	2	2	6	2	0	0	0	0	4	158
Hourly Total	**6**	**401**	**159**	**1**	**27**	**6**	**3**	**3**	**13**	**4**	**0**	**0**	**0**	**0**	**5**	**628**
1315	2	86	44	0	6	2	1	1	1	0	0	0	0	0	0	143
1330	1	99	47	0	6	4	0	0	3	1	0	0	0	0	0	161
1345	2	90	35	0	6	2	3	1	5	2	0	0	0	0	1	147
1400	2	84	49	1	9	2	1	3	3	1	0	0	0	0	0	155
Hourly Total	**7**	**359**	**175**	**1**	**27**	**10**	**5**	**5**	**12**	**4**	**0**	**0**	**0**	**0**	**1**	**606**
1415	1	91	31	0	10	2	0	2	8	0	0	0	0	0	0	145
1430	0	87	32	0	8	0	1	5	4	0	0	0	0	0	0	137
1445	0	99	58	1	4	0	0	2	2	0	0	0	0	0	0	166
1500	0	88	40	0	8	1	1	3	4	0	0	0	0	0	0	145
Hourly Total	**1**	**365**	**161**	**1**	**30**	**3**	**2**	**12**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**593**
1515	1	94	33	1	4	1	1	2	3	1	0	0	0	0	0	141
1530	0	82	36	1	7	4	0	1	1	0	0	0	0	0	0	132
1545	0	95	36	0	3	3	0	2	2	0	0	0	0	0	0	141

1600	2	91	41	0	8	1	0	3	0	0	0	0	0	0	0	146
Hourly Total	**3**	**362**	**146**	**2**	**22**	**9**	**1**	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**560**
1615	1	68	29	0	5	1	0	4	2	0	0	0	0	0	3	113
1630	0	95	26	0	2	2	0	2	2	0	0	0	0	0	0	129
1645	1	87	25	1	7	0	0	1	1	0	0	0	0	0	0	123
1700	2	76	26	1	8	1	0	4	2	0	0	0	0	0	0	120
Hourly Total	**4**	**326**	**106**	**2**	**22**	**4**	**0**	**11**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**485**
1715	0	114	35	0	4	0	0	0	1	0	0	0	0	0	0	154
1730	1	75	21	0	7	0	0	0	0	0	0	0	0	0	0	104
1745	0	56	23	0	2	0	0	3	0	0	0	0	0	0	0	84
1800	0	96	24	1	5	0	0	1	1	0	0	0	0	0	0	128
Hourly Total	**1**	**341**	**103**	**1**	**18**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**470**
1815	1	72	23	0	1	0	0	2	2	0	0	0	0	0	0	101
1830	2	58	9	0	4	0	0	0	1	0	0	0	0	0	0	74
1845	0	43	17	0	7	0	0	1	2	0	0	0	0	0	0	70
1900	0	53	18	0	4	1	0	0	0	0	0	0	0	0	0	76
Hourly Total	**3**	**226**	**67**	**0**	**16**	**1**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**321**
1915	0	44	13	0	1	0	0	1	0	0	0	0	0	0	0	59
1930	0	49	12	0	0	0	0	0	2	0	0	0	0	0	0	63
1945	1	49	11	0	0	1	0	1	1	0	0	0	0	0	0	64
2000	0	44	14	0	3	0	0	0	0	0	0	0	0	0	0	61
Hourly Total	**1**	**186**	**50**	**0**	**4**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**247**
2015	0	39	9	0	3	0	0	0	1	0	0	0	0	0	0	52
2030	0	33	8	1	1	0	0	0	1	0	0	0	0	0	0	44
2045	0	35	10	0	2	0	0	0	0	0	0	0	0	0	0	47
2100	0	32	8	0	1	1	0	0	0	0	0	0	0	0	0	42
Hourly Total	**0**	**139**	**35**	**1**	**7**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**185**
2115	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	38
2130	0	29	4	0	1	0	0	0	1	0	0	0	0	0	0	35
2145	1	28	5	0	0	0	0	0	0	0	0	0	0	0	0	34
2200	0	34	11	0	0	0	0	1	0	0	0	0	0	0	1	47
Hourly Total	**1**	**120**	**29**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**154**
2215	0	24	6	0	1	1	0	0	0	0	0	0	0	0	0	32
2230	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
2245	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
2300	0	13	4	0	0	0	0	1	0	0	0	0	0	0	0	18
Hourly Total	**0**	**65**	**16**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**
2315	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
2330	0	8	2	0	2	1	0	0	0	0	0	0	0	0	0	13
2345	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2400	1	6	3	0	0	0	0	0	0	0	1	0	0	0	0	11
Hourly Total	**1**	**36**	**8**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**49**
DAILY TOTAL	**40**	**5733**	**2419**	**29**	**422**	**80**	**29**	**130**	**106**	**16**	**1**	**0**	**3**	**0**	**51**	**9059**
Percentages	**0.4%**	**63.3%**	**26.7%**	**0.3%**	**4.7%**	**0.9%**	**0.3%**	**1.4%**	**1.2%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound F
Direction: Combined
Start Date: 4/16/2019
Stop Date: 4/16/2019
City/County: Bonita Springs/Lee
Start Time: 00:00
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	5	0	1	0	0	0	0	0	0	0	0	0	0	24
30	0	13	2	0	0	0	0	0	0	0	1	0	0	0	0	16
45	0	8	3	0	1	0	0	0	1	0	0	0	0	0	0	13
100	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**48**	**14**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**66**
115	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
130	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	13
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	**0**	**22**	**12**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
215	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**17**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
315	0	4	4	0	0	0	0	1	0	0	0	0	0	0	0	9
330	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**22**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
415	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
430	0	7	5	0	0	0	0	1	1	0	0	0	0	0	0	14
445	0	8	8	0	1	1	0	1	3	0	0	0	0	0	0	22
500	1	19	14	0	1	0	0	0	1	0	0	0	0	0	0	36
Hourly Total	**1**	**39**	**29**	**0**	**2**	**1**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
515	0	22	8	0	2	0	0	1	1	0	0	0	0	0	0	34
530	0	25	9	0	0	0	0	0	2	1	0	0	0	0	0	37
545	1	35	15	0	1	0	0	0	1	0	0	0	0	0	0	53
600	0	51	12	0	6	0	0	1	1	1	0	0	0	0	0	72
Hourly Total	**1**	**133**	**44**	**0**	**9**	**0**	**0**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**196**
615	0	71	47	2	9	0	0	1	2	0	0	0	0	0	0	132
630	2	114	62	4	11	3	0	1	2	0	0	0	0	0	7	206
645	1	148	101	2	13	8	0	4	3	1	0	0	0	0	2	283
700	2	137	98	1	19	3	2	7	3	0	0	0	0	0	1	273
Hourly Total	**5**	**470**	**308**	**9**	**52**	**14**	**2**	**13**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**894**
715	3	150	95	2	29	6	0	5	5	0	0	0	1	0	5	301
730	2	179	99	1	26	4	0	10	0	0	0	0	0	0	3	324
745	1	168	97	1	19	3	1	6	2	0	0	0	0	0	2	300
800	1	216	110	4	32	7	0	7	1	0	0	0	0	0	11	389
Hourly Total	**7**	**713**	**401**	**8**	**106**	**20**	**1**	**28**	**8**	**0**	**0**	**0**	**1**	**0**	**21**	**1314**
815	0	214	123	0	23	1	2	4	4	0	0	0	0	0	0	371
830	2	188	123	3	25	5	0	4	1	0	0	0	1	0	2	354
845	1	198	106	4	20	3	0	2	6	0	0	0	1	0	6	347
900	2	201	111	1	22	1	1	8	1	0	0	0	0	0	2	350
Hourly Total	**5**	**801**	**463**	**8**	**90**	**10**	**3**	**18**	**12**	**0**	**0**	**0**	**2**	**0**	**10**	**1422**
915	1	171	100	4	10	3	0	3	3	1	0	0	0	0	2	298
930	1	188	76	1	18	4	1	7	3	0	0	0	0	0	2	301
945	0	169	100	0	17	1	2	5	3	0	0	0	0	0	2	299
1000	1	212	94	2	22	4	0	5	5	0	0	0	0	0	2	347
Hourly Total	**3**	**740**	**370**	**7**	**67**	**12**	**3**	**20**	**14**	**1**	**0**	**0**	**0**	**0**	**8**	**1245**
1015	0	161	93	0	12	3	0	1	6	0	0	0	1	0	1	278
1030	1	215	83	0	14	8	1	4	2	0	0	0	0	0	0	328
1045	0	156	79	1	17	3	0	3	3	0	0	0	0	0	1	263
1100	3	196	88	0	14	5	0	5	4	1	0	0	1	0	2	319
Hourly Total	**4**	**728**	**343**	**1**	**57**	**19**	**1**	**13**	**15**	**1**	**0**	**0**	**2**	**0**	**4**	**1188**
1115	2	192	95	2	12	4	3	5	3	0	0	0	0	0	6	324
1130	1	180	84	1	12	3	1	7	1	1	0	0	0	0	3	294
1145	3	228	117	1	18	9	2	1	1	1	0	0	0	0	1	382
1200	0	185	116	1	8	4	3	8	2	1	0	0	0	0	1	329
Hourly Total	**6**	**785**	**412**	**5**	**50**	**20**	**9**	**21**	**7**	**3**	**0**	**0**	**0**	**0**	**11**	**1329**
1215	2	223	95	0	13	7	0	2	8	2	0	0	0	0	0	352
1230	3	208	103	1	15	4	0	1	2	0	0	0	0	0	1	338
1245	1	195	83	2	13	2	1	1	7	0	0	0	0	0	1	306
1300	3	200	74	0	21	5	2	2	7	2	0	0	0	0	4	320
Hourly Total	**9**	**826**	**355**	**3**	**62**	**18**	**3**	**6**	**24**	**4**	**0**	**0**	**0**	**0**	**6**	**1316**
1315	3	177	93	1	17	6	1	2	8	0	0	0	0	0	1	309
1330	2	194	98	0	15	7	0	2	5	1	0	0	0	0	1	325
1345	2	205	74	0	10	2	3	3	8	2	0	0	0	0	1	310
1400	5	189	95	1	15	5	1	6	7	1	0	0	0	0	2	327
Hourly Total	**12**	**765**	**360**	**2**	**57**	**20**	**5**	**13**	**28**	**4**	**0**	**0**	**0**	**0**	**5**	**1271**
1415	2	188	106	0	16	6	0	3	10	0	0	0	0	0	0	331
1430	1	205	69	1	12	4	1	10	7	0	0	0	0	0	0	310
1445	1	213	110	3	7	2	0	7	10	0	0	0	0	0	0	353
1500	0	218	88	1	18	1	2	4	12	0	0	0	0	0	0	344
Hourly Total	**4**	**824**	**373**	**5**	**53**	**13**	**3**	**24**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**1338**
1515	5	222	95	1	13	3	1	6	6	1	0	0	0	0	0	353
1530	1	229	104	2	11	7	0	2	5	0	0	0	0	0	1	362
1545	2	252	108	2	17	7	0	3	5	0	0	0	1	0	3	400

1600	3	191	103	4	17	1	0	6	2	0	0	0	0	0	8	335
Hourly Total	**11**	**894**	**410**	**9**	**58**	**18**	**1**	**17**	**18**	**1**	**0**	**0**	**1**	**0**	**12**	**1450**
1615	4	200	95	6	19	1	0	5	4	0	0	0	1	0	19	354
1630	4	167	54	3	16	13	0	3	4	0	0	0	5	0	68	337
1645	9	158	61	4	25	14	1	2	3	0	0	0	8	0	62	347
1700	5	189	63	3	23	15	0	6	2	0	0	0	0	0	66	372
Hourly Total	**22**	**714**	**273**	**16**	**83**	**43**	**1**	**16**	**13**	**0**	**0**	**0**	**14**	**0**	**215**	**1410**
1715	3	255	98	4	16	2	0	2	2	0	0	0	1	0	27	410
1730	3	164	62	3	20	7	1	1	0	1	0	0	5	0	65	332
1745	2	180	62	1	17	5	0	4	0	1	0	0	1	0	42	315
1800	0	249	77	2	12	0	0	3	1	0	0	0	0	0	0	344
Hourly Total	**8**	**848**	**299**	**10**	**65**	**14**	**1**	**10**	**3**	**2**	**0**	**0**	**7**	**0**	**134**	**1401**
1815	2	216	76	0	8	1	0	3	5	0	0	0	0	0	0	311
1830	3	175	48	0	10	0	0	2	3	0	0	0	0	0	0	241
1845	0	139	44	0	15	1	0	2	3	0	0	0	0	0	0	204
1900	2	134	38	0	7	1	0	0	1	0	0	0	0	0	0	183
Hourly Total	**7**	**664**	**206**	**0**	**40**	**3**	**0**	**7**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**939**
1915	2	107	40	0	5	1	0	1	0	0	0	0	0	0	0	156
1930	1	110	38	0	3	2	0	0	2	0	0	0	0	0	0	156
1945	1	104	35	0	0	1	0	1	1	0	0	0	0	0	0	143
2000	2	128	32	0	7	0	0	1	1	0	0	0	0	0	0	171
Hourly Total	**6**	**449**	**145**	**0**	**15**	**4**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**626**
2015	0	106	25	0	5	0	0	0	2	0	0	0	0	0	0	138
2030	0	98	20	1	2	0	0	0	1	0	0	0	0	0	1	123
2045	1	92	26	0	4	0	0	0	1	0	0	0	0	0	0	124
2100	0	70	21	0	2	2	0	0	0	0	0	0	0	0	0	95
Hourly Total	**1**	**366**	**92**	**1**	**13**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**480**
2115	0	99	26	0	0	0	0	0	0	0	0	0	0	0	0	125
2130	1	80	15	0	1	0	0	0	1	0	1	0	0	0	0	99
2145	2	66	17	0	3	0	0	0	1	0	0	0	0	0	0	89
2200	0	77	20	0	1	0	0	1	0	0	0	0	0	0	1	100
Hourly Total	**3**	**322**	**78**	**0**	**5**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**413**
2215	0	69	13	0	2	2	0	0	0	0	0	0	0	0	0	86
2230	0	57	15	0	0	0	0	0	0	0	0	0	0	0	0	72
2245	0	62	17	0	0	0	0	0	0	0	0	0	0	0	0	79
2300	0	42	6	0	1	0	0	1	0	0	0	0	0	0	0	50
Hourly Total	**0**	**230**	**51**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**287**
2315	0	38	7	0	1	0	0	0	0	0	0	0	0	0	0	46
2330	0	26	5	0	3	2	0	0	0	0	0	0	0	0	0	36
2345	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
2400	1	11	6	0	0	0	0	0	0	0	1	0	0	0	0	19
Hourly Total	**1**	**102**	**21**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**131**
DAILY TOTAL	**116**	**11522**	**5076**	**84**	**896**	**235**	**33**	**217**	**226**	**19**	**3**	**0**	**27**	**0**	**438**	**18892**
Percentages	**0.6%**	**61.0%**	**26.9%**	**0.4%**	**4.7%**	**1.2%**	**0.2%**	**1.1%**	**1.2%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**2.3%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	8	5	0	0	1	0	0	0	0	0	0	0	0	0	14
30	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
45	0	9	1	0	1	0	0	0	0	0	1	0	0	0	0	12
100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**39**	**16**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**59**
115	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**21**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
215	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	9
230	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	7
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**17**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
315	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
445	0	5	4	0	1	0	0	0	1	0	0	0	0	0	0	11
500	1	10	2	0	1	0	0	1	0	0	0	0	0	0	0	15
Hourly Total	**1**	**29**	**8**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
515	0	6	6	0	2	0	0	0	0	0	0	0	0	0	0	14
530	0	5	5	0	0	0	0	0	2	0	0	0	0	0	0	12
545	0	10	5	0	2	0	0	1	2	0	0	0	0	0	0	20
600	0	12	5	0	3	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**33**	**21**	**0**	**7**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
615	0	23	7	0	2	0	0	1	1	0	0	0	0	0	0	34
630	0	24	9	2	2	1	0	0	2	0	0	0	0	0	0	40
645	1	37	12	3	7	2	0	0	0	0	0	0	0	0	1	63
700	0	22	17	0	4	2	0	2	0	0	0	0	0	0	0	47
Hourly Total	**1**	**106**	**45**	**5**	**15**	**5**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**184**
715	1	35	28	0	7	3	0	4	3	0	0	0	0	0	3	84
730	0	50	37	0	9	2	0	4	2	0	0	0	0	0	2	106
745	0	55	29	0	2	0	1	1	0	0	0	0	0	0	2	90
800	0	68	33	0	4	0	0	1	3	0	0	0	0	0	0	109
Hourly Total	**1**	**208**	**127**	**0**	**22**	**5**	**1**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**389**
815	1	66	60	1	7	0	0	2	0	0	0	0	0	0	0	137
830	4	60	58	0	15	1	0	1	1	0	0	0	0	0	0	140
845	1	75	36	2	13	1	0	2	2	0	0	0	0	0	1	133
900	1	73	46	0	8	3	0	1	4	0	0	0	0	0	0	136
Hourly Total	**7**	**274**	**200**	**3**	**43**	**5**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**546**
915	2	77	36	1	7	2	0	1	0	0	0	0	0	0	0	126
930	0	75	52	0	4	0	0	1	3	0	0	0	0	0	0	135
945	2	77	52	0	8	4	0	1	5	0	0	0	0	0	0	149
1000	2	69	48	0	10	2	1	0	2	0	0	0	0	0	1	135
Hourly Total	**6**	**298**	**188**	**1**	**29**	**8**	**1**	**3**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**545**
1015	2	81	43	0	8	3	0	2	3	0	0	0	0	0	0	142
1030	0	77	43	0	3	0	0	0	1	0	0	0	0	0	0	124
1045	0	78	37	0	8	2	0	0	3	0	0	0	0	0	2	130
1100	0	99	54	1	10	2	0	0	1	0	0	0	0	0	0	167
Hourly Total	**2**	**335**	**177**	**1**	**29**	**7**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**2**	**563**
1115	0	93	37	0	10	2	0	0	1	0	0	0	0	0	1	144
1130	0	89	44	0	9	5	0	3	2	0	0	0	0	0	1	153
1145	2	94	52	1	3	2	0	1	0	0	0	0	0	0	0	155
1200	0	103	64	1	11	5	0	3	3	0	0	0	0	0	0	190
Hourly Total	**2**	**379**	**197**	**2**	**33**	**14**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**642**
1215	0	126	61	1	12	0	0	6	3	0	0	0	1	0	0	210
1230	2	108	66	3	12	3	1	3	1	0	0	0	0	0	0	199
1245	1	99	42	1	9	0	0	3	1	0	0	0	0	0	0	156
1300	0	114	47	0	6	2	0	0	4	0	0	0	1	0	0	174
Hourly Total	**3**	**447**	**216**	**5**	**39**	**5**	**1**	**12**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**739**
1315	1	94	41	1	3	1	0	4	7	0	0	0	0	0	3	155
1330	0	96	48	0	5	1	0	2	5	0	0	0	0	0	0	157
1345	1	105	48	0	11	0	0	0	6	0	0	0	0	0	0	171
1400	3	109	46	0	7	3	0	3	6	0	0	0	0	0	0	177
Hourly Total	**5**	**404**	**183**	**1**	**26**	**5**	**0**	**9**	**24**	**0**	**0**	**0**	**0**	**0**	**3**	**660**
1415	3	85	46	2	15	2	0	3	5	0	0	0	0	0	1	162
1430	0	119	53	1	4	2	0	4	3	0	0	0	0	0	0	186
1445	0	119	46	1	9	1	0	4	4	0	0	0	0	0	0	184
1500	1	131	60	2	10	2	0	4	0	0	0	0	0	0	1	211
Hourly Total	**4**	**454**	**205**	**6**	**38**	**7**	**0**	**15**	**12**	**0**	**0**	**0**	**0**	**0**	**2**	**743**
1515	5	127	53	1	10	1	1	2	5	0	0	0	0	0	3	208
1530	1	134	55	0	7	2	0	3	3	0	0	0	0	0	1	206
1545	5	81	60	3	20	2	0	4	0	1	0	0	0	0	38	214

1600	4	100	63	3	9	4	0	5	3	0	0	0	1	0	22	214
Hourly Total	**15**	**442**	**231**	**7**	**46**	**9**	**1**	**14**	**11**	**1**	**0**	**0**	**1**	**0**	**64**	**842**
1615	1	108	52	2	20	7	1	3	3	0	0	0	0	0	31	228
1630	1	91	41	6	26	3	1	5	2	0	0	0	6	0	52	234
1645	5	95	38	5	8	9	1	4	1	0	0	0	2	0	64	232
1700	0	141	56	0	15	0	1	4	0	0	0	0	0	0	7	224
Hourly Total	**7**	**435**	**187**	**13**	**69**	**19**	**4**	**16**	**6**	**0**	**0**	**0**	**8**	**0**	**154**	**918**
1715	3	121	50	3	10	6	1	0	0	0	0	0	3	0	48	245
1730	5	73	26	2	5	7	1	1	3	0	0	0	4	0	82	209
1745	4	143	38	4	10	3	0	2	2	0	0	0	3	0	33	242
1800	0	139	51	0	10	0	0	0	0	0	0	0	0	0	0	200
Hourly Total	**12**	**476**	**165**	**9**	**35**	**16**	**2**	**3**	**5**	**0**	**0**	**0**	**10**	**0**	**163**	**896**
1815	1	151	59	0	3	0	0	0	3	0	0	0	0	0	0	217
1830	1	123	44	0	4	1	0	0	3	0	0	0	0	0	1	177
1845	0	83	28	0	3	1	0	1	0	0	0	0	0	0	0	116
1900	1	95	29	0	1	0	0	0	1	0	0	0	0	0	0	127
Hourly Total	**3**	**452**	**160**	**0**	**11**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**637**
1915	1	85	32	0	1	0	0	0	2	0	0	0	0	0	0	121
1930	0	92	21	0	2	0	0	1	1	0	0	0	0	0	1	118
1945	0	91	23	0	1	0	1	0	1	0	0	0	0	0	2	119
2000	2	68	25	0	5	0	0	1	0	0	0	0	0	0	0	101
Hourly Total	**3**	**336**	**101**	**0**	**9**	**0**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**459**
2015	1	71	19	0	1	0	0	0	0	0	0	0	0	0	0	92
2030	0	81	20	0	1	0	0	0	2	0	0	0	0	0	0	104
2045	0	68	20	0	1	1	0	0	1	0	0	0	0	0	0	91
2100	0	66	6	0	2	0	0	0	2	0	0	0	0	0	0	76
Hourly Total	**1**	**286**	**65**	**0**	**5**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**363**
2115	0	75	16	0	0	0	0	0	1	0	0	0	0	0	0	92
2130	0	57	13	0	0	0	1	0	0	0	1	0	0	0	0	72
2145	0	50	9	0	0	0	0	1	0	0	0	0	0	0	0	60
2200	0	43	11	0	0	0	0	0	1	0	0	0	0	0	0	55
Hourly Total	**0**	**225**	**49**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**279**
2215	1	38	10	0	1	0	0	0	0	0	0	0	0	0	0	50
2230	0	50	8	0	1	1	0	0	0	0	0	0	0	0	0	60
2245	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
2300	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**1**	**149**	**33**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**186**
2315	0	28	5	0	0	2	0	0	0	0	0	0	0	0	0	35
2330	0	23	12	0	1	0	0	0	2	0	0	0	0	0	0	38
2345	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**77**	**26**	**0**	**2**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**109**
DAILY TOTAL	**75**	**5936**	**2614**	**53**	**466**	**112**	**12**	**107**	**135**	**1**	**2**	**0**	**21**	**0**	**404**	**9938**
Percentages	**0.8%**	**59.7%**	**26.3%**	**0.5%**	**4.7%**	**1.1%**	**0.1%**	**1.1%**	**1.4%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**4.1%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd
City/County: Bonita Springs/Lee
Direction: Southbound
Start Date: 4/17/2019
Start Time: 00:00
Stop Date: 4/17/2019
Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	**0**	**20**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
115	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**1**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
215	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
230	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
245	0	4	2	0	0	0	0	0	0	0	1	0	0	0	0	7
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**11**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**18**
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
415	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
445	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0	16
500	0	8	6	0	0	1	0	0	1	1	0	0	0	0	0	17
Hourly Total	**0**	**21**	**12**	**0**	**0**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**39**
515	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	26
530	0	12	11	1	0	0	0	0	0	0	0	0	0	0	0	24
545	0	30	15	0	0	0	0	0	0	0	0	0	0	0	0	45
600	1	37	14	0	2	0	0	0	0	1	0	0	0	0	0	55
Hourly Total	**1**	**97**	**48**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**150**
615	0	44	27	0	1	0	0	0	1	0	0	0	0	0	0	73
630	1	107	64	0	7	1	0	0	4	0	0	0	0	0	0	184
645	1	104	77	0	5	0	0	1	2	0	0	0	0	0	0	190
700	2	100	83	0	11	1	0	1	1	0	0	0	0	0	0	199
Hourly Total	**4**	**355**	**251**	**0**	**24**	**2**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**646**
715	1	109	65	0	15	0	0	3	1	0	0	0	0	0	1	195
730	1	110	63	0	20	0	0	5	0	0	0	0	0	0	3	202
745	0	137	64	1	13	0	0	4	2	0	0	0	0	0	1	222
800	0	147	68	0	19	0	2	4	3	0	0	0	0	0	0	243
Hourly Total	**2**	**503**	**260**	**1**	**67**	**0**	**2**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**862**
815	0	154	62	2	13	1	0	5	5	0	0	0	0	0	0	242
830	1	117	70	1	10	2	0	4	3	0	0	0	0	0	0	208
845	0	127	49	1	16	0	0	4	1	0	0	0	0	0	0	198
900	0	128	55	1	6	3	0	1	5	0	0	0	0	0	1	200
Hourly Total	**1**	**526**	**236**	**5**	**45**	**6**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**848**
915	2	135	58	1	8	0	0	1	1	0	0	0	0	0	0	206
930	0	99	46	3	13	1	2	1	1	0	0	0	0	0	2	168
945	1	105	44	0	15	0	1	5	2	1	0	0	0	0	0	174
1000	0	101	44	0	5	1	0	2	3	0	0	0	0	0	0	156
Hourly Total	**3**	**440**	**192**	**4**	**41**	**2**	**3**	**9**	**7**	**1**	**0**	**0**	**0**	**0**	**2**	**704**
1015	0	90	32	0	2	0	0	0	0	0	0	0	0	0	0	124
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
Hourly Total	**0**	**90**	**32**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**126**
1115	0	50	36	1	5	2	0	3	1	1	0	0	0	0	1	100
1130	0	83	52	0	7	0	0	1	4	0	0	0	0	0	0	147
1145	0	78	41	0	7	1	0	2	4	0	0	0	0	0	0	133
1200	3	94	49	0	14	1	1	2	4	1	0	0	0	0	0	169
Hourly Total	**3**	**305**	**178**	**1**	**33**	**4**	**1**	**8**	**13**	**2**	**0**	**0**	**0**	**0**	**1**	**549**
1215	0	109	40	0	5	2	0	2	2	0	0	0	0	0	0	160
1230	2	90	45	5	4	1	1	2	2	0	0	0	0	0	3	155
1245	2	95	36	1	13	1	0	5	3	1	0	0	0	0	0	157
1300	1	79	43	1	9	2	0	0	5	0	0	0	1	0	3	144
Hourly Total	**5**	**373**	**164**	**7**	**31**	**6**	**1**	**9**	**12**	**1**	**0**	**0**	**1**	**0**	**6**	**616**
1315	0	86	46	1	12	1	0	6	3	1	0	0	0	0	0	156
1330	1	104	41	0	6	3	1	0	4	2	0	0	0	0	1	163
1345	0	79	43	0	7	2	1	2	0	1	0	0	0	0	0	135
1400	2	91	40	2	7	1	1	3	3	1	0	0	0	0	0	151
Hourly Total	**3**	**360**	**170**	**3**	**32**	**7**	**3**	**11**	**10**	**5**	**0**	**0**	**0**	**0**	**1**	**605**
1415	0	89	41	0	8	0	1	0	5	0	0	0	0	0	0	144
1430	1	92	40	0	10	0	1	3	5	1	0	0	0	0	1	154
1445	0	90	39	1	10	0	1	3	4	1	0	0	0	0	0	149
1500	2	105	27	0	9	2	1	2	2	1	0	0	0	0	0	151
Hourly Total	**3**	**376**	**147**	**1**	**37**	**2**	**4**	**8**	**16**	**3**	**0**	**0**	**0**	**0**	**1**	**598**
1515	2	86	43	0	7	2	1	3	0	0	0	0	0	0	1	145
1530	0	102	47	1	5	0	1	2	2	1	0	0	0	0	0	161
1545	1	89	34	1	6	3	1	3	2	0	0	0	0	0	0	140

1600	1	94	43	0	8	1	0	2	3	0	0	0	0	0	0	152
Hourly Total	**4**	**371**	**167**	**2**	**26**	**6**	**3**	**10**	**7**	**1**	**0**	**0**	**0**	**0**	**1**	**598**
1615	1	85	30	2	6	2	1	4	1	0	0	0	0	0	2	134
1630	0	77	26	0	7	0	0	1	1	0	0	0	0	0	0	112
1645	0	99	38	0	3	2	0	0	1	0	0	0	0	0	0	143
1700	1	81	34	1	3	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	**2**	**342**	**128**	**3**	**19**	**4**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**510**
1715	1	107	29	0	4	2	0	2	1	0	0	0	0	0	0	146
1730	2	85	33	2	4	1	0	0	0	0	0	0	0	0	3	130
1745	0	90	29	0	2	0	0	0	1	0	0	0	0	0	0	122
1800	0	79	21	0	1	0	0	0	1	0	0	0	0	0	0	102
Hourly Total	**3**	**361**	**112**	**2**	**11**	**3**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**500**
1815	0	77	30	0	6	0	0	1	3	0	0	0	0	0	0	117
1830	0	78	23	0	2	1	0	1	0	0	0	0	0	0	0	105
1845	1	60	23	1	1	0	0	2	0	0	0	0	0	0	0	88
1900	2	69	20	0	4	0	0	0	3	0	0	0	0	0	0	98
Hourly Total	**3**	**284**	**96**	**1**	**13**	**1**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**408**
1915	0	51	16	0	3	0	0	1	0	0	0	0	0	0	0	71
1930	1	48	27	0	2	0	0	0	0	0	0	0	0	0	0	78
1945	0	54	15	0	2	1	0	1	0	0	0	0	0	0	0	73
2000	1	38	20	0	1	0	0	0	1	0	0	0	0	0	0	61
Hourly Total	**2**	**191**	**78**	**0**	**8**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**283**
2015	0	38	10	1	1	0	0	0	2	0	0	0	0	0	0	52
2030	1	39	11	0	1	0	0	0	1	0	0	0	0	0	0	53
2045	1	34	13	0	2	1	0	0	2	0	0	0	0	0	0	53
2100	1	42	13	0	0	1	0	0	1	0	0	0	0	0	0	58
Hourly Total	**3**	**153**	**47**	**1**	**4**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**216**
2115	0	26	13	0	0	0	0	0	0	0	0	0	0	0	0	39
2130	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
2145	0	35	6	0	0	1	0	0	1	0	0	0	0	0	0	43
2200	0	26	9	1	2	0	0	0	1	0	0	0	0	0	0	39
Hourly Total	**0**	**106**	**32**	**1**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**144**
2215	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
2230	0	8	5	0	0	1	0	0	1	0	0	0	0	0	0	15
2245	0	23	4	0	1	0	0	0	1	0	0	0	0	0	0	29
2300	0	17	2	0	0	1	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**70**	**16**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**91**
2315	0	16	2	0	1	0	0	0	1	0	0	0	0	0	0	20
2330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	15	3	0	1	0	0	0	0	0	1	0	0	0	0	20
2400	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**44**	**9**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**57**
DAILY TOTAL	**43**	**5429**	**2387**	**33**	**402**	**50**	**18**	**102**	**122**	**15**	**2**	**0**	**1**	**0**	**24**	**8628**
Percentages	**0.5%**	**62.9%**	**27.7%**	**0.4%**	**4.7%**	**0.6%**	**0.2%**	**1.2%**	**1.4%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**100.0%**

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	14	8	0	1	1	0	0	0	0	0	0	0	0	0	24
30	0	24	9	0	1	0	0	0	0	0	0	0	0	0	0	34
45	0	14	1	0	1	0	0	0	0	0	1	0	0	0	0	17
100	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**59**	**19**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**83**
115	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**1**	**42**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**
215	1	12	1	0	1	0	0	0	0	0	0	0	0	0	0	15
230	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
245	0	7	4	0	2	0	0	0	0	0	1	0	0	0	0	14
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**1**	**28**	**8**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**42**
315	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
330	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
415	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	11	1	0	0	0	0	1	2	0	0	0	0	0	0	15
445	0	15	9	0	1	0	0	0	2	0	0	0	0	0	0	27
500	1	18	8	0	1	1	0	1	1	1	0	0	0	0	0	32
Hourly Total	**1**	**50**	**20**	**0**	**2**	**1**	**0**	**2**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**82**
515	0	24	14	0	2	0	0	0	0	0	0	0	0	0	0	40
530	0	17	16	1	0	0	0	0	2	0	0	0	0	0	0	36
545	0	40	20	0	2	0	0	1	2	0	0	0	0	0	0	65
600	1	49	19	0	5	0	0	0	0	1	0	0	0	0	0	75
Hourly Total	**1**	**130**	**69**	**1**	**9**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**216**
615	0	67	34	0	3	0	0	1	2	0	0	0	0	0	0	107
630	1	131	73	2	9	2	0	0	6	0	0	0	0	0	0	224
645	2	141	89	3	12	2	0	1	2	0	0	0	0	0	1	253
700	2	122	100	0	15	3	0	3	1	0	0	0	0	0	0	246
Hourly Total	**5**	**461**	**296**	**5**	**39**	**7**	**0**	**5**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**830**
715	2	144	93	0	22	3	0	7	4	0	0	0	0	0	4	279
730	1	160	100	0	29	2	0	9	2	0	0	0	0	0	5	308
745	0	192	93	1	15	0	1	5	2	0	0	0	0	0	3	312
800	0	215	101	0	23	0	2	5	6	0	0	0	0	0	0	352
Hourly Total	**3**	**711**	**387**	**1**	**89**	**5**	**3**	**26**	**14**	**0**	**0**	**0**	**0**	**0**	**12**	**1251**
815	1	220	122	3	20	1	0	7	5	0	0	0	0	0	0	379
830	5	177	128	1	25	3	0	5	4	0	0	0	0	0	0	348
845	1	202	85	3	29	1	0	6	3	0	0	0	0	0	1	331
900	1	201	101	1	14	6	0	2	9	0	0	0	0	0	1	336
Hourly Total	**8**	**800**	**436**	**8**	**88**	**11**	**0**	**20**	**21**	**0**	**0**	**0**	**0**	**0**	**2**	**1394**
915	4	212	94	2	15	2	0	2	1	0	0	0	0	0	0	332
930	0	174	98	3	17	1	2	2	4	0	0	0	0	0	2	303
945	3	182	96	0	23	4	1	6	7	1	0	0	0	0	0	323
1000	2	170	92	0	15	3	1	2	5	0	0	0	0	0	1	291
Hourly Total	**9**	**738**	**380**	**5**	**70**	**10**	**4**	**12**	**17**	**1**	**0**	**0**	**0**	**0**	**3**	**1249**
1015	2	171	75	0	10	3	0	2	3	0	0	0	0	0	0	266
1030	0	77	43	0	3	0	0	0	1	0	0	0	0	0	0	124
1045	0	78	37	0	8	2	0	0	3	0	0	0	0	0	2	130
1100	0	99	54	1	10	2	0	1	1	0	0	0	0	0	1	169
Hourly Total	**2**	**425**	**209**	**1**	**31**	**7**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**689**
1115	0	143	73	1	15	4	0	3	2	1	0	0	0	0	2	244
1130	0	172	96	0	16	5	0	4	6	0	0	0	0	0	1	300
1145	2	172	93	1	10	3	0	3	4	0	0	0	0	0	0	288
1200	3	197	113	1	25	6	1	5	7	1	0	0	0	0	0	359
Hourly Total	**5**	**684**	**375**	**3**	**66**	**18**	**1**	**15**	**19**	**2**	**0**	**0**	**0**	**0**	**3**	**1191**
1215	0	235	101	1	17	2	0	8	5	0	0	0	1	0	0	370
1230	4	198	111	8	16	4	2	5	3	0	0	0	0	0	3	354
1245	3	194	78	2	22	1	0	8	4	1	0	0	0	0	0	313
1300	1	193	90	1	15	4	0	0	9	0	0	0	2	0	3	318
Hourly Total	**8**	**820**	**380**	**12**	**70**	**11**	**2**	**21**	**21**	**1**	**0**	**0**	**3**	**0**	**6**	**1355**
1315	1	180	87	2	15	2	0	10	10	1	0	0	0	0	3	311
1330	1	200	89	0	11	4	1	2	9	2	0	0	0	0	1	320
1345	1	184	91	0	18	2	1	2	6	1	0	0	0	0	0	306
1400	5	200	86	2	14	4	1	6	9	1	0	0	0	0	0	328
Hourly Total	**8**	**764**	**353**	**4**	**58**	**12**	**3**	**20**	**34**	**5**	**0**	**0**	**0**	**0**	**4**	**1265**
1415	3	174	87	2	23	2	1	3	10	0	0	0	0	0	1	306
1430	1	211	93	1	14	2	1	7	8	1	0	0	0	0	1	340
1445	0	209	85	2	19	1	1	7	8	1	0	0	0	0	0	333
1500	3	236	87	2	19	4	1	6	2	1	0	0	0	0	1	362
Hourly Total	**7**	**830**	**352**	**7**	**75**	**9**	**4**	**23**	**28**	**3**	**0**	**0**	**0**	**0**	**3**	**1341**
1515	7	213	96	1	17	3	2	5	5	0	0	0	0	0	4	353
1530	1	236	102	1	12	2	1	5	5	1	0	0	0	0	1	367
1545	6	170	94	4	26	5	1	7	2	1	0	0	0	0	38	354

1600	5	194	106	3	17	5	0	7	6	0	0	0	1	0	22	366
Hourly Total	**19**	**813**	**398**	**9**	**72**	**15**	**4**	**24**	**18**	**2**	**0**	**0**	**1**	**0**	**65**	**1440**
1615	2	193	82	4	26	9	2	7	4	0	0	0	0	0	33	362
1630	1	168	67	6	33	3	1	6	3	0	0	0	6	0	52	346
1645	5	194	76	5	11	11	1	4	2	0	0	0	2	0	64	375
1700	1	222	90	1	18	0	1	5	0	0	0	0	0	0	7	345
Hourly Total	**9**	**777**	**315**	**16**	**88**	**23**	**5**	**22**	**9**	**0**	**0**	**0**	**8**	**0**	**156**	**1428**
1715	4	228	79	3	14	8	1	2	1	0	0	0	3	0	48	391
1730	7	158	59	4	9	8	1	1	3	0	0	0	4	0	85	339
1745	4	233	67	4	12	3	0	2	3	0	0	0	3	0	33	364
1800	0	218	72	0	11	0	0	0	1	0	0	0	0	0	0	302
Hourly Total	**15**	**837**	**277**	**11**	**46**	**19**	**2**	**5**	**8**	**0**	**0**	**0**	**10**	**0**	**166**	**1396**
1815	1	228	89	0	9	0	0	1	6	0	0	0	0	0	0	334
1830	1	201	67	0	6	2	0	1	3	0	0	0	0	0	1	282
1845	1	143	51	1	4	1	0	3	0	0	0	0	0	0	0	204
1900	3	164	49	0	5	0	0	0	4	0	0	0	0	0	0	225
Hourly Total	**6**	**736**	**256**	**1**	**24**	**3**	**0**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**1**	**1045**
1915	1	136	48	0	4	0	0	1	2	0	0	0	0	0	0	192
1930	1	140	48	0	4	0	0	1	1	0	0	0	0	0	1	196
1945	0	145	38	0	3	1	1	1	1	0	0	0	0	0	2	192
2000	3	106	45	0	6	0	0	1	1	0	0	0	0	0	0	162
Hourly Total	**5**	**527**	**179**	**0**	**17**	**1**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**742**
2015	1	109	29	1	2	0	0	0	2	0	0	0	0	0	0	144
2030	1	120	31	0	2	0	0	0	3	0	0	0	0	0	0	157
2045	1	102	33	0	3	2	0	0	3	0	0	0	0	0	0	144
2100	1	108	19	0	2	1	0	0	3	0	0	0	0	0	0	134
Hourly Total	**4**	**439**	**112**	**1**	**9**	**3**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**579**
2115	0	101	29	0	0	0	0	0	1	0	0	0	0	0	0	131
2130	0	76	17	0	0	0	1	0	0	0	1	0	0	0	0	95
2145	0	85	15	0	0	1	0	1	1	0	0	0	0	0	0	103
2200	0	69	20	1	2	0	0	0	2	0	0	0	0	0	0	94
Hourly Total	**0**	**331**	**81**	**1**	**2**	**1**	**1**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**423**
2215	1	60	15	0	1	0	0	0	0	0	0	0	0	0	0	77
2230	0	58	13	0	1	2	0	0	1	0	0	0	0	0	0	75
2245	0	56	13	0	1	0	0	0	1	0	0	0	0	0	0	71
2300	0	45	8	0	0	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	**1**	**219**	**49**	**0**	**3**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**277**
2315	0	44	7	0	1	2	0	0	1	0	0	0	0	0	0	55
2330	0	29	13	0	1	0	0	0	2	0	0	0	0	0	0	45
2345	0	31	9	0	1	0	0	0	0	0	1	0	0	0	0	42
2400	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**0**	**121**	**35**	**0**	**4**	**2**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**166**
DAILY TOTAL	**118**	**11365**	**5001**	**86**	**868**	**162**	**30**	**209**	**257**	**16**	**4**	**0**	**22**	**0**	**428**	**18566**
Percentages	**0.6%**	**61.2%**	**26.9%**	**0.5%**	**4.7%**	**0.9%**	**0.2%**	**1.1%**	**1.4%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**2.3%**	**100.0%**

Volume Count Report

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 16, 2019	Stop Time:	24:00
City:	Bonita Springs	County:	Lee
Location	Old US 41 north of Bonita Beach Rd		

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	0	4	2	0	8	22	48	74	80	81	106
30	5	2	3	2	3	5	29	44	97	90	85	115
45	4	4	2	1	2	12	26	78	73	75	106	113
00	6	7	1	3	5	14	45	75	96	93	91	125
Hr Total	**23**	**13**	**10**	**8**	**10**	**39**	**122**	**245**	**340**	**338**	**363**	**459**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	90	119	136	140	167	102	78	77	81	43	19
30	107	128	127	164	127	151	99	64	74	48	42	17
45	112	101	120	133	122	163	90	75	87	41	36	13
00	124	114	118	135	128	126	83	69	72	37	18	9
Hr Total	**472**	**433**	**484**	**568**	**517**	**607**	**374**	**286**	**310**	**207**	**139**	**58**

24 Hour Total:	6,425					
AM Peak Hour begins:	11:15	AM Peak Volume:	482	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	609	PM Peak Hour Factor:	0.91	

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	0	3	1	20	58	103	178	100	100	116
30	4	2	1	2	5	19	88	161	151	110	133	120
45	2	2	1	3	5	32	120	167	148	109	110	123
00	5	1	2	4	15	56	134	246	132	114	100	121
Hr Total	**17**	**8**	**4**	**12**	**26**	**127**	**400**	**677**	**609**	**433**	**443**	**480**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	115	120	101	87	105	90	58	65	53	28	10
30	145	125	98	117	101	115	70	64	37	26	15	14
45	128	90	115	120	105	75	61	49	47	35	22	11
00	115	119	126	104	107	88	70	62	47	35	11	5
Hr Total	**510**	**449**	**459**	**442**	**400**	**383**	**291**	**233**	**196**	**149**	**76**	**40**

24 Hour Total:	6,864					
AM Peak Hour begins:	7:15	AM Peak Volume:	752	AM Peak Hour Factor:	0.76	
PM Peak Hour begins:	12:00	PM Peak Volume:	510	PM Peak Hour Factor:	0.88	

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	4	5	1	28	80	151	252	180	181	222
30	9	4	4	4	8	24	117	205	248	200	218	235
45	6	6	3	4	7	44	146	245	221	184	216	236
00	11	8	3	7	20	70	179	321	228	207	191	246
Hr Total	**40**	**21**	**14**	**20**	**36**	**166**	**522**	**922**	**949**	**771**	**806**	**939**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	251	205	239	237	227	272	192	136	142	134	71	29
30	252	253	225	281	228	266	169	128	111	74	57	31
45	240	191	235	253	227	238	151	124	134	76	58	24
00	239	233	244	239	235	214	153	131	119	72	29	14
Hr Total	**982**	**882**	**943**	**1,010**	**917**	**990**	**665**	**519**	**506**	**356**	**215**	**98**

24 Hour Total:	13,289					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,066	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	14:45	PM Peak Volume:	1,015	PM Peak Hour Factor:	0.90	

Volume Count Report

Start Date:	April 17, 2019	Start Time:	00:00
Stop Date:	April 17, 2019	Stop Time:	24:00
City:	Bonita Springs	County:	Lee
Location	Old US 41 north of Bonita Beach Rd		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	6	3	3	0	8	24	45	92	64	103	95
30	16	3	0	1	1	5	24	53	82	82	95	79
45	10	3	5	2	3	13	30	58	103	98	76	105
00	4	2	3	1	3	15	33	82	81	75	102	107
Hr Total	**51**	**14**	**11**	**7**	**7**	**41**	**111**	**238**	**358**	**319**	**376**	**386**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	106	98	123	121	145	119	82	65	62	35	21
30	130	102	124	150	153	123	124	90	77	56	31	28
45	107	103	121	123	143	164	123	90	62	45	38	16
00	109	109	131	130	140	121	71	78	65	44	29	11
Hr Total	**474**	**420**	**474**	**526**	**557**	**553**	**437**	**340**	**269**	**207**	**133**	**76**

24 Hour Total:	6,385					
AM Peak Hour begins:	11:30	AM Peak Volume:	470	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	16:15	PM Peak Volume:	581	PM Peak Hour Factor:	0.95	

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	2	2	15	55	124	184	105	138	100
30	5	3	3	2	4	28	104	148	120	115	113	112
45	0	0	3	1	6	35	101	200	137	121	125	100
00	5	1	3	1	13	51	154	181	137	109	134	105
Hr Total	**15**	**7**	**11**	**6**	**25**	**129**	**414**	**653**	**578**	**450**	**510**	**417**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	124	120	109	100	105	89	83	60	39	22	9
30	112	117	103	147	117	100	82	84	55	31	12	9
45	108	96	126	134	117	79	65	64	54	33	12	11
00	119	119	104	105	106	88	79	71	43	32	16	6
Hr Total	**480**	**456**	**453**	**495**	**440**	**372**	**315**	**302**	**212**	**135**	**62**	**35**

24 Hour Total:	6,972					
AM Peak Hour begins:	7:15	AM Peak Volume:	713	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	15:00	PM Peak Volume:	495	PM Peak Hour Factor:	0.84	

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	9	5	5	2	23	79	169	276	169	241	195
30	21	6	3	3	5	33	128	201	202	197	208	191
45	10	3	8	3	9	48	131	258	240	219	201	205
00	9	3	6	2	16	66	187	263	218	184	236	212
Hr Total	**66**	**21**	**22**	**13**	**32**	**170**	**525**	**891**	**936**	**769**	**886**	**803**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	230	218	232	221	250	208	165	125	101	57	30
30	242	219	227	297	270	223	206	174	132	87	43	37
45	215	199	247	257	260	243	188	154	116	78	50	27
00	228	228	235	235	246	209	150	149	108	76	45	17
Hr Total	**954**	**876**	**927**	**1,021**	**997**	**925**	**752**	**642**	**481**	**342**	**195**	**111**

24 Hour Total:	13,357					
AM Peak Hour begins:	7:30	AM Peak Volume:	999	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	16:15	PM Peak Volume:	1,026	PM Peak Hour Factor:	0.95	

Volume Count Report

Start Date:	April 18, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Bonita Springs	County:	Lee
Location	Old US 41 north of Bonita Beach Rd		

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	8	1	0	6	20	60	79	94	83	103
30	6	5	3	3	0	6	29	65	66	86	84	99
45	3	3	5	1	3	9	36	68	81	107	80	112
00	2	0	1	0	5	15	44	79	71	103	94	113
Hr Total	**22**	**11**	**17**	**5**	**8**	**36**	**129**	**272**	**297**	**390**	**341**	**427**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	100	121	151	133	149	125	70	81	52	56	26
30	126	85	120	135	141	137	120	69	75	44	39	18
45	113	96	124	140	136	158	103	63	75	65	26	20
00	111	109	149	136	128	135	85	82	48	47	26	20
Hr Total	**475**	**390**	**514**	**562**	**538**	**579**	**433**	**284**	**279**	**208**	**147**	**84**

24 Hour Total:	6,448					
AM Peak Hour begins:	11:30	AM Peak Volume:	476	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:00	PM Peak Volume:	579	PM Peak Hour Factor:	0.92	

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	2	3	21	60	134	154	109	139	115
30	11	2	2	4	6	20	92	146	126	130	99	100
45	3	2	3	4	4	39	120	167	136	123	111	106
00	2	0	1	2	13	55	135	200	164	98	109	137
Hr Total	**22**	**8**	**8**	**12**	**26**	**135**	**407**	**647**	**580**	**460**	**458**	**458**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	124	99	96	95	98	85	76	74	37	22	9
30	122	95	117	127	95	95	78	59	55	30	18	16
45	107	110	101	121	105	98	82	60	41	23	22	8
00	117	138	122	105	90	90	76	66	38	36	14	9
Hr Total	**467**	**467**	**439**	**449**	**385**	**381**	**321**	**261**	**208**	**126**	**76**	**42**

24 Hour Total:	6,843					
AM Peak Hour begins:	7:15	AM Peak Volume:	667	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	12:15	PM Peak Volume:	470	PM Peak Hour Factor:	0.95	

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	10	3	3	27	80	194	233	203	222	218
30	17	7	5	7	6	26	121	211	192	216	183	199
45	6	5	8	5	7	48	156	235	217	230	191	218
00	4	0	2	2	18	70	179	279	235	201	203	250
Hr Total	**44**	**19**	**25**	**17**	**34**	**171**	**536**	**919**	**877**	**850**	**799**	**885**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	246	224	220	247	228	247	210	146	155	89	78	35
30	248	180	237	262	236	232	198	128	130	74	57	34
45	220	206	225	261	241	256	185	123	116	88	48	28
00	228	247	271	241	218	225	161	148	86	83	40	29
Hr Total	**942**	**857**	**953**	**1,011**	**923**	**960**	**754**	**545**	**487**	**334**	**223**	**126**

24 Hour Total:	13,291					
AM Peak Hour begins:	11:45	AM Peak Volume:	964	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	14:45	PM Peak Volume:	1,041	PM Peak Hour Factor:	0.96	

Volume Count Report
3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Bonita Springs	County:	Lee
Location	Old US 41 north of Bonita Beach Rd		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	5	2	0	7	22	51	82	79	89	101
30	9	3	2	2	1	5	27	54	82	86	88	98
45	6	3	4	1	3	11	31	68	86	93	87	110
00	4	3	2	1	4	15	41	79	83	90	96	115
Hr Total	**32**	**13**	**13**	**7**	**8**	**39**	**121**	**252**	**332**	**349**	**360**	**424**
								PHF	0.9679			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	99	113	137	131	154	115	77	74	65	45	22
30	121	105	124	150	140	137	114	74	75	49	37	21
45	111	100	122	132	134	162	105	76	75	50	33	16
00	115	111	133	134	132	127	80	76	62	43	24	13
Hr Total	**474**	**414**	**491**	**552**	**537**	**580**	**415**	**303**	**286**	**207**	**140**	**73**
					PHF	0.89639						

24 Hour Total:	6,419				
AM Peak Hour begins:	11:30	AM Peak Volume:	473	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	584	PM Peak Hour Factor:	0.90

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	2	2	19	58	120	172	105	126	110
30	7	2	2	3	5	22	95	152	132	118	115	111
45	2	1	2	3	5	35	114	178	140	118	115	110
00	4	1	2	2	14	54	141	209	144	107	114	121
Hr Total	**18**	**8**	**8**	**10**	**26**	**130**	**407**	**659**	**589**	**448**	**470**	**452**
								PHF	0.8561			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	121	113	102	94	103	88	72	66	43	24	9
30	126	112	106	130	104	103	77	69	49	29	15	13
45	114	99	114	125	109	84	69	58	47	30	19	10
00	117	125	117	105	101	89	75	66	43	34	14	7
Hr Total	**486**	**457**	**450**	**462**	**408**	**379**	**309**	**265**	**205**	**137**	**71**	**39**
					PHF	0.91613						

24 Hour Total:	6,893				
AM Peak Hour begins:	7:15	AM Peak Volume:	711	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:00	PM Peak Volume:	486	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	6	6	4	2	26	80	171	254	184	215	212
30	16	6	4	5	6	28	122	206	214	204	203	208
45	7	5	6	4	8	47	144	246	226	211	203	220
00	8	4	4	4	18	69	182	288	227	197	210	236
Hr Total	**50**	**20**	**20**	**17**	**34**	**169**	**528**	**911**	**921**	**797**	**830**	**876**
								PHF	0.90736			

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	220	226	239	225	256	203	149	141	108	69	31
30	247	217	230	280	245	240	191	143	124	78	52	34
45	225	199	236	257	243	246	175	134	122	81	52	26
00	232	236	250	238	233	216	155	143	104	77	38	20
Hr Total	**959**	**872**	**941**	**1,014**	**946**	**958**	**724**	**569**	**491**	**344**	**211**	**112**
			PHF	0.90536								

24 Hour Total:	13,312				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,001	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	14:45	PM Peak Volume:	1,026	PM Peak Hour Factor:	0.92

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	26	8	0	1	0	0	0	0	0	0	0	0	0	0	36
30	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	23
45	0	16	3	0	0	0	0	0	0	0	1	0	0	0	0	20
100	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	72	17	0	2	0	0	1	0	0	1	0	0	0	0	94
115	1	9	2	0	1	0	0	0	0	0	0	0	0	0	0	13
130	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
145	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
200	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	1	56	10	0	2	0	0	0	1	0	0	0	0	0	0	69
215	0	11	2	0	1	0	0	0	1	0	0	0	0	0	0	15
230	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
245	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
300	0	7	4	0	0	0	0	1	0	0	0	0	0	0	0	12
Hourly Total	0	36	8	0	2	0	0	1	2	0	0	0	0	0	0	49
315	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	12
345	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	11
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	34	6	0	0	0	0	0	2	0	0	0	0	0	0	42
415	0	15	1	0	0	0	0	1	0	0	0	0	0	0	0	17
430	0	17	2	0	0	0	0	0	0	0	0	0	0	0	1	22
445	0	14	7	0	1	2	0	2	1	0	0	0	0	0	0	26
500	0	23	7	0	0	1	0	1	1	0	0	0	0	0	2	34
Hourly Total	0	69	17	0	1	3	0	4	2	0	0	0	0	0	3	99
515	1	27	8	0	1	2	0	0	0	0	0	0	0	0	0	39
530	0	25	9	0	0	0	0	0	1	0	0	0	0	0	0	35
545	1	49	15	0	0	1	0	1	1	0	0	0	0	0	2	71
600	0	41	13	0	3	0	0	1	1	0	0	0	0	0	1	61
Hourly Total	2	142	45	0	4	3	0	2	3	0	0	0	0	0	3	205
615	0	65	25	1	6	0	0	1	1	0	0	0	0	0	1	101
630	1	73	39	2	6	4	0	2	1	0	0	0	0	0	2	130
645	1	118	46	1	11	1	0	3	3	0	0	0	0	0	7	191
700	1	115	62	0	9	4	0	3	2	0	0	0	0	0	7	203
Hourly Total	3	371	172	3	32	10	0	9	7	0	0	0	0	0	17	624
715	1	115	69	0	7	7	0	6	3	0	0	0	0	0	6	214
730	1	165	72	2	13	6	0	10	1	0	0	0	0	0	7	277
745	0	175	80	0	6	3	0	5	3	0	0	0	0	0	5	277
800	0	184	77	0	12	6	2	5	4	0	0	0	0	0	16	307
Hourly Total	2	638	299	2	38	22	2	26	10	0	0	0	0	0	35	1075
815	1	197	94	2	11	3	1	6	0	0	0	0	0	0	9	324
830	2	156	90	1	9	3	0	4	4	0	0	0	0	0	12	281
845	0	165	90	1	10	2	0	7	5	0	0	0	0	0	9	289
900	2	165	82	1	14	4	0	4	6	0	0	0	0	0	15	292
Hourly Total	5	683	357	4	45	12	1	20	14	0	0	0	0	0	45	1186
915	1	180	78	1	13	3	1	2	3	0	0	0	0	0	13	296
930	2	208	72	1	7	3	0	4	2	0	0	0	0	0	13	311
945	1	202	81	0	7	4	0	1	3	0	0	0	0	0	16	315
1000	0	200	90	0	7	2	0	1	3	0	0	0	0	0	18	323
Hourly Total	4	790	321	2	33	13	1	7	12	0	0	0	0	0	60	1245
1015	1	201	76	1	10	4	0	1	6	0	0	0	0	0	10	310
1030	1	238	99	0	9	4	0	3	2	0	0	0	0	0	16	373
1045	2	235	81	1	14	3	0	4	3	0	0	0	0	0	16	358
1100	4	237	81	0	12	4	0	3	2	0	0	0	1	0	13	356
Hourly Total	7	911	338	2	45	15	0	12	12	0	0	0	1	0	55	1397
1115	2	247	97	0	8	6	0	6	3	0	0	0	0	0	8	377
1130	1	246	79	0	9	2	1	4	2	0	0	0	0	0	19	364
1145	7	270	83	1	13	4	1	3	1	0	0	0	0	0	17	399
1200	2	258	91	1	12	5	1	6	3	0	0	0	0	0	21	399
Hourly Total	12	1021	351	1	42	18	3	18	10	0	0	0	0	0	64	1539
1215	1	278	91	0	9	4	0	4	4	0	0	0	0	0	26	418
1230	1	277	80	0	11	8	1	4	5	0	0	0	0	0	18	405
1245	4	250	88	0	11	6	1	4	5	0	0	0	0	0	22	392
1300	1	245	95	0	12	6	1	3	1	0	0	0	0	0	15	378
Hourly Total	7	1050	354	1	44	24	3	15	15	0	0	0	0	0	81	1593
1315	2	275	88	0	10	7	0	3	7	0	0	0	0	0	25	417
1330	1	294	79	0	11	4	0	3	5	0	0	0	0	0	16	414
1345	2	273	80	0	8	3	0	2	5	0	0	0	0	0	19	393
1400	3	289	79	0	13	5	1	5	6	0	0	0	0	0	17	417
Hourly Total	9	1130	327	0	42	18	1	14	23	0	0	0	0	0	76	1641
1415	3	285	102	1	11	4	0	2	5	0	0	0	0	0	18	432
1430	3	291	88	1	12	5	0	4	3	0	0	0	0	0	18	425
1445	2	311	89	1	9	4	0	4	5	0	0	0	0	0	30	456
1500	0	310	89	0	12	3	0	5	4	0	0	0	0	0	18	442
Hourly Total	8	1197	369	3	45	16	0	15	18	0	0	0	0	0	84	1755
1515	3	317	98	0	9	3	1	6	2	0	0	0	0	0	36	475
1530	1	368	112	0	17	4	2	3	4	0	0	0	0	0	38	549
1545	8	369	120	2	15	6	1	7	3	0	0	0	1	0	48	579

1600	2	356	118	0	11	2	1	6	2	0	0	0	0	0	32	530
Hourly Total	14	1409	448	2	52	14	5	22	12	0	0	0	1	0	154	2133
1615	2	371	126	1	10	5	1	5	1	0	0	0	0	0	37	559
1630	3	366	121	1	13	3	0	5	3	0	0	0	0	0	31	546
1645	1	381	116	1	14	1	1	6	3	0	0	0	0	0	40	563
1700	2	367	122	0	18	4	0	2	3	0	0	0	0	0	39	557
Hourly Total	7	1485	486	4	54	13	2	19	10	0	0	0	0	0	146	2225
1715	6	423	116	0	9	3	1	9	1	0	0	0	0	0	47	614
1730	4	386	104	1	8	3	1	5	1	0	0	0	0	0	35	547
1745	2	386	108	1	8	2	0	3	2	0	0	0	0	0	33	544
1800	3	321	95	1	8	1	1	5	0	0	0	0	0	0	21	455
Hourly Total	15	1515	423	3	32	8	2	22	4	0	0	0	0	0	135	2160
1815	2	296	85	0	5	1	0	4	2	0	0	0	0	0	15	411
1830	1	265	74	0	4	1	0	3	2	0	0	0	0	0	18	368
1845	1	218	56	0	5	0	0	2	0	0	0	0	0	0	9	292
1900	1	205	48	0	5	0	0	2	1	0	0	0	0	0	9	271
Hourly Total	5	985	263	0	19	2	0	10	5	0	0	0	0	0	51	1341
1915	1	201	40	0	7	1	0	3	1	0	0	0	0	0	8	263
1930	1	178	38	0	2	0	0	2	1	0	0	0	0	0	7	230
1945	1	161	38	0	1	0	0	1	1	0	0	0	0	0	7	209
2000	1	173	34	0	1	0	0	2	0	0	0	0	0	0	7	219
Hourly Total	4	714	150	0	11	1	0	8	4	0	0	0	0	0	29	921
2015	2	180	35	0	1	0	0	1	1	0	0	0	0	0	9	229
2030	2	192	31	0	3	2	1	1	0	0	0	0	0	0	13	245
2045	0	158	28	0	2	1	1	1	1	0	0	0	0	0	3	194
2100	2	152	33	0	1	1	0	0	0	0	0	0	0	0	2	191
Hourly Total	5	682	127	0	8	3	2	2	2	0	0	0	0	0	28	859
2115	1	165	26	0	1	0	0	0	1	0	0	0	0	0	4	199
2130	0	128	24	0	3	0	0	0	0	0	1	0	0	0	2	159
2145	1	130	21	0	3	0	0	1	0	0	0	0	0	0	7	164
2200	0	94	19	0	2	0	0	1	0	0	0	0	0	0	5	121
Hourly Total	3	517	91	0	8	0	0	2	2	0	1	0	0	0	18	642
2215	1	95	20	0	0	0	0	0	1	0	0	0	0	0	3	120
2230	1	95	18	0	1	0	0	0	0	0	0	0	0	0	2	118
2245	0	78	17	0	0	0	0	1	0	0	0	0	0	0	1	98
2300	0	65	8	0	1	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	2	333	63	0	2	1	0	1	1	0	0	0	0	0	7	410
2315	0	51	11	0	1	0	0	0	0	0	0	0	0	0	1	65
2330	0	44	8	0	0	1	0	0	0	0	0	0	0	0	0	54
2345	0	41	3	0	0	0	0	0	0	0	0	0	0	0	0	45
2400	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**0**	**164**	**28**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**196**
DAILY TOTAL	**116**	**16004**	**5070**	**27**	**565**	**197**	**22**	**230**	**171**	**0**	**2**	**0**	**2**	**0**	**1092**	**23498**
Percentages	**0.5%**	**68.1%**	**21.6%**	**0.1%**	**2.4%**	**0.8%**	**0.1%**	**1.0%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.6%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	13	7	0	1	0	0	0	1	0	0	0	0	0	0	22
30	0	17	3	0	1	0	0	0	0	0	0	0	0	0	1	22
45	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
100	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	57	18	0	2	0	0	0	1	0	0	0	0	0	1	81
115	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	19
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	37	13	0	1	0	0	0	1	0	0	0	0	0	0	53
215	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	10
230	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	23	8	0	0	0	0	0	1	0	1	0	0	0	1	34
315	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	21	6	0	1	0	0	1	0	0	0	0	0	0	0	28
415	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	9
430	0	11	3	0	0	0	0	0	2	0	0	0	0	0	0	16
445	0	13	11	0	0	0	0	0	1	0	0	0	0	0	0	25
500	1	18	13	0	2	0	0	2	1	0	0	0	0	0	0	37
Hourly Total	1	47	28	0	2	0	0	3	5	0	0	0	0	0	0	87
515	0	27	11	0	2	0	1	0	1	0	0	0	0	0	0	41
530	0	32	15	0	1	0	0	1	1	0	0	0	0	0	1	50
545	1	49	24	0	2	0	0	0	0	0	0	0	0	0	1	78
600	0	67	33	0	3	0	1	2	1	2	0	0	0	0	4	113
Hourly Total	1	175	83	0	8	1	2	3	2	2	0	0	0	0	6	282
615	0	80	53	0	5	0	1	3	1	0	0	0	0	0	5	148
630	1	137	77	2	9	3	0	3	3	0	0	0	0	0	11	245
645	1	171	88	1	14	2	0	5	1	0	0	0	0	0	18	302
700	3	200	118	0	20	3	3	4	2	0	0	0	0	0	28	382
Hourly Total	6	588	336	3	47	8	4	14	7	1	0	0	0	0	63	1077
715	1	197	114	0	24	4	1	9	2	0	0	0	0	0	28	379
730	2	228	124	1	18	4	1	8	1	0	0	0	0	0	29	416
745	1	285	128	0	17	3	1	7	2	0	0	0	0	0	33	478
800	3	324	121	1	15	1	1	8	2	0	0	0	0	0	32	510
Hourly Total	8	1034	487	2	73	12	4	32	7	1	0	0	0	0	121	1782
815	2	291	109	3	16	5	2	9	2	0	0	0	0	0	33	473
830	2	312	121	1	18	5	1	8	3	0	0	0	0	0	36	508
845	1	304	108	1	18	3	1	6	2	0	0	0	0	0	36	480
900	2	339	119	1	12	4	1	7	1	0	0	0	0	0	37	523
Hourly Total	7	1246	458	6	64	16	4	30	9	0	0	0	0	0	143	1984
915	3	277	97	0	19	3	1	7	3	0	0	0	0	0	31	441
930	2	285	99	1	19	5	1	9	3	0	0	0	0	0	29	454
945	4	291	101	0	16	2	1	9	3	0	0	0	0	0	37	464
1000	4	294	100	1	18	3	0	5	3	0	0	0	0	0	27	455
Hourly Total	13	1146	397	3	72	13	3	30	12	1	0	0	0	0	124	1813
1015	2	278	97	0	13	4	0	4	2	1	0	0	0	0	25	426
1030	3	254	93	0	17	4	2	5	2	0	0	0	0	0	29	410
1045	3	246	95	2	14	4	2	6	2	0	0	0	0	0	29	403
1100	1	272	88	1	13	5	1	4	3	0	0	0	0	0	39	427
Hourly Total	10	1050	373	3	57	16	6	18	9	1	0	0	1	0	123	1667
1115	2	269	100	0	17	5	1	8	2	0	0	0	0	0	27	431
1130	2	255	92	0	13	4	1	6	3	0	0	0	0	0	26	402
1145	3	274	103	0	8	6	1	3	2	1	0	0	0	0	27	429
1200	3	283	97	0	11	4	2	4	3	1	0	0	1	0	26	435
Hourly Total	10	1081	393	1	49	20	5	21	10	2	0	0	1	0	106	1697
1215	2	263	97	1	12	5	2	6	2	1	0	0	0	0	21	411
1230	1	256	91	1	14	4	1	5	2	1	0	0	0	0	31	408
1245	4	257	98	0	13	2	1	5	3	1	0	0	0	0	26	411
1300	3	246	83	0	17	6	1	4	5	1	0	0	0	0	26	391
Hourly Total	11	1021	370	2	57	17	6	19	11	3	0	0	1	0	104	1621
1315	2	250	90	0	14	4	1	6	2	1	0	0	0	0	22	394
1330	3	244	83	1	11	6	1	4	3	2	0	0	0	0	21	379
1345	2	271	82	1	11	3	1	4	3	1	0	0	0	0	23	401
1400	5	266	81	1	13	4	2	4	4	2	0	0	0	0	29	411
Hourly Total	12	1031	336	3	48	18	6	19	12	5	0	0	0	0	96	1585
1415	2	220	70	1	10	2	1	2	4	1	0	0	0	0	15	329
1430	4	238	81	1	13	2	2	6	2	1	0	0	0	0	24	373
1445	2	254	88	1	11	4	1	4	3	1	0	0	0	0	23	393
1500	2	260	92	0	11	3	1	4	3	0	0	0	0	0	20	396
Hourly Total	10	972	330	3	46	11	5	17	13	2	0	0	1	0	81	1491
1515	1	230	76	0	10	4	2	4	2	0	0	0	0	0	17	347
1530	5	229	77	2	10	2	2	6	2	1	0	0	0	0	22	357
1545	2	226	78	0	13	6	1	6	2	0	0	0	0	0	18	353

1600	4	219	77	0	14	2	1	3	1	0	0	0	0	0	21	345
Hourly Total	13	904	308	3	47	14	6	19	8	2	0	0	0	0	77	1401
1615	3	199	75	1	16	3	0	3	2	0	0	0	0	0	18	319
1630	2	203	80	0	12	4	0	5	2	0	0	0	0	0	22	330
1645	1	222	67	1	9	2	0	3	1	0	0	0	0	0	16	322
1700	2	214	59	1	12	4	0	4	2	0	0	0	0	0	18	317
Hourly Total	7	838	281	4	48	12	1	15	7	0	0	0	0	0	74	1288
1715	2	216	70	0	9	2	0	4	1	0	0	0	0	0	17	321
1730	2	228	63	0	9	2	0	3	1	0	0	0	0	0	20	329
1745	1	222	62	0	5	1	0	4	1	0	0	0	0	0	16	312
1800	1	218	68	1	6	1	0	2	1	0	0	0	0	0	21	318
Hourly Total	6	884	263	1	29	6	1	13	3	0	0	0	0	0	74	1280
1815	1	189	64	0	7	1	0	3	1	0	0	0	0	0	14	281
1830	2	190	51	0	8	1	0	3	2	0	0	0	0	0	14	272
1845	2	190	47	1	6	0	0	1	2	0	0	0	0	0	14	263
1900	1	173	54	0	5	1	0	1	1	0	0	0	0	0	14	250
Hourly Total	6	742	215	1	27	4	0	8	6	0	0	0	0	0	55	1065
1915	2	140	32	0	5	0	0	2	1	0	0	0	0	0	6	188
1930	1	144	37	0	3	0	0	2	1	0	0	0	0	0	7	196
1945	1	133	32	0	2	1	0	1	0	0	0	0	0	0	6	177
2000	0	123	32	0	2	0	0	1	1	0	0	0	0	0	5	165
Hourly Total	5	540	133	0	12	1	0	6	3	0	0	0	0	0	24	725
2015	0	105	26	1	3	0	0	1	1	0	0	0	0	0	4	140
2030	1	100	25	1	2	0	0	0	0	0	0	0	0	0	3	133
2045	1	88	25	0	2	1	0	0	1	0	0	0	0	0	3	122
2100	1	87	23	0	2	1	0	1	1	0	0	0	0	0	5	121
Hourly Total	3	379	100	2	9	2	0	2	3	0	0	0	0	0	15	516
2115	0	76	25	0	1	0	0	0	0	0	0	0	0	0	3	106
2130	0	78	15	0	1	0	0	0	0	0	0	0	0	0	2	97
2145	1	72	17	0	0	1	0	0	1	0	0	0	0	0	2	93
2200	0	62	21	0	2	0	0	1	1	0	0	0	0	0	2	89
Hourly Total	1	289	78	0	4	1	0	1	2	0	0	0	0	0	9	385
2215	1	57	16	0	1	0	0	0	0	0	0	0	0	0	2	78
2230	1	53	11	0	0	0	0	0	0	0	0	0	0	0	1	66
2245	1	47	7	0	1	0	0	0	1	0	0	0	0	0	1	58
2300	0	41	7	0	0	0	0	0	0	0	0	0	0	0	1	50
Hourly Total	2	197	41	0	3	1	0	1	2	0	0	0	0	0	5	252
2315	0	36	6	0	1	0	0	0	0	0	0	0	0	0	0	43
2330	0	24	7	0	0	1	0	0	0	0	0	0	0	0	0	33
2345	0	21	6	0	1	0	0	0	1	0	0	0	0	0	0	29
2400	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	**0**	**102**	**25**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**131**
DAILY TOTAL	**132**	**14404**	**5080**	**37**	**708**	**174**	**53**	**272**	**135**	**20**	**1**	**0**	**4**	**0**	**1302**	**22322**
Percentages	**0.6%**	**64.5%**	**22.8%**	**0.2%**	**3.2%**	**0.8%**	**0.2%**	**1.2%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.8%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

	1.00	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
END TIME	**VEHICLE CLASS**															
	Cyle	**Car**	**2A-4T**	**Buses**	**2A-SU**	**3A-SU**	**4A-SU**	**4A-ST**	**5A-ST**	**6A-ST**	**5A-MT**	**6A-MT**	**7A-MT**	**None**	**Unclass**	**Total**
15	1	39	15	0	1	0	0	0	1	0	0	0	0	0	0	58
30	0	36	7	0	1	0	0	1	0	0	0	0	0	0	1	45
45	0	27	8	0	0	0	0	0	0	0	1	0	0	0	0	37
100	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	129	35	0	4	1	0	1	1	0	1	0	0	0	1	174
115	1	21	6	0	1	0	0	0	0	0	0	0	0	0	0	29
130	0	25	7	0	1	0	0	0	1	0	0	0	0	0	0	34
145	0	18	6	0	0	0	0	0	1	0	0	0	0	0	0	25
200	0	29	5	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	93	23	0	3	0	0	0	2	0	0	0	0	0	0	122
215	0	19	4	0	1	0	0	0	1	0	0	0	0	0	1	25
230	0	18	3	0	1	0	0	0	1	0	0	0	0	0	0	24
245	0	12	4	0	1	0	0	0	1	0	0	0	0	0	0	18
300	0	10	5	0	0	0	0	1	0	0	0	0	0	0	0	17
Hourly Total	0	60	16	0	2	0	0	1	3	0	1	0	0	0	1	83
315	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
330	0	15	3	0	0	0	0	0	1	0	0	0	0	0	0	19
345	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
400	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	55	12	0	1	0	0	1	2	0	0	0	0	0	0	70
415	0	20	3	0	1	0	0	1	1	0	0	0	0	0	0	26
430	0	28	5	0	0	0	0	1	2	0	0	0	0	0	1	38
445	0	27	17	0	1	2	0	2	2	0	0	0	0	0	0	51
500	1	40	20	0	2	1	0	3	2	0	0	0	0	0	2	71
Hourly Total	1	115	45	0	3	3	0	7	7	0	0	0	0	0	3	186
515	1	54	19	0	2	2	1	0	1	0	0	0	0	0	0	80
530	0	57	23	0	1	0	0	1	2	0	0	0	0	0	1	85
545	2	98	39	0	3	1	0	1	1	0	0	0	0	0	3	148
600	0	108	46	0	6	1	1	3	2	2	0	0	0	0	5	173
Hourly Total	3	317	128	0	12	4	2	6	6	2	0	0	0	0	9	487
615	0	145	79	1	11	0	1	4	2	0	0	0	0	0	6	249
630	2	209	116	3	14	7	0	5	4	0	0	0	0	0	13	375
645	2	290	134	1	25	4	0	7	4	0	0	0	0	0	25	493
700	4	315	180	0	29	7	3	7	4	0	0	0	0	0	35	584
Hourly Total	9	959	508	6	79	18	4	23	14	1	0	0	0	0	80	1701
715	2	312	183	0	31	11	1	15	5	0	0	0	0	0	34	593
730	3	392	196	3	31	10	1	18	2	1	0	0	0	0	36	693
745	2	459	208	0	22	7	1	12	5	0	0	0	0	0	38	755
800	3	508	198	1	27	8	3	13	6	0	0	0	0	0	49	817
Hourly Total	10	1672	786	4	111	35	6	58	17	1	0	0	0	0	156	2857
815	3	488	204	4	27	8	3	14	2	0	0	0	0	0	42	797
830	4	468	211	2	27	7	1	12	7	0	0	0	0	0	49	789
845	1	470	198	2	28	5	1	12	7	0	0	0	0	0	46	769
900	4	503	201	2	27	8	1	11	7	0	0	0	0	0	52	815
Hourly Total	12	1929	814	10	109	28	6	50	23	0	0	0	0	0	188	3170
915	4	457	175	1	32	7	2	9	6	0	0	0	0	0	44	737
930	4	493	170	2	26	8	1	13	6	0	0	0	0	0	41	765
945	4	493	182	0	23	6	1	9	6	0	0	0	0	0	53	779
1000	5	494	191	1	24	5	1	6	6	0	0	0	0	0	45	777
Hourly Total	17	1937	718	5	105	27	5	37	23	1	0	0	0	0	183	3058
1015	3	480	173	1	23	7	0	5	7	1	0	0	0	0	35	736
1030	5	492	192	0	26	8	3	8	4	0	0	0	0	0	45	783
1045	5	480	176	2	27	7	2	10	5	0	0	0	0	0	46	761
1100	5	509	169	1	25	8	1	7	5	0	0	0	1	0	52	784
Hourly Total	18	1961	710	5	102	31	6	30	21	2	0	0	1	0	178	3064
1115	4	516	197	0	25	12	1	14	5	1	0	0	0	0	34	808
1130	3	501	172	0	22	7	2	9	5	0	0	0	0	0	45	766
1145	10	544	187	1	22	10	2	6	3	1	0	0	0	0	44	828
1200	4	541	188	1	23	9	3	10	6	1	0	0	1	0	47	834
Hourly Total	21	2102	743	2	91	38	7	39	20	2	0	0	1	0	169	3237
1215	3	541	188	1	22	9	2	10	5	1	0	0	0	0	47	829
1230	2	533	171	1	26	12	2	9	7	1	0	0	0	0	49	812
1245	8	507	187	1	25	8	2	9	8	1	0	0	0	0	49	803
1300	4	491	178	0	29	11	3	7	6	1	0	0	0	0	41	770
Hourly Total	18	2071	724	2	101	40	8	34	26	3	0	0	1	0	185	3214
1315	4	525	178	0	24	11	1	10	9	1	0	0	0	0	47	812
1330	5	538	162	1	22	10	2	7	8	2	0	0	0	0	37	793
1345	4	544	162	1	19	6	1	6	8	1	0	0	0	0	42	794
1400	8	555	160	1	26	9	2	10	10	2	0	0	0	0	46	828
Hourly Total	21	2161	663	3	90	36	7	33	35	6	0	0	0	0	172	3226
1415	5	505	172	2	22	7	1	4	9	1	0	0	0	0	33	761
1430	7	529	169	1	25	8	2	10	5	1	0	0	0	0	42	799
1445	4	566	177	2	21	7	1	9	9	1	0	0	0	0	52	849
1500	2	569	181	0	23	6	1	9	8	0	0	0	0	0	38	838
Hourly Total	18	2169	699	6	91	27	5	32	31	2	0	0	1	0	165	3246
1515	4	547	174	0	19	7	3	10	5	0	0	0	0	0	53	822
1530	6	597	189	2	26	6	4	9	6	1	0	0	0	0	60	906
1545	10	595	198	2	28	12	3	13	5	0	0	0	1	0	66	932

1600	6	575	195	0	25	4	2	9	4	1	0	0	0	0	53	875
Hourly Total	26	2313	756	4	99	29	12	41	20	2	0	0	1	0	231	3534
1615	4	570	201	2	26	8	1	8	3	0	0	0	0	0	54	878
1630	4	569	201	1	25	7	1	10	5	0	0	0	0	0	53	876
1645	1	603	183	3	23	3	1	9	4	0	0	0	0	0	56	885
1700	4	581	181	1	29	7	1	7	6	0	0	0	0	0	57	874
Hourly Total	14	2323	766	7	102	25	3	34	17	1	0	0	0	0	220	3513
1715	8	639	186	0	18	5	1	13	2	0	0	0	0	0	63	934
1730	6	614	167	1	17	5	1	8	2	0	0	0	0	0	55	876
1745	3	608	170	1	13	3	0	7	2	0	0	0	0	0	49	856
1800	4	539	163	2	13	1	1	8	1	0	0	0	0	0	42	773
Hourly Total	21	2399	686	4	62	13	3	36	7	0	0	0	0	0	209	3440
1815	2	486	149	1	13	1	0	7	3	0	0	0	0	0	29	691
1830	4	455	125	0	12	2	0	6	4	0	0	0	0	0	32	640
1845	3	408	102	1	11	1	0	3	3	0	0	0	0	0	23	555
1900	1	378	101	0	10	2	0	3	2	0	0	0	0	0	23	521
Hourly Total	11	1727	478	2	46	6	0	19	12	0	0	0	0	0	107	2406
1915	3	341	73	0	11	1	0	5	2	0	0	0	0	0	14	451
1930	2	322	75	0	6	1	0	4	2	0	0	0	0	0	14	426
1945	2	294	70	0	3	1	0	2	2	0	0	0	0	0	12	386
2000	1	296	66	0	3	0	0	3	2	0	0	0	0	0	12	384
Hourly Total	9	1254	283	0	23	2	1	14	7	0	0	0	0	0	53	1647
2015	2	285	61	1	4	0	0	1	1	0	0	0	0	0	14	369
2030	2	292	56	1	5	2	1	1	1	0	0	0	0	0	17	378
2045	1	246	53	0	5	2	1	1	2	0	0	0	0	0	6	316
2100	3	238	56	0	3	1	0	1	1	0	0	0	0	0	7	312
Hourly Total	9	1061	227	2	17	5	2	5	5	0	0	0	0	0	44	1375
2115	1	241	51	0	1	0	0	0	1	0	0	0	0	0	7	305
2130	0	207	39	0	4	0	0	0	0	0	1	0	0	0	4	256
2145	2	202	38	0	3	1	0	1	1	0	0	0	0	0	9	257
2200	0	156	40	0	3	0	0	1	1	0	0	0	0	0	7	210
Hourly Total	4	806	169	0	12	1	0	3	3	0	1	0	0	0	27	1027
2215	1	152	36	0	1	1	0	0	1	0	0	0	0	0	5	198
2230	2	147	29	0	1	1	0	0	1	0	0	0	0	0	3	184
2245	1	125	24	0	1	0	0	1	1	0	0	0	0	0	3	156
2300	0	106	15	0	1	0	0	0	0	0	0	0	0	0	1	124
Hourly Total	4	530	104	0	5	2	0	2	3	0	0	0	0	0	12	662
2315	1	87	17	0	2	0	0	0	0	0	0	0	0	0	1	108
2330	0	68	15	0	1	2	0	0	0	0	0	0	0	0	0	87
2345	0	62	9	0	1	0	0	0	1	0	0	0	0	0	0	73
2400	0	50	12	0	1	0	0	0	0	0	0	0	0	0	1	64
Hourly Total	**1**	**267**	**53**	**0**	**5**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**331**
DAILY TOTAL	**249**	**30410**	**10146**	**62**	**1275**	**373**	**77**	**506**	**306**	**23**	**3**	**0**	**5**	**0**	**2395**	**45830**
Percentages	**0.5%**	**66.4%**	**22.1%**	**0.1%**	**2.8%**	**0.8%**	**0.2%**	**1.1%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.2%**	**100.0%**

	% Trucks			% HV							
Daily	1275	373	77	506	306	23	3	0	5	0	2395	18714
Daily	14%			5%							
AM sum	622	185	36	253	139	9	2	0	2	0	968	18209
AM	7%			2%							
PM sum	653	188	41	253	167	14	1	0	3	0	1427	27621
PM	5%			2%							

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	29	11	0	0	0	0	0	1	0	1	0	0	0	0	42
30	0	24	5	0	0	0	0	1	0	0	0	0	0	0	0	30
45	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
100	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	**0**	**101**	**24**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**129**
115	1	13	4	0	1	0	0	0	0	0	0	0	0	0	0	19
130	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
145	0	26	6	0	1	0	0	0	1	0	0	0	0	0	0	34
200	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**1**	**78**	**16**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**98**
215	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
230	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
245	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	9
300	0	6	5	0	0	0	0	1	1	0	0	0	0	0	0	13
Hourly Total	**0**	**45**	**9**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
315	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**39**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
415	0	10	1	0	1	0	0	1	0	0	0	0	0	0	0	13
430	0	20	3	0	0	0	0	0	1	0	0	0	0	0	2	26
445	0	19	6	0	0	1	0	2	0	0	0	0	0	0	0	28
500	0	23	4	0	0	1	0	1	1	0	0	0	0	0	3	33
Hourly Total	**0**	**72**	**14**	**0**	**1**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**100**
515	1	20	10	0	2	0	0	0	1	0	0	0	0	0	0	34
530	0	19	10	0	0	0	0	0	0	0	0	0	0	0	0	29
545	1	43	14	0	0	2	0	0	1	0	0	0	0	0	2	63
600	0	44	11	0	4	1	0	3	1	0	0	0	0	0	0	64
Hourly Total	**2**	**126**	**45**	**0**	**6**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**190**
615	0	59	26	1	4	0	0	0	1	0	0	0	0	0	2	93
630	1	69	37	2	8	2	0	1	2	0	0	0	0	0	0	122
645	3	116	36	1	9	1	0	4	3	0	0	0	0	0	7	180
700	2	113	60	0	7	5	0	1	0	0	0	0	0	0	9	197
Hourly Total	**6**	**357**	**159**	**4**	**28**	**8**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**18**	**592**
715	1	110	58	0	6	8	0	4	3	0	0	0	0	0	13	203
730	2	161	62	2	13	9	1	13	1	0	0	0	0	0	5	269
745	1	167	96	0	11	6	0	3	4	0	0	0	0	0	7	295
800	1	194	81	0	11	4	0	5	3	0	0	0	0	0	19	318
Hourly Total	**5**	**632**	**297**	**2**	**41**	**27**	**1**	**25**	**11**	**0**	**0**	**0**	**0**	**0**	**44**	**1085**
815	3	176	93	1	11	2	1	5	0	0	0	0	0	0	8	300
830	1	147	91	1	8	2	0	1	2	0	0	0	0	0	9	262
845	0	166	107	1	11	1	1	5	2	0	0	0	0	0	11	305
900	2	172	76	0	15	9	0	3	6	0	0	0	0	0	17	300
Hourly Total	**6**	**661**	**367**	**3**	**45**	**14**	**2**	**14**	**10**	**0**	**0**	**0**	**0**	**0**	**45**	**1167**
915	1	172	66	1	10	3	0	4	2	0	0	0	0	0	8	267
930	0	217	73	0	6	8	0	1	6	0	0	0	0	0	10	321
945	0	214	68	0	5	7	1	0	4	0	0	0	0	0	12	311
1000	0	192	95	0	7	4	1	1	3	0	0	0	0	0	21	324
Hourly Total	**1**	**795**	**302**	**1**	**28**	**22**	**2**	**6**	**15**	**0**	**0**	**0**	**0**	**0**	**51**	**1223**
1015	2	216	69	1	8	5	0	2	4	0	0	0	0	0	11	318
1030	1	217	96	1	10	5	1	3	3	0	0	0	0	0	13	350
1045	3	251	80	2	13	5	0	3	3	1	0	0	0	0	13	374
1100	1	215	80	0	13	1	0	1	0	0	0	0	0	0	12	323
Hourly Total	**7**	**899**	**325**	**4**	**44**	**16**	**1**	**9**	**10**	**1**	**0**	**0**	**0**	**0**	**49**	**1365**
1115	6	260	91	0	9	5	0	5	4	0	0	0	0	0	17	397
1130	0	233	78	0	12	5	1	2	2	0	0	0	0	0	18	351
1145	4	245	80	0	17	3	0	0	1	0	0	0	0	0	14	364
1200	2	278	91	1	13	2	1	6	5	0	0	0	0	0	20	419
Hourly Total	**12**	**1016**	**340**	**1**	**51**	**15**	**2**	**13**	**12**	**0**	**0**	**0**	**0**	**0**	**69**	**1531**
1215	1	299	110	1	10	5	0	4	1	1	0	0	0	0	16	448
1230	2	254	69	0	13	7	0	5	6	0	0	0	0	0	17	373
1245	4	275	91	1	11	8	0	1	5	0	0	0	0	0	27	423
1300	2	245	100	0	11	9	1	2	3	0	0	0	0	0	21	394
Hourly Total	**9**	**1073**	**370**	**2**	**45**	**29**	**1**	**12**	**15**	**1**	**0**	**0**	**0**	**0**	**81**	**1638**
1315	1	256	96	0	9	9	0	5	6	0	0	0	0	0	31	413
1330	1	290	66	0	15	5	1	3	4	0	0	0	0	0	16	401
1345	5	262	76	1	6	6	0	1	3	0	0	0	0	0	25	385
1400	3	279	79	0	17	5	1	4	5	0	0	0	0	0	22	415
Hourly Total	**10**	**1087**	**317**	**1**	**47**	**25**	**2**	**13**	**18**	**0**	**0**	**0**	**0**	**0**	**94**	**1614**
1415	2	286	112	2	19	3	0	1	6	0	0	0	0	0	16	447
1430	2	312	84	0	14	4	0	3	4	0	0	0	0	0	18	441
1445	1	322	88	1	14	3	0	7	3	0	0	0	0	0	27	466
1500	0	320	92	0	15	3	0	5	2	0	0	0	0	0	13	450
Hourly Total	**5**	**1240**	**376**	**3**	**62**	**13**	**0**	**16**	**15**	**0**	**0**	**0**	**0**	**0**	**74**	**1804**
1515	2	334	94	0	7	3	1	10	1	0	0	0	0	0	23	475
1530	2	397	118	0	13	5	1	6	3	0	0	0	0	0	36	581
1545	5	353	125	2	19	6	2	2	3	0	0	0	0	0	36	553

1600	1	358	119	0	15	2	0	3	4	1	0	0	0	0	37	540
Hourly Total	**10**	**1442**	**456**	**2**	**54**	**16**	**4**	**21**	**11**	**1**	**0**	**0**	**0**	**0**	**132**	**2149**
1615	5	378	134	0	9	7	0	6	1	0	0	0	0	0	33	573
1630	1	372	113	1	16	6	1	4	3	0	0	0	0	0	38	555
1645	1	392	113	2	17	1	0	8	2	0	0	0	0	0	48	584
1700	3	363	120	0	19	5	1	2	3	0	0	0	0	0	47	563
Hourly Total	**10**	**1505**	**480**	**3**	**61**	**19**	**2**	**20**	**9**	**0**	**0**	**0**	**0**	**0**	**166**	**2275**
1715	3	411	112	1	8	4	0	5	2	0	0	0	0	0	51	597
1730	3	387	97	2	10	6	1	9	3	0	0	0	0	0	40	558
1745	3	342	114	1	10	3	0	3	1	0	0	0	0	0	31	508
1800	0	321	90	0	6	0	0	2	0	0	0	0	0	0	19	438
Hourly Total	**9**	**1461**	**413**	**4**	**34**	**13**	**1**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**141**	**2101**
1815	3	295	84	0	2	0	0	3	1	0	0	0	0	0	13	401
1830	2	262	57	0	4	2	0	4	2	0	0	0	0	0	14	347
1845	0	226	56	0	7	1	0	3	0	0	0	0	0	0	14	307
1900	0	226	57	0	5	1	0	2	2	0	0	0	0	0	6	299
Hourly Total	**5**	**1009**	**254**	**0**	**18**	**4**	**0**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**47**	**1354**
1915	1	236	36	0	5	0	1	3	1	0	0	0	0	0	3	286
1930	1	157	39	0	1	0	0	0	2	0	0	0	0	0	5	205
1945	0	182	25	0	1	0	0	1	2	0	0	0	0	0	8	219
2000	0	161	32	0	2	1	0	0	0	0	0	0	0	0	7	203
Hourly Total	**2**	**736**	**132**	**0**	**9**	**1**	**1**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**23**	**913**
2015	0	178	40	0	1	0	0	1	1	0	0	0	0	0	10	231
2030	1	211	32	0	2	1	0	1	1	0	0	0	0	0	12	261
2045	0	164	24	0	1	0	0	0	0	0	0	0	0	0	4	193
2100	0	150	31	0	2	0	1	0	0	0	0	0	0	0	5	189
Hourly Total	**1**	**703**	**127**	**0**	**6**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**31**	**874**
2115	1	167	24	0	1	0	0	0	2	0	1	0	0	0	5	201
2130	0	144	24	0	0	0	0	0	0	0	0	0	0	0	3	171
2145	0	146	22	0	3	0	0	2	0	0	0	0	0	0	6	179
2200	0	108	25	0	1	0	0	0	0	0	0	0	0	0	4	138
Hourly Total	**1**	**565**	**95**	**0**	**5**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**18**	**689**
2215	2	97	12	0	0	0	0	0	0	0	0	0	0	0	6	117
2230	2	92	12	0	2	1	0	0	1	0	0	0	0	0	2	112
2245	1	90	15	0	0	0	0	0	0	0	0	0	0	0	0	106
2300	0	70	11	0	1	0	0	0	0	0	0	0	0	0	0	82
Hourly Total	**5**	**349**	**50**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**417**
2315	1	39	9	0	0	0	0	0	0	0	0	0	0	0	0	49
2330	1	47	12	0	0	1	0	0	0	0	0	0	0	0	1	62
2345	0	44	4	0	0	0	0	0	0	0	0	0	0	0	0	48
2400	1	35	10	0	0	0	0	0	0	0	0	0	0	0	1	47
Hourly Total	**3**	**165**	**35**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**206**
DAILY TOTAL	**110**	**16156**	**5006**	**30**	**592**	**230**	**20**	**203**	**162**	**3**	**2**	**0**	**0**	**0**	**1100**	**23614**
Percentages	**0.5%**	**68.4%**	**21.2%**	**0.1%**	**2.5%**	**1.0%**	**0.1%**	**0.9%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.7%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	14	8	0	0	0	0	0	0	0	0	0	0	0	0	23
30	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
45	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
100	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**1**	**54**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
115	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
130	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
145	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**47**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**
215	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
230	0	7	3	0	0	1	0	0	0	0	1	0	0	0	0	12
245	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	**0**	**31**	**12**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**46**
315	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
345	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**1**	**20**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
430	0	11	1	0	0	0	0	0	2	0	0	0	0	0	0	14
445	0	11	12	0	0	0	0	1	1	0	0	0	0	0	0	25
500	1	10	15	0	2	0	0	2	0	0	0	0	0	0	1	31
Hourly Total	**1**	**36**	**28**	**0**	**3**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**76**
515	0	18	13	0	1	0	2	0	1	0	0	0	0	0	0	35
530	0	24	12	0	1	0	0	0	1	0	0	0	0	0	0	38
545	0	52	17	0	5	0	0	0	1	0	0	0	0	0	1	76
600	0	62	35	0	3	0	2	1	1	3	0	0	0	0	5	112
Hourly Total	**0**	**156**	**77**	**0**	**10**	**0**	**4**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**6**	**261**
615	0	79	53	0	6	0	1	4	2	0	0	0	0	0	6	151
630	0	131	67	2	9	2	0	4	3	0	0	0	0	0	15	233
645	1	192	83	2	13	1	0	5	0	0	0	0	0	0	15	312
700	2	185	121	0	19	0	7	3	3	1	0	0	0	0	22	363
Hourly Total	**3**	**587**	**324**	**4**	**47**	**3**	**8**	**16**	**8**	**1**	**0**	**0**	**0**	**0**	**58**	**1059**
715	2	206	112	1	22	0	1	9	2	0	0	0	0	0	30	385
730	2	229	120	1	5	2	0	6	2	1	0	0	0	0	24	392
745	2	269	130	0	21	4	2	8	2	0	0	0	0	0	23	461
800	3	319	125	0	15	0	1	7	0	1	0	0	0	0	27	498
Hourly Total	**9**	**1023**	**487**	**2**	**63**	**6**	**4**	**30**	**6**	**2**	**0**	**0**	**0**	**0**	**104**	**1736**
815	2	264	102	2	17	7	2	10	0	0	0	0	1	0	22	429
830	1	298	108	2	13	5	1	7	2	0	0	0	0	0	37	474
845	1	277	110	2	17	2	2	7	2	0	0	0	0	0	35	455
900	1	350	109	0	11	2	2	5	1	0	0	0	0	0	45	526
Hourly Total	**5**	**1189**	**429**	**6**	**58**	**16**	**7**	**29**	**5**	**0**	**0**	**0**	**1**	**0**	**139**	**1884**
915	5	271	111	0	23	0	2	6	1	0	0	0	0	0	26	445
930	2	279	89	1	20	6	0	14	5	0	0	0	0	0	26	442
945	2	284	120	0	23	2	0	9	4	1	0	0	0	0	43	488
1000	6	303	104	1	17	3	1	6	2	0	0	0	0	0	28	471
Hourly Total	**15**	**1137**	**424**	**2**	**83**	**11**	**3**	**35**	**12**	**1**	**0**	**0**	**0**	**0**	**123**	**1846**
1015	3	269	93	1	9	6	1	5	3	2	0	0	0	0	31	423
1030	2	262	101	0	17	0	3	5	1	0	0	0	0	0	28	419
1045	4	261	98	1	16	5	4	6	2	0	0	0	1	0	27	425
1100	2	287	89	2	18	5	1	5	3	0	0	0	0	0	46	458
Hourly Total	**11**	**1079**	**381**	**4**	**60**	**16**	**9**	**21**	**9**	**2**	**0**	**0**	**1**	**0**	**132**	**1725**
1115	3	290	97	0	17	4	1	9	1	0	0	0	0	0	27	449
1130	1	268	95	0	12	7	2	3	4	0	0	0	1	0	25	418
1145	3	278	94	0	9	5	2	4	3	0	0	0	0	0	25	423
1200	1	305	95	0	10	2	2	4	4	0	0	0	1	0	25	449
Hourly Total	**8**	**1141**	**381**	**0**	**48**	**18**	**7**	**20**	**12**	**0**	**0**	**0**	**2**	**0**	**102**	**1739**
1215	2	253	90	1	9	3	5	6	2	1	0	0	0	0	19	391
1230	0	233	89	1	12	6	3	3	2	1	0	0	0	0	37	387
1245	7	256	107	0	13	4	0	4	2	0	0	0	0	0	27	420
1300	3	252	95	0	11	5	1	1	1	1	0	0	0	0	25	395
Hourly Total	**12**	**994**	**381**	**2**	**45**	**18**	**9**	**14**	**7**	**3**	**0**	**0**	**0**	**0**	**108**	**1593**
1315	2	242	96	0	19	4	2	8	3	3	0	0	0	0	23	402
1330	3	245	90	0	13	3	1	5	1	0	0	0	0	0	21	382
1345	2	253	86	0	12	0	2	4	2	0	0	0	0	0	25	386
1400	6	248	85	1	11	4	4	6	5	2	0	0	0	0	24	396
Hourly Total	**13**	**988**	**357**	**1**	**55**	**11**	**9**	**23**	**11**	**5**	**0**	**0**	**0**	**0**	**93**	**1566**
1415	2	222	80	2	11	3	0	1	3	1	0	0	0	0	17	342
1430	6	241	82	0	15	3	4	9	1	0	0	0	0	0	23	384
1445	3	269	76	1	6	4	2	10	4	0	0	0	0	0	24	399
1500	1	262	92	0	12	4	2	3	5	0	0	0	0	0	12	393
Hourly Total	**12**	**994**	**330**	**3**	**44**	**14**	**8**	**23**	**13**	**1**	**0**	**0**	**0**	**0**	**76**	**1518**
1515	1	225	73	0	12	4	1	1	2	0	0	0	0	0	18	337
1530	7	228	74	2	13	3	6	6	2	1	0	0	1	0	28	371
1545	4	233	79	0	14	6	2	6	2	1	0	0	0	0	19	366

1600	5	224	79	1	18	2	1	3	2	1	0	0	0	0	15	351
Hourly Total	**17**	**910**	**305**	**3**	**57**	**15**	**10**	**16**	**8**	**3**	**0**	**0**	**1**	**0**	**80**	**1425**
1615	2	224	76	2	21	2	1	4	0	0	0	0	0	0	16	348
1630	3	197	79	0	16	4	1	7	1	0	0	0	0	0	21	329
1645	1	215	67	1	6	2	0	3	2	0	0	0	0	0	12	309
1700	2	217	60	1	8	4	0	1	4	0	0	0	0	0	21	318
Hourly Total	**8**	**853**	**282**	**4**	**51**	**12**	**2**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**70**	**1304**
1715	2	197	67	0	5	3	0	3	2	0	0	0	0	0	13	292
1730	1	253	63	0	5	4	0	7	2	0	0	0	0	0	24	359
1745	1	211	61	0	6	1	1	4	2	0	0	0	0	0	17	304
1800	0	195	61	0	2	1	0	2	1	0	0	0	0	0	22	284
Hourly Total	**4**	**856**	**252**	**0**	**18**	**9**	**1**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**76**	**1239**
1815	0	185	57	0	6	1	0	2	0	0	0	0	0	0	13	264
1830	3	178	56	1	6	1	0	2	0	0	0	0	0	0	9	256
1845	1	187	51	0	6	1	0	1	4	0	0	0	0	0	10	261
1900	0	167	50	0	4	1	0	2	2	0	0	0	0	0	14	240
Hourly Total	**4**	**717**	**214**	**1**	**22**	**4**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**46**	**1021**
1915	3	143	30	0	1	0	0	2	1	0	0	0	0	0	10	190
1930	0	147	39	0	5	1	0	1	2	0	0	0	0	0	6	201
1945	2	134	28	0	2	1	0	0	0	0	0	0	0	0	10	177
2000	1	127	28	0	1	0	0	1	1	0	0	0	0	0	6	165
Hourly Total	**6**	**551**	**125**	**0**	**9**	**2**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**32**	**733**
2015	0	99	24	1	2	0	0	1	0	0	0	0	0	0	3	130
2030	1	89	25	0	1	0	0	1	0	0	0	0	0	0	3	120
2045	2	91	21	0	3	2	0	0	1	0	0	0	0	0	1	121
2100	1	84	29	0	0	0	0	2	2	0	0	0	0	0	3	121
Hourly Total	**4**	**363**	**99**	**1**	**6**	**2**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**492**
2115	1	83	31	0	1	1	0	1	0	0	0	0	0	0	1	119
2130	0	83	19	0	0	0	0	0	0	0	0	0	0	0	1	103
2145	0	89	20	0	1	1	0	0	1	0	0	0	0	0	4	116
2200	0	89	27	0	1	0	0	0	0	0	0	0	0	0	1	118
Hourly Total	**1**	**344**	**97**	**0**	**3**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**456**
2215	1	74	18	0	1	0	0	0	1	0	0	0	0	0	2	97
2230	2	69	17	0	1	0	0	0	0	0	0	0	0	0	0	89
2245	2	58	10	0	1	1	0	1	1	0	0	0	0	0	3	77
2300	0	47	8	0	1	0	0	0	0	0	0	0	0	0	1	57
Hourly Total	**5**	**248**	**53**	**0**	**4**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**320**
2315	1	50	7	0	0	0	0	0	0	0	0	0	0	0	0	58
2330	0	30	9	0	0	1	0	0	0	0	1	0	0	0	0	41
2345	0	15	7	0	0	0	0	0	1	0	0	0	0	0	0	23
2400	0	24	8	0	1	0	0	0	0	0	0	0	0	0	1	34
Hourly Total	**1**	**119**	**31**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**156**
DAILY TOTAL	**141**	**14437**	**5109**	**33**	**688**	**163**	**81**	**280**	**130**	**21**	**2**	**0**	**5**	**0**	**1270**	**22360**
Percentages	**0.6%**	**64.6%**	**22.8%**	**0.1%**	**3.1%**	**0.7%**	**0.4%**	**1.3%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.7%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	43	19	0	0	0	0	0	1	0	1	0	0	0	0	65
30	0	40	12	0	0	0	0	1	0	0	0	0	0	0	0	53
45	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	50
100	0	33	6	0	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	**1**	**155**	**48**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**208**
115	1	25	6	0	1	0	0	0	0	0	0	0	0	0	0	33
130	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
145	0	33	8	0	1	0	0	0	1	0	0	0	0	0	0	43
200	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**125**	**28**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**157**
215	0	27	6	0	0	0	0	0	1	0	0	0	0	0	0	34
230	0	19	4	0	1	1	0	0	0	0	1	0	0	0	0	26
245	0	21	4	0	0	0	0	0	1	0	0	0	0	0	0	26
300	0	9	7	0	0	0	0	1	1	0	0	0	0	0	0	18
Hourly Total	**0**	**76**	**21**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**104**
315	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
330	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
345	1	16	3	0	0	1	0	0	0	0	0	0	0	0	0	21
400	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**1**	**59**	**7**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
415	0	14	1	0	2	0	0	2	0	0	0	0	0	0	0	19
430	0	31	4	0	0	0	0	0	3	0	0	0	0	0	2	40
445	0	30	18	0	0	1	0	3	1	0	0	0	0	0	0	53
500	1	33	19	0	2	1	0	3	1	0	0	0	0	0	4	64
Hourly Total	**1**	**108**	**42**	**0**	**4**	**2**	**0**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**176**
515	1	38	23	0	3	0	2	0	2	0	0	0	0	0	0	69
530	0	43	22	0	1	0	0	0	1	0	0	0	0	0	0	67
545	1	95	31	0	5	2	0	0	2	0	0	0	0	0	3	139
600	0	106	46	0	7	1	2	4	2	3	0	0	0	0	5	176
Hourly Total	**2**	**282**	**122**	**0**	**16**	**3**	**4**	**4**	**7**	**3**	**0**	**0**	**0**	**0**	**8**	**451**
615	0	138	79	1	10	0	1	4	3	0	0	0	0	0	8	244
630	1	200	104	4	17	4	0	5	5	0	0	0	0	0	15	355
645	4	308	119	3	22	2	0	9	3	0	0	0	0	0	22	492
700	4	298	181	0	26	5	7	4	3	1	0	0	0	0	31	560
Hourly Total	**9**	**944**	**483**	**8**	**75**	**11**	**8**	**22**	**14**	**1**	**0**	**0**	**0**	**0**	**76**	**1651**
715	3	316	170	1	28	8	1	13	5	0	0	0	0	0	43	588
730	4	390	182	3	18	11	1	19	3	1	0	0	0	0	29	661
745	3	436	226	0	32	10	2	11	6	0	0	0	0	0	30	756
800	4	513	206	0	26	4	1	12	3	1	0	0	0	0	46	816
Hourly Total	**14**	**1655**	**784**	**4**	**104**	**33**	**5**	**55**	**17**	**2**	**0**	**0**	**0**	**0**	**148**	**2821**
815	5	440	195	3	28	9	3	15	0	0	0	0	1	0	30	729
830	2	445	199	3	21	7	1	8	4	0	0	0	0	0	46	736
845	1	443	217	3	28	3	3	12	4	0	0	0	0	0	46	760
900	3	522	185	0	26	11	2	8	7	0	0	0	0	0	62	826
Hourly Total	**11**	**1850**	**796**	**9**	**103**	**30**	**9**	**43**	**15**	**0**	**0**	**0**	**1**	**0**	**184**	**3051**
915	6	443	177	1	33	3	2	10	3	0	0	0	0	0	34	712
930	2	496	162	1	26	14	0	15	11	0	0	0	0	0	36	763
945	2	498	188	0	28	9	1	9	8	1	0	0	0	0	55	799
1000	6	495	199	1	24	7	2	7	5	0	0	0	0	0	49	795
Hourly Total	**16**	**1932**	**726**	**3**	**111**	**33**	**5**	**41**	**27**	**1**	**0**	**0**	**0**	**0**	**174**	**3069**
1015	5	485	162	2	17	11	1	7	7	2	0	0	0	0	42	741
1030	3	479	197	1	27	5	4	8	4	0	0	0	0	0	41	769
1045	7	512	178	3	29	10	4	9	5	1	0	0	1	0	40	799
1100	3	502	169	2	31	6	1	6	3	0	0	0	0	0	58	781
Hourly Total	**18**	**1978**	**706**	**8**	**104**	**32**	**10**	**30**	**19**	**3**	**0**	**0**	**1**	**0**	**181**	**3090**
1115	9	550	188	0	26	9	1	14	5	0	0	0	0	0	44	846
1130	1	501	173	0	24	12	3	5	6	0	0	0	1	0	43	769
1145	7	523	174	0	26	8	2	4	4	0	0	0	0	0	39	787
1200	3	583	186	1	23	4	3	10	9	0	0	0	1	0	45	868
Hourly Total	**20**	**2157**	**721**	**1**	**99**	**33**	**9**	**33**	**24**	**0**	**0**	**0**	**2**	**0**	**171**	**3270**
1215	3	552	200	2	19	8	5	10	3	2	0	0	0	0	35	839
1230	2	487	158	1	25	13	3	8	8	1	0	0	0	0	54	760
1245	11	531	198	1	24	12	0	5	7	0	0	0	0	0	54	843
1300	5	497	195	0	22	14	2	3	4	1	0	0	0	0	46	789
Hourly Total	**21**	**2067**	**751**	**4**	**90**	**47**	**10**	**26**	**22**	**4**	**0**	**0**	**0**	**0**	**189**	**3231**
1315	3	498	192	0	28	13	2	13	9	3	0	0	0	0	54	815
1330	4	535	156	0	28	8	2	8	5	0	0	0	0	0	37	783
1345	7	515	162	1	18	6	2	5	5	0	0	0	0	0	50	771
1400	9	527	164	1	28	9	5	10	10	2	0	0	0	0	46	811
Hourly Total	**23**	**2075**	**674**	**2**	**102**	**36**	**11**	**36**	**29**	**5**	**0**	**0**	**0**	**0**	**187**	**3180**
1415	4	508	192	4	30	6	0	2	9	1	0	0	0	0	33	789
1430	8	553	166	0	29	7	4	12	5	0	0	0	0	0	41	825
1445	4	591	164	2	20	7	2	17	7	0	0	0	0	0	51	865
1500	1	582	184	0	27	7	2	8	7	0	0	0	0	0	25	843
Hourly Total	**17**	**2234**	**706**	**6**	**106**	**27**	**8**	**39**	**28**	**1**	**0**	**0**	**0**	**0**	**150**	**3322**
1515	3	559	167	0	19	7	2	11	3	0	0	0	0	0	41	812
1530	9	625	192	2	26	8	7	12	5	1	0	0	1	0	64	952
1545	9	586	204	2	33	12	4	8	5	1	0	0	0	0	55	919

1600	6	582	198	1	33	4	1	6	6	2	0	0	0	0	52	891
Hourly Total	**27**	**2352**	**761**	**5**	**111**	**31**	**14**	**37**	**19**	**4**	**0**	**0**	**1**	**0**	**212**	**3574**
1615	7	602	210	2	30	9	1	10	1	0	0	0	0	0	49	921
1630	4	569	192	1	32	10	2	11	4	0	0	0	0	0	59	884
1645	2	607	180	3	23	3	0	11	4	0	0	0	0	0	60	893
1700	5	580	180	1	27	9	1	3	7	0	0	0	0	0	68	881
Hourly Total	**18**	**2358**	**762**	**7**	**112**	**31**	**4**	**35**	**16**	**0**	**0**	**0**	**0**	**0**	**236**	**3579**
1715	5	608	179	1	13	7	0	8	4	0	0	0	0	0	64	889
1730	4	640	160	2	15	10	1	16	5	0	0	0	0	0	64	917
1745	4	553	175	1	16	4	1	7	3	0	0	0	0	0	48	812
1800	0	516	151	0	8	1	0	4	1	0	0	0	0	0	41	722
Hourly Total	**13**	**2317**	**665**	**4**	**52**	**22**	**2**	**35**	**13**	**0**	**0**	**0**	**0**	**0**	**217**	**3340**
1815	3	480	141	0	8	1	0	5	1	0	0	0	0	0	26	665
1830	5	440	113	1	10	3	0	6	2	0	0	0	0	0	23	603
1845	1	413	107	0	13	2	0	4	4	0	0	0	0	0	24	568
1900	0	393	107	0	9	2	0	4	4	0	0	0	0	0	20	539
Hourly Total	**9**	**1726**	**468**	**1**	**40**	**8**	**0**	**19**	**11**	**0**	**0**	**0**	**0**	**0**	**93**	**2375**
1915	4	379	66	0	6	0	1	5	2	0	0	0	0	0	13	476
1930	1	304	78	0	6	1	0	1	4	0	0	0	0	0	11	406
1945	2	316	53	0	3	1	0	1	2	0	0	0	0	0	18	396
2000	1	288	60	0	3	1	0	1	1	0	0	0	0	0	13	368
Hourly Total	**8**	**1287**	**257**	**0**	**18**	**3**	**1**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**55**	**1646**
2015	0	277	64	1	3	0	0	2	1	0	0	0	0	0	13	361
2030	2	300	57	0	3	1	0	2	1	0	0	0	0	0	15	381
2045	2	255	45	0	4	2	0	0	1	0	0	0	0	0	5	314
2100	1	234	60	0	2	0	1	2	2	0	0	0	0	0	8	310
Hourly Total	**5**	**1066**	**226**	**1**	**12**	**3**	**1**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**41**	**1366**
2115	2	250	55	0	2	1	0	1	2	0	1	0	0	0	6	320
2130	0	227	43	0	0	0	0	0	0	0	0	0	0	0	4	274
2145	0	235	42	0	4	1	0	2	1	0	0	0	0	0	10	295
2200	0	197	52	0	2	0	0	0	0	0	0	0	0	0	5	256
Hourly Total	**2**	**909**	**192**	**0**	**8**	**2**	**0**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**25**	**1145**
2215	3	171	30	0	1	0	0	0	1	0	0	0	0	0	8	214
2230	4	161	29	0	3	1	0	0	1	0	0	0	0	0	2	201
2245	3	148	25	0	1	1	0	1	1	0	0	0	0	0	3	183
2300	0	117	19	0	2	0	0	0	0	0	0	0	0	0	1	139
Hourly Total	**10**	**597**	**103**	**0**	**7**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**737**
2315	2	89	16	0	0	0	0	0	0	0	0	0	0	0	0	107
2330	1	77	21	0	0	2	0	0	0	0	1	0	0	0	1	103
2345	0	59	11	0	0	0	0	0	1	0	0	0	0	0	0	71
2400	1	59	18	0	1	0	0	0	0	0	0	0	0	0	2	81
Hourly Total	**4**	**284**	**66**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**362**
DAILY TOTAL	**251**	**30593**	**10115**	**63**	**1280**	**393**	**101**	**483**	**292**	**24**	**4**	**0**	**5**	**0**	**2370**	**45974**
Percentages	**0.5%**	**66.5%**	**22.0%**	**0.1%**	**2.8%**	**0.9%**	**0.2%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.2%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	32	8	0	0	1	0	0	0	0	1	0	0	0	0	42
30	0	28	4	0	1	0	0	0	2	0	0	0	0	0	0	35
45	0	17	5	0	1	0	0	0	1	0	0	0	0	0	0	24
100	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**0**	**98**	**20**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**125**
115	0	10	1	0	1	0	0	0	0	0	0	0	0	0	1	13
130	1	22	2	0	0	0	0	0	0	0	0	0	0	0	0	25
145	0	10	1	0	0	0	0	1	1	0	0	0	0	0	0	13
200	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	**1**	**63**	**8**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**76**
215	0	15	6	0	0	0	0	1	0	0	0	0	0	0	0	22
230	0	12	4	0	0	0	0	0	1	0	0	0	0	0	0	17
245	0	11	2	0	1	0	0	0	1	0	0	0	0	0	0	15
300	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	**0**	**40**	**13**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
315	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
400	0	8	3	0	1	0	0	0	1	0	0	0	0	0	0	13
Hourly Total	**0**	**28**	**8**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
415	0	12	2	0	2	0	0	0	0	0	0	0	0	0	2	18
430	0	14	3	0	0	1	0	1	1	0	0	0	0	0	0	20
445	1	26	5	0	2	1	0	2	0	0	0	0	0	0	0	37
500	1	28	4	1	1	0	0	1	1	0	0	0	0	0	0	37
Hourly Total	**2**	**80**	**14**	**1**	**5**	**2**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**112**
515	1	20	7	0	1	0	0	0	1	0	0	0	0	0	0	30
530	1	30	18	0	0	0	0	0	1	0	0	0	0	0	0	50
545	0	46	15	0	1	0	0	1	2	0	0	0	0	0	1	66
600	0	39	9	1	3	1	0	0	1	0	0	0	0	0	0	54
Hourly Total	**2**	**135**	**49**	**1**	**5**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**200**
615	0	59	25	1	6	0	0	1	0	0	0	0	0	0	0	92
630	0	95	43	2	7	5	0	1	2	0	0	0	0	0	6	161
645	3	99	40	1	7	3	0	3	3	0	0	0	0	0	5	164
700	0	109	59	0	3	9	0	4	2	0	0	0	0	0	12	198
Hourly Total	**3**	**362**	**167**	**4**	**23**	**17**	**0**	**9**	**7**	**0**	**0**	**0**	**0**	**0**	**23**	**615**
715	1	109	84	0	10	5	0	7	1	1	0	0	0	0	2	220
730	1	160	72	1	11	9	1	8	3	0	0	0	0	0	6	272
745	2	180	72	0	12	3	1	9	3	0	0	0	0	0	10	292
800	2	182	78	2	13	2	0	5	0	0	0	0	0	0	8	292
Hourly Total	**6**	**631**	**306**	**3**	**46**	**19**	**2**	**29**	**7**	**1**	**0**	**0**	**0**	**0**	**26**	**1076**
815	0	179	105	1	6	1	1	1	0	0	0	0	0	0	15	309
830	0	168	97	1	15	4	0	5	3	0	0	0	0	0	10	303
845	0	189	84	1	15	7	0	3	0	0	0	0	0	0	22	321
900	1	155	93	1	12	5	2	6	4	0	0	0	0	0	8	287
Hourly Total	**1**	**691**	**379**	**4**	**48**	**17**	**3**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**55**	**1220**
915	5	207	90	1	5	1	0	3	4	0	0	0	0	0	19	335
930	2	183	77	0	12	9	0	4	5	0	0	0	1	0	15	308
945	1	217	101	0	12	7	1	5	5	0	0	0	0	0	17	366
1000	0	238	96	0	13	3	0	2	0	0	0	0	0	0	21	373
Hourly Total	**8**	**845**	**364**	**1**	**42**	**20**	**1**	**14**	**14**	**0**	**0**	**0**	**1**	**0**	**72**	**1382**
1015	0	232	91	0	13	7	1	6	3	0	0	0	0	0	14	367
1030	1	231	80	0	6	14	0	0	4	1	0	0	0	0	17	354
1045	2	274	86	0	6	5	0	5	4	0	0	0	0	0	18	400
1100	3	236	82	1	11	1	0	2	3	0	0	0	0	0	12	351
Hourly Total	**6**	**973**	**339**	**1**	**36**	**27**	**1**	**13**	**14**	**1**	**0**	**0**	**0**	**0**	**61**	**1472**
1115	0	256	79	0	9	11	0	4	1	0	0	0	0	0	19	379
1130	2	266	81	0	8	5	1	4	4	0	0	0	0	0	24	395
1145	0	296	98	0	13	5	1	4	3	0	0	0	1	0	27	448
1200	3	246	104	0	12	5	0	6	3	0	0	0	0	0	20	399
Hourly Total	**5**	**1064**	**362**	**0**	**42**	**26**	**2**	**18**	**11**	**0**	**0**	**0**	**1**	**0**	**90**	**1621**
1215	5	274	110	0	10	5	0	2	5	0	0	0	0	0	23	434
1230	2	282	101	0	7	7	0	1	5	0	0	0	0	0	26	431
1245	2	262	109	0	15	8	0	5	3	0	0	0	1	0	24	429
1300	4	292	79	0	9	7	0	1	8	1	0	0	0	0	22	423
Hourly Total	**13**	**1110**	**399**	**0**	**41**	**27**	**0**	**9**	**21**	**1**	**0**	**0**	**1**	**0**	**95**	**1717**
1315	1	305	109	1	10	1	0	5	2	0	0	0	1	0	35	470
1330	2	282	84	0	13	7	1	5	0	0	0	0	0	0	18	412
1345	0	295	88	1	7	4	0	0	4	0	0	0	0	0	21	420
1400	2	273	90	1	12	5	0	1	1	0	0	0	0	0	17	402
Hourly Total	**5**	**1155**	**371**	**3**	**42**	**17**	**1**	**11**	**7**	**0**	**0**	**0**	**1**	**0**	**91**	**1704**
1415	1	287	96	0	8	4	1	3	3	0	0	0	0	0	30	433
1430	0	334	97	1	16	6	0	6	3	0	0	0	0	0	13	476
1445	0	290	92	2	17	5	0	7	3	0	0	0	0	0	19	435
1500	1	317	120	0	15	4	0	8	4	1	0	0	0	0	16	486
Hourly Total	**2**	**1228**	**405**	**3**	**56**	**19**	**1**	**24**	**13**	**1**	**0**	**0**	**0**	**0**	**78**	**1830**

1515	1	309	113	1	15	3	1	4	2	0	0	0	0	0	38	487
1530	0	358	112	0	17	5	0	5	3	0	0	0	0	0	29	529
1545	4	390	104	1	8	5	0	10	0	0	0	0	0	0	36	558
1600	1	379	111	3	7	2	0	7	0	0	0	0	0	0	37	547
Hourly Total	**6**	**1436**	**440**	**5**	**47**	**15**	**1**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**140**	**2121**
1615	2	365	128	0	11	3	0	11	5	0	0	0	0	0	42	567
1630	2	248	117	4	15	1	0	0	3	0	0	0	0	0	62	452
1645	3	172	94	3	20	5	1	6	1	0	0	0	0	0	67	372
1700	1	171	131	0	24	3	0	4	1	0	0	0	0	0	67	402
Hourly Total	**8**	**956**	**470**	**7**	**70**	**12**	**1**	**21**	**10**	**0**	**0**	**0**	**0**	**0**	**238**	**1793**
1715	4	185	128	2	29	3	0	9	2	0	0	0	0	0	66	428
1730	2	196	95	0	21	0	0	9	1	0	0	0	0	0	58	382
1745	1	322	103	0	15	6	0	0	2	0	0	0	0	0	67	516
1800	2	280	75	0	10	3	1	2	3	0	0	0	0	0	9	385
Hourly Total	**9**	**983**	**401**	**2**	**75**	**12**	**1**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**200**	**1711**
1815	1	266	87	0	5	1	0	4	0	0	0	0	0	0	16	380
1830	1	238	78	0	5	1	0	1	1	0	0	0	0	0	14	339
1845	1	193	43	0	3	1	1	0	2	0	0	0	0	0	6	250
1900	0	200	52	0	3	1	1	1	1	0	0	0	0	0	10	269
Hourly Total	**3**	**897**	**260**	**0**	**16**	**4**	**2**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**46**	**1238**
1915	0	172	50	0	1	1	0	1	0	0	0	0	0	0	5	230
1930	3	174	44	0	2	0	0	2	0	0	0	0	0	0	9	234
1945	1	193	34	1	4	0	0	1	1	0	0	0	0	0	6	241
2000	0	148	27	0	2	0	0	1	2	0	0	0	0	0	7	187
Hourly Total	**4**	**687**	**155**	**1**	**9**	**1**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**27**	**892**
2015	1	186	31	1	3	2	0	0	0	0	0	0	0	0	13	237
2030	1	194	28	0	2	0	0	0	0	0	0	0	0	0	6	231
2045	1	179	26	0	2	0	0	0	2	0	0	0	0	0	7	217
2100	2	209	29	0	1	0	0	1	1	0	0	0	0	0	8	251
Hourly Total	**5**	**768**	**114**	**1**	**8**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**34**	**936**
2115	0	179	25	0	1	1	0	1	0	0	2	0	0	0	4	213
2130	1	158	36	0	1	0	0	0	0	0	0	0	0	0	12	208
2145	0	180	37	0	2	0	0	0	0	0	0	0	0	0	2	221
2200	3	138	34	0	1	0	0	1	0	0	0	0	0	0	3	180
Hourly Total	**4**	**655**	**132**	**0**	**5**	**1**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**21**	**822**
2215	0	125	17	0	0	1	0	2	0	0	0	0	0	0	4	149
2230	2	106	17	0	0	0	0	1	1	0	0	0	0	0	1	128
2245	0	91	14	0	3	0	0	0	0	0	0	0	0	0	2	110
2300	0	87	24	0	1	0	0	0	0	0	0	0	0	0	2	114
Hourly Total	**2**	**409**	**72**	**0**	**4**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**501**
2315	0	65	11	0	0	2	0	0	1	0	0	0	0	0	0	79
2330	0	81	11	0	1	0	0	0	1	0	0	0	0	0	3	97
2345	2	61	13	0	0	0	0	1	0	0	0	0	0	0	0	77
2400	0	56	7	0	1	0	0	1	0	0	0	0	0	0	6	71
Hourly Total	**2**	**263**	**42**	**0**	**2**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**324**
DAILY TOTAL	**97**	**15557**	**5290**	**37**	**628**	**243**	**16**	**235**	**152**	**4**	**3**	**0**	**4**	**0**	**1319**	**23585**
Percentages	**0.4%**	**66.0%**	**22.4%**	**0.2%**	**2.7%**	**1.0%**	**0.1%**	**1.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.6%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	24	8	1	0	0	0	0	1	0	0	0	0	0	1	35
30	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
45	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
100	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**80**	**18**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**101**
115	0	15	5	0	0	0	0	1	0	0	0	0	0	0	0	21
130	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
145	0	16	2	0	0	0	0	0	2	0	0	0	0	0	0	20
200	0	2	7	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**47**	**18**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
215	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
230	0	5	2	0	0	0	0	0	0	0	1	0	0	0	0	8
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
Hourly Total	**0**	**26**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**36**
315	0	5	1	0	1	0	0	0	2	0	0	0	0	0	0	9
330	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
345	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
400	0	4	1	0	0	0	0	2	1	0	0	0	0	0	0	8
Hourly Total	**0**	**19**	**5**	**0**	**1**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
415	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
430	0	4	2	0	0	0	0	1	1	0	0	0	0	0	0	8
445	0	6	8	0	0	0	0	0	2	0	0	0	0	0	0	16
500	1	22	12	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**34**	**22**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
515	0	25	13	0	0	0	0	0	2	0	0	0	0	0	0	40
530	0	33	12	0	2	0	0	0	0	0	0	0	0	0	3	50
545	0	35	26	0	3	1	0	1	1	1	0	0	0	0	1	69
600	0	65	49	0	2	0	2	1	2	0	0	0	0	0	5	126
Hourly Total	**0**	**158**	**100**	**0**	**7**	**1**	**2**	**2**	**5**	**1**	**0**	**0**	**0**	**0**	**9**	**285**
615	1	88	48	0	7	1	0	1	4	0	0	0	0	0	2	152
630	2	129	73	2	11	2	2	4	2	1	0	0	0	0	11	239
645	1	156	79	1	13	2	1	5	1	0	0	0	0	0	15	274
700	1	195	117	0	24	5	2	2	1	0	0	0	0	0	31	378
Hourly Total	**5**	**568**	**317**	**3**	**55**	**10**	**5**	**12**	**8**	**1**	**0**	**0**	**0**	**0**	**59**	**1043**
715	5	185	116	2	16	3	3	5	4	0	0	0	0	0	26	365
730	2	240	119	0	20	1	2	8	1	0	0	0	0	0	42	435
745	2	272	133	2	20	3	3	8	0	0	0	0	1	0	21	465
800	1	310	132	2	19	6	2	5	2	1	0	0	0	0	47	527
Hourly Total	**10**	**1007**	**500**	**6**	**75**	**13**	**10**	**26**	**7**	**1**	**0**	**0**	**1**	**0**	**136**	**1792**
815	4	293	126	6	18	1	0	11	0	0	0	0	0	0	42	501
830	1	311	122	1	15	4	3	5	2	0	0	0	0	0	45	509
845	3	313	105	0	14	2	1	10	2	1	0	0	0	0	32	483
900	1	360	120	2	20	4	4	5	0	0	0	0	0	0	48	564
Hourly Total	**9**	**1277**	**473**	**9**	**67**	**11**	**8**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**167**	**2057**
915	1	278	106	0	20	4	2	1	0	0	0	0	0	0	35	447
930	2	286	91	1	20	8	2	5	4	1	0	0	1	0	30	451
945	4	288	105	0	14	5	1	3	2	0	0	0	0	0	26	448
1000	1	303	102	0	11	4	2	6	2	2	0	0	0	0	31	464
Hourly Total	**8**	**1155**	**404**	**1**	**65**	**21**	**7**	**15**	**8**	**3**	**0**	**0**	**1**	**0**	**122**	**1810**
1015	3	250	98	0	15	4	2	6	0	0	0	0	0	0	22	400
1030	1	277	103	0	14	6	3	5	1	2	0	0	0	0	25	437
1045	2	258	90	0	12	5	2	6	1	0	0	0	1	0	30	407
1100	4	271	102	0	16	6	0	8	1	0	0	0	0	0	30	438
Hourly Total	**10**	**1056**	**393**	**0**	**57**	**21**	**7**	**25**	**3**	**2**	**0**	**0**	**1**	**0**	**107**	**1682**
1115	2	290	77	1	12	3	4	3	4	1	0	0	0	0	20	417
1130	2	259	116	0	10	3	1	4	1	0	0	0	0	0	23	419
1145	1	306	94	1	9	2	6	7	2	1	0	0	0	0	28	457
1200	1	289	122	0	9	2	0	8	1	0	0	0	0	0	37	469
Hourly Total	**6**	**1144**	**409**	**2**	**40**	**10**	**11**	**22**	**8**	**2**	**0**	**0**	**0**	**0**	**108**	**1762**
1215	2	286	102	0	11	5	3	5	3	1	0	0	0	0	30	448
1230	3	260	105	0	12	2	0	3	4	1	0	0	1	0	33	424
1245	3	271	105	0	13	0	0	5	2	1	0	0	0	0	17	417
1300	4	271	97	0	16	1	5	6	1	0	0	0	0	0	32	433
Hourly Total	**12**	**1088**	**409**	**0**	**52**	**8**	**8**	**19**	**10**	**3**	**0**	**0**	**1**	**0**	**112**	**1722**
1315	3	256	97	2	10	1	0	5	1	2	0	0	0	0	24	401
1330	3	246	65	0	13	0	3	7	2	1	0	0	0	0	24	364
1345	1	243	111	0	18	3	0	4	0	1	0	0	0	0	28	409
1400	1	290	84	3	16	2	2	6	1	1	0	0	0	0	26	432
Hourly Total	**8**	**1035**	**357**	**5**	**57**	**6**	**5**	**22**	**4**	**5**	**0**	**0**	**0**	**0**	**102**	**1606**
1415	4	234	89	1	15	7	2	5	2	0	0	0	0	0	21	380
1430	3	243	77	0	8	8	3	5	1	1	0	0	0	0	21	370
1445	2	256	94	2	13	8	2	2	5	0	0	0	0	0	24	408
1500	3	232	105	0	7	8	1	4	1	0	0	0	0	0	19	380
Hourly Total	**12**	**965**	**365**	**3**	**43**	**31**	**8**	**16**	**9**	**1**	**0**	**0**	**0**	**0**	**85**	**1538**
1515	4	239	98	0	14	5	0	5	4	0	0	0	0	0	18	387
1530	0	250	73	2	10	6	0	7	0	1	0	0	0	0	19	368
1545	4	242	93	1	11	8	0	5	1	1	0	0	0	0	20	386

1600	2	207	88	0	9	4	0	4	4	1	0	0	0	0	19	338
Hourly Total	**10**	**938**	**352**	**3**	**44**	**23**	**0**	**21**	**9**	**3**	**0**	**0**	**0**	**0**	**76**	**1479**
1615	1	249	82	0	6	0	0	4	2	0	0	0	0	0	23	367
1630	2	225	77	1	16	3	0	5	3	1	0	0	0	0	20	353
1645	1	215	70	2	13	2	0	2	2	1	0	0	0	0	22	330
1700	3	186	66	0	14	3	0	4	1	0	0	0	0	0	19	296
Hourly Total	**7**	**875**	**295**	**3**	**49**	**8**	**0**	**15**	**8**	**2**	**0**	**0**	**0**	**0**	**84**	**1346**
1715	0	190	63	0	5	0	0	3	2	0	0	0	0	0	18	281
1730	1	216	71	0	8	2	0	5	2	0	0	0	0	0	18	323
1745	0	230	85	0	7	1	0	2	0	0	0	0	0	0	19	344
1800	1	263	86	0	4	1	0	2	0	0	0	0	0	0	13	370
Hourly Total	**2**	**899**	**305**	**0**	**24**	**4**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**68**	**1318**
1815	1	236	75	0	5	1	0	6	0	0	0	0	0	0	11	335
1830	2	237	64	0	2	1	0	1	0	0	0	0	0	0	16	323
1845	2	242	67	0	3	2	0	0	2	0	0	0	0	0	25	343
1900	0	209	58	0	2	0	0	3	2	0	0	0	0	0	13	287
Hourly Total	**5**	**924**	**264**	**0**	**12**	**4**	**0**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**65**	**1288**
1915	1	176	45	0	9	0	0	0	1	0	0	0	0	0	11	243
1930	1	212	28	1	2	1	0	3	2	0	0	0	0	0	20	270
1945	1	148	50	0	0	0	0	0	1	0	0	0	0	0	9	209
2000	3	117	35	0	1	0	0	2	1	0	0	0	0	0	8	167
Hourly Total	**6**	**653**	**158**	**1**	**12**	**1**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**48**	**889**
2015	1	111	35	1	3	0	0	2	0	0	0	0	0	0	0	153
2030	2	99	30	0	2	0	0	1	1	0	0	0	0	0	2	137
2045	0	93	22	0	2	1	0	0	0	0	0	0	0	0	3	121
2100	0	91	21	1	1	0	0	0	1	0	0	0	0	0	1	116
Hourly Total	**3**	**394**	**108**	**2**	**8**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**527**
2115	2	91	24	0	1	1	0	0	0	0	0	0	0	0	1	120
2130	1	66	21	0	1	1	0	1	0	0	0	0	0	0	3	94
2145	0	97	17	0	1	0	0	1	1	0	0	0	0	0	2	119
2200	0	79	21	0	0	0	0	0	0	0	0	0	0	0	4	104
Hourly Total	**3**	**333**	**83**	**0**	**3**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**437**
2215	0	74	22	0	2	1	0	1	1	0	0	0	0	0	3	104
2230	0	57	6	0	0	0	0	1	0	0	0	0	0	0	4	68
2245	0	60	23	2	1	0	0	0	1	0	0	0	0	0	8	95
2300	1	70	13	0	0	0	0	0	0	0	0	0	0	0	1	85
Hourly Total	**1**	**261**	**64**	**2**	**3**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**352**
2315	0	49	7	0	1	0	0	0	2	0	0	0	0	0	1	60
2330	1	46	7	0	1	0	0	0	0	0	0	0	0	0	0	55
2345	0	40	14	1	1	1	0	0	1	0	1	0	0	0	0	59
2400	0	44	8	0	0	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	**1**	**179**	**36**	**1**	**3**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**226**
DAILY TOTAL	**119**	**15115**	**5462**	**42**	**679**	**177**	**71**	**265**	**115**	**25**	**2**	**0**	**4**	**0**	**1382**	**23458**
Percentages	**0.5%**	**64.4%**	**23.3%**	**0.2%**	**2.9%**	**0.8%**	**0.3%**	**1.1%**	**0.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.9%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/12/2019 Start Time: 00:00
Stop Date: 4/12/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	56	16	1	0	1	0	0	1	0	1	0	0	0	1	77
30	0	52	6	0	1	0	0	0	2	0	0	0	0	0	0	61
45	0	34	10	0	1	0	0	0	1	0	0	0	0	0	0	46
100	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**0**	**178**	**38**	**1**	**2**	**1**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**226**
115	0	25	6	0	1	0	0	1	0	0	0	0	0	0	1	34
130	1	36	6	0	0	0	0	0	0	0	0	0	0	0	0	43
145	0	26	3	0	0	0	0	1	3	0	0	0	0	0	0	33
200	0	23	11	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**110**	**26**	**0**	**2**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**145**
215	0	22	9	0	1	0	0	1	0	0	0	0	0	0	0	33
230	0	17	6	0	0	0	0	0	1	0	1	0	0	0	0	25
245	0	16	4	0	1	0	0	0	1	0	0	0	0	0	0	22
300	0	11	1	0	1	0	0	0	1	0	0	0	0	0	0	14
Hourly Total	**0**	**66**	**20**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**94**
315	0	10	2	0	1	0	0	0	3	0	0	0	0	0	0	16
330	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
345	0	14	3	0	0	0	0	1	0	0	0	0	0	0	0	18
400	0	12	4	0	1	0	0	2	2	0	0	0	0	0	0	21
Hourly Total	**0**	**47**	**13**	**0**	**2**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
415	0	14	2	0	2	0	0	0	1	0	0	0	0	0	2	21
430	0	18	5	0	0	1	0	2	2	0	0	0	0	0	0	28
445	1	32	13	0	2	1	0	2	2	0	0	0	0	0	0	53
500	2	50	16	1	1	0	0	1	1	0	0	0	0	0	0	72
Hourly Total	**3**	**114**	**36**	**1**	**5**	**2**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**174**
515	1	45	20	0	1	0	0	0	3	0	0	0	0	0	0	70
530	1	63	30	0	2	0	0	0	1	0	0	0	0	0	3	100
545	0	81	41	0	4	1	0	2	3	1	0	0	0	0	2	135
600	0	104	58	1	5	1	2	1	3	0	0	0	0	0	5	180
Hourly Total	**2**	**293**	**149**	**1**	**12**	**2**	**2**	**3**	**10**	**1**	**0**	**0**	**0**	**0**	**10**	**485**
615	1	147	73	1	13	1	0	2	4	0	0	0	0	0	2	244
630	2	224	116	4	18	7	2	5	4	1	0	0	0	0	17	400
645	4	255	119	2	20	5	1	8	4	0	0	0	0	0	20	438
700	1	304	176	0	27	14	2	6	3	0	0	0	0	0	43	576
Hourly Total	**8**	**930**	**484**	**7**	**78**	**27**	**5**	**21**	**15**	**1**	**0**	**0**	**0**	**0**	**82**	**1658**
715	6	294	200	2	26	8	3	12	5	1	0	0	0	0	28	585
730	3	400	191	1	31	10	3	16	4	0	0	0	0	0	48	707
745	4	452	205	2	32	6	4	17	3	0	0	0	1	0	31	757
800	3	492	210	4	32	8	2	10	2	1	0	0	0	0	55	819
Hourly Total	**16**	**1638**	**806**	**9**	**121**	**32**	**12**	**55**	**14**	**2**	**0**	**0**	**1**	**0**	**162**	**2868**
815	4	472	231	7	24	2	1	12	0	0	0	0	0	0	57	810
830	1	479	219	2	30	8	3	10	5	0	0	0	0	0	55	812
845	3	502	189	1	29	9	1	13	2	1	0	0	0	0	54	804
900	2	515	213	3	32	9	6	11	4	0	0	0	0	0	56	851
Hourly Total	**10**	**1968**	**852**	**13**	**115**	**28**	**11**	**46**	**11**	**1**	**0**	**0**	**0**	**0**	**222**	**3277**
915	6	485	196	1	25	5	2	4	4	0	0	0	0	0	54	782
930	4	469	168	1	32	17	2	9	9	1	0	0	2	0	45	759
945	5	505	206	0	26	12	2	8	7	0	0	0	0	0	43	814
1000	1	541	198	0	24	7	2	8	2	2	0	0	0	0	52	837
Hourly Total	**16**	**2000**	**768**	**2**	**107**	**41**	**8**	**29**	**22**	**3**	**0**	**0**	**2**	**0**	**194**	**3192**
1015	3	482	189	0	28	11	3	12	3	0	0	0	0	0	36	767
1030	2	508	183	0	20	20	3	5	5	3	0	0	0	0	42	791
1045	4	532	176	0	18	10	2	11	5	0	0	0	1	0	48	807
1100	7	507	184	1	27	7	0	10	4	0	0	0	0	0	42	789
Hourly Total	**16**	**2029**	**732**	**1**	**93**	**48**	**8**	**38**	**17**	**3**	**0**	**0**	**1**	**0**	**168**	**3154**
1115	2	546	156	1	21	14	4	7	5	1	0	0	0	0	39	796
1130	4	525	197	0	18	8	2	8	5	0	0	0	0	0	47	814
1145	1	602	192	1	22	7	7	11	5	1	0	0	1	0	55	905
1200	4	535	226	0	21	7	0	14	4	0	0	0	0	0	57	868
Hourly Total	**11**	**2208**	**771**	**2**	**82**	**36**	**13**	**40**	**19**	**2**	**0**	**0**	**1**	**0**	**198**	**3383**
1215	7	560	212	0	21	10	3	7	8	1	0	0	0	0	53	882
1230	5	542	206	0	19	9	0	4	9	1	0	0	1	0	59	855
1245	5	533	214	0	28	8	0	10	5	1	0	0	1	0	41	846
1300	8	563	176	0	25	8	5	7	9	1	0	0	0	0	54	856
Hourly Total	**25**	**2198**	**808**	**0**	**93**	**35**	**8**	**28**	**31**	**4**	**0**	**0**	**2**	**0**	**207**	**3439**
1315	4	561	206	3	20	2	0	10	3	2	0	0	1	0	59	871
1330	5	528	149	0	26	7	4	12	2	1	0	0	0	0	42	776
1345	1	538	199	1	25	7	0	4	4	1	0	0	0	0	49	829
1400	3	563	174	4	28	7	2	7	2	1	0	0	0	0	43	834
Hourly Total	**13**	**2190**	**728**	**8**	**99**	**23**	**6**	**33**	**11**	**5**	**0**	**0**	**1**	**0**	**193**	**3310**
1415	5	521	185	1	23	11	3	8	5	0	0	0	0	0	51	813
1430	3	577	174	1	24	14	3	11	4	1	0	0	0	0	34	846
1445	2	546	186	4	30	13	2	9	8	0	0	0	0	0	43	843
1500	4	549	225	0	22	12	1	12	5	1	0	0	0	0	35	866
Hourly Total	**14**	**2193**	**770**	**6**	**99**	**50**	**9**	**40**	**22**	**2**	**0**	**0**	**0**	**0**	**163**	**3368**

1515	5	548	211	1	29	8	1	9	6	0	0	0	0	0	56	874
1530	0	608	185	2	27	11	0	12	3	1	0	0	0	0	48	897
1545	8	632	197	2	19	13	0	15	1	1	0	0	0	0	56	944
1600	3	586	199	3	16	6	0	11	4	1	0	0	0	0	56	885
Hourly Total	**16**	**2374**	**792**	**8**	**91**	**38**	**1**	**47**	**14**	**3**	**0**	**0**	**0**	**0**	**216**	**3600**
1615	3	614	210	0	17	3	0	15	7	0	0	0	0	0	65	934
1630	4	473	194	5	31	4	0	5	6	1	0	0	0	0	82	805
1645	4	387	164	5	33	7	1	8	3	1	0	0	0	0	89	702
1700	4	357	197	0	38	6	0	8	2	0	0	0	0	0	86	698
Hourly Total	**15**	**1831**	**765**	**10**	**119**	**20**	**1**	**36**	**18**	**2**	**0**	**0**	**0**	**0**	**322**	**3139**
1715	4	375	191	2	34	3	0	12	4	0	0	0	0	0	84	709
1730	3	412	166	0	29	2	0	14	3	0	0	0	0	0	76	705
1745	1	552	188	0	22	7	0	2	2	0	0	0	0	0	86	860
1800	3	543	161	0	14	4	1	4	3	0	0	0	0	0	22	755
Hourly Total	**11**	**1882**	**706**	**2**	**99**	**16**	**1**	**32**	**12**	**0**	**0**	**0**	**0**	**0**	**268**	**3029**
1815	2	502	162	0	10	2	0	10	0	0	0	0	0	0	27	715
1830	3	475	142	0	7	2	0	2	1	0	0	0	0	0	30	662
1845	3	435	110	0	6	3	1	0	4	0	0	0	0	0	31	593
1900	0	409	110	0	5	1	1	4	3	0	0	0	0	0	23	556
Hourly Total	**8**	**1821**	**524**	**0**	**28**	**8**	**2**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**111**	**2526**
1915	1	348	95	0	10	1	0	1	1	0	0	0	0	0	16	473
1930	4	386	72	1	4	1	0	5	2	0	0	0	0	0	29	504
1945	2	341	84	1	4	0	0	1	2	0	0	0	0	0	15	450
2000	3	265	62	0	3	0	0	3	3	0	0	0	0	0	15	354
Hourly Total	**10**	**1340**	**313**	**2**	**21**	**2**	**0**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**75**	**1781**
2015	2	297	66	2	6	2	0	2	0	0	0	0	0	0	13	390
2030	3	293	58	0	4	0	0	1	1	0	0	0	0	0	8	368
2045	1	272	48	0	4	1	0	0	2	0	0	0	0	0	10	338
2100	2	300	50	1	2	0	0	1	2	0	0	0	0	0	9	367
Hourly Total	**8**	**1162**	**222**	**3**	**16**	**3**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**1463**
2115	2	270	49	0	2	2	0	1	0	0	2	0	0	0	5	333
2130	2	224	57	0	2	1	0	1	0	0	0	0	0	0	15	302
2145	0	277	54	0	3	0	0	1	1	0	0	0	0	0	4	340
2200	3	217	55	0	1	0	0	1	0	0	0	0	0	0	7	284
Hourly Total	**7**	**988**	**215**	**0**	**8**	**3**	**0**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**31**	**1259**
2215	0	199	39	0	2	2	0	3	1	0	0	0	0	0	7	253
2230	2	163	23	0	0	0	0	2	1	0	0	0	0	0	5	196
2245	0	151	37	2	4	0	0	0	1	0	0	0	0	0	10	205
2300	1	157	37	0	1	0	0	0	0	0	0	0	0	0	3	199
Hourly Total	**3**	**670**	**136**	**2**	**7**	**2**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**25**	**853**
2315	0	114	18	0	1	2	0	0	3	0	0	0	0	0	1	139
2330	1	127	18	0	2	0	0	0	1	0	0	0	0	0	3	152
2345	2	101	27	1	1	1	0	1	1	0	1	0	0	0	0	136
2400	0	100	15	0	1	0	0	1	0	0	0	0	0	0	6	123
Hourly Total	**3**	**442**	**78**	**1**	**5**	**3**	**0**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**10**	**550**
DAILY TOTAL	**216**	**30672**	**10752**	**79**	**1307**	**420**	**87**	**500**	**267**	**29**	**5**	**0**	**8**	**0**	**2701**	**47043**
Percentages	**0.5%**	**65.2%**	**22.9%**	**0.2%**	**2.8%**	**0.9%**	**0.2%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.7%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	48	11	0	0	0	0	0	0	0	0	0	0	0	0	59
30	0	31	5	0	0	0	0	1	0	0	0	0	0	0	0	37
45	0	37	9	0	1	0	0	0	0	0	0	0	0	0	0	47
100	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**136**	**28**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**166**
115	0	27	1	0	2	0	0	0	0	0	0	0	0	0	2	32
130	0	33	5	0	1	0	0	0	1	0	0	0	0	0	0	40
145	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
200	2	23	3	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**2**	**97**	**13**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**118**
215	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
230	0	27	1	0	0	0	0	1	0	0	0	0	0	0	0	29
245	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
300	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**78**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**91**
315	0	11	5	0	0	0	0	0	1	0	0	0	0	0	2	19
330	0	17	0	0	0	0	0	0	1	0	0	0	0	0	0	18
345	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
400	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
Hourly Total	**0**	**56**	**9**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**71**
415	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
430	1	14	2	0	1	0	0	0	0	0	0	0	0	0	0	18
445	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	23
500	0	20	8	0	0	0	0	2	0	0	0	0	0	0	0	30
Hourly Total	**1**	**62**	**23**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
515	1	26	8	0	2	0	0	1	0	0	0	0	0	0	0	38
530	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
545	1	32	11	0	0	0	0	2	1	0	0	0	0	0	0	47
600	0	34	10	0	1	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	**2**	**120**	**33**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**162**
615	0	40	9	0	1	0	0	2	0	0	0	0	0	0	0	52
630	1	47	27	0	4	1	0	0	0	0	0	0	0	0	2	82
645	0	64	23	0	4	1	0	2	0	0	0	0	0	0	0	94
700	3	82	25	0	4	0	0	1	0	0	0	0	0	0	0	115
Hourly Total	**4**	**233**	**84**	**0**	**13**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**343**
715	0	64	31	0	3	4	0	4	0	0	0	0	0	0	2	108
730	1	80	34	0	8	3	0	4	0	0	0	0	0	0	3	133
745	0	110	39	0	4	4	0	2	0	0	0	0	0	0	8	167
800	1	112	40	0	3	0	0	1	0	0	0	0	0	0	9	166
Hourly Total	**2**	**366**	**144**	**0**	**18**	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**574**
815	1	143	48	0	6	1	0	5	0	0	0	0	0	0	3	207
830	1	117	57	0	7	3	0	5	1	0	0	0	0	0	6	197
845	0	172	48	0	6	1	1	4	0	0	0	0	0	0	11	243
900	0	161	55	1	4	1	0	3	1	0	0	0	0	0	7	233
Hourly Total	**2**	**593**	**208**	**1**	**23**	**6**	**1**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**27**	**880**
915	1	158	47	0	7	2	0	3	2	0	0	0	0	0	8	228
930	0	180	63	0	9	0	1	0	1	0	0	0	0	0	7	261
945	2	193	63	0	7	4	0	3	2	0	0	0	0	0	5	279
1000	2	205	52	0	4	2	0	2	2	1	0	0	0	0	6	276
Hourly Total	**5**	**736**	**225**	**0**	**27**	**8**	**1**	**8**	**7**	**1**	**0**	**0**	**0**	**0**	**26**	**1044**
1015	0	222	46	0	3	2	0	1	1	0	0	0	0	0	14	289
1030	1	226	59	0	4	2	0	2	1	0	0	0	0	0	14	309
1045	3	240	69	0	2	0	1	1	1	0	0	0	0	0	9	326
1100	2	224	58	1	6	0	0	1	0	0	0	0	0	0	16	308
Hourly Total	**6**	**912**	**232**	**1**	**15**	**4**	**1**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**53**	**1232**
1115	3	242	56	0	4	0	0	2	0	0	0	0	0	0	24	331
1130	3	262	71	0	3	0	0	3	0	0	0	0	0	0	20	362
1145	1	258	51	0	2	2	0	4	0	0	0	0	0	0	10	328
1200	3	252	61	0	3	0	0	4	1	0	0	0	0	0	12	336
Hourly Total	**10**	**1014**	**239**	**0**	**12**	**2**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**1357**
1215	3	306	72	0	4	0	0	5	0	0	0	0	0	0	17	407
1230	0	291	73	0	5	5	0	2	0	0	0	0	0	0	23	399
1245	4	271	55	0	6	1	0	3	3	0	0	0	0	0	19	362
1300	1	273	64	0	8	0	0	2	1	0	0	0	0	0	14	363
Hourly Total	**8**	**1141**	**264**	**0**	**23**	**6**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**73**	**1531**
1315	3	255	63	1	4	1	0	3	1	0	0	0	0	0	13	344
1330	4	274	60	0	6	0	0	1	0	0	0	0	0	0	14	359
1345	2	305	66	0	7	1	0	2	1	0	0	0	0	0	14	398
1400	2	286	55	0	6	0	0	3	1	0	0	0	0	0	15	368
Hourly Total	**11**	**1120**	**244**	**1**	**23**	**2**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**56**	**1469**
1415	2	286	52	1	1	0	1	2	2	0	0	0	0	0	17	364
1430	3	278	62	1	4	1	0	0	0	0	0	0	0	0	16	365
1445	1	226	61	0	5	0	0	0	1	0	0	0	0	0	10	304
1500	1	293	52	0	2	0	1	1	0	0	0	0	0	0	14	364
Hourly Total	**7**	**1083**	**227**	**2**	**12**	**1**	**2**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**57**	**1397**
1515	3	292	57	0	4	2	0	3	1	0	0	0	0	0	18	380
1530	3	281	59	0	3	0	0	4	4	0	0	0	0	0	10	364
1545	9	253	48	0	2	1	0	1	2	0	0	0	0	0	16	332

1600	2	226	66	1	5	2	0	2	1	0	0	0	0	0	18	323
Hourly Total	**17**	**1052**	**230**	**1**	**14**	**5**	**0**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**62**	**1399**
1615	1	258	60	0	2	1	0	0	0	0	0	0	0	0	18	340
1630	2	249	55	0	4	0	0	1	2	0	0	0	0	0	4	317
1645	0	278	55	0	8	1	0	1	0	0	0	0	0	0	23	366
1700	3	294	57	1	3	0	0	1	3	0	0	0	0	0	17	379
Hourly Total	**6**	**1079**	**227**	**1**	**17**	**2**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**62**	**1402**
1715	1	254	55	0	1	0	0	2	0	0	0	0	0	0	13	326
1730	0	216	60	0	0	0	0	1	0	0	0	0	0	0	7	284
1745	3	179	57	0	4	1	0	0	0	0	0	0	0	0	9	253
1800	0	209	39	0	2	0	0	0	1	0	0	0	0	0	8	259
Hourly Total	**4**	**858**	**211**	**0**	**7**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**37**	**1122**
1815	1	207	34	0	0	1	0	2	1	0	0	0	0	0	9	255
1830	2	216	48	0	3	0	0	0	2	0	0	0	0	0	19	290
1845	1	210	41	0	1	0	0	0	0	0	0	0	0	0	8	261
1900	0	174	33	0	2	1	0	1	0	0	0	0	0	0	15	226
Hourly Total	**4**	**807**	**156**	**0**	**6**	**2**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**51**	**1032**
1915	1	182	34	0	0	1	0	3	0	0	0	0	0	0	10	231
1930	2	185	22	0	1	0	0	1	2	0	0	0	0	0	9	222
1945	0	162	36	0	2	1	0	0	0	0	0	0	0	0	5	206
2000	0	160	29	0	1	1	0	1	1	0	0	0	0	0	2	195
Hourly Total	**3**	**689**	**121**	**0**	**4**	**3**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**26**	**854**
2015	1	165	42	0	3	0	0	0	0	0	0	0	0	0	4	215
2030	0	199	30	0	1	0	0	0	0	0	0	0	0	0	9	239
2045	2	169	31	0	1	0	0	0	0	0	0	0	0	0	6	209
2100	3	169	29	1	3	1	0	2	0	0	0	0	0	0	6	214
Hourly Total	**6**	**702**	**132**	**1**	**8**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**877**
2115	0	187	29	0	1	1	0	1	0	0	0	0	0	0	8	227
2130	0	163	28	0	2	0	0	1	1	0	0	0	0	0	1	196
2145	1	190	43	0	0	0	0	0	0	0	0	0	0	0	10	244
2200	0	133	21	0	0	0	0	0	1	0	0	0	0	0	3	158
Hourly Total	**1**	**673**	**121**	**0**	**3**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	**825**
2215	1	114	24	0	2	1	0	0	1	0	0	0	0	0	4	147
2230	0	118	22	0	2	0	0	0	0	0	0	0	0	0	1	143
2245	3	92	17	0	1	0	0	0	0	0	0	0	0	0	7	120
2300	5	73	12	0	0	0	0	0	0	0	0	0	0	0	1	91
Hourly Total	**9**	**397**	**75**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**501**
2315	1	88	13	0	0	1	0	0	0	0	0	0	0	0	7	110
2330	1	80	8	0	1	0	0	0	0	0	0	0	0	0	0	90
2345	1	63	18	0	0	1	0	0	0	0	0	0	0	0	1	84
2400	3	41	12	0	0	0	0	0	1	0	0	0	0	0	0	57
Hourly Total	**6**	**272**	**51**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**341**
DAILY TOTAL	**116**	**14276**	**3309**	**8**	**239**	**60**	**5**	**118**	**53**	**1**	**0**	**0**	**0**	**0**	**692**	**18877**
Percentages	**0.6%**	**75.6%**	**17.5%**	**0.0%**	**1.3%**	**0.3%**	**0.0%**	**0.6%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.7%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	50
30	0	31	5	0	2	0	0	0	0	0	0	0	0	0	0	38
45	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
100	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**108**	**28**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
115	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
130	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
145	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
200	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**58**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
215	1	11	2	0	0	0	0	0	1	0	0	0	0	0	0	15
230	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
245	0	14	3	0	1	0	0	0	1	0	0	0	0	0	0	19
300	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
Hourly Total	**1**	**48**	**8**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**62**
315	0	6	5	0	0	0	0	0	1	0	0	0	0	0	0	12
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
400	0	6	1	0	1	0	0	2	0	0	0	0	0	0	0	10
Hourly Total	**0**	**25**	**9**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
415	0	3	2	0	1	0	0	0	2	0	0	0	0	0	0	8
430	0	4	5	0	2	0	0	2	0	0	0	0	0	0	0	13
445	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
500	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**24**	**15**	**0**	**4**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
515	1	11	3	0	0	0	0	0	1	0	0	0	0	0	0	16
530	0	16	4	0	2	0	0	1	0	0	0	0	0	0	0	23
545	0	16	12	0	0	0	0	1	0	0	0	0	0	0	0	29
600	0	35	14	0	0	0	0	3	0	0	0	0	0	0	1	53
Hourly Total	**1**	**78**	**33**	**0**	**2**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**121**
615	0	31	24	0	1	0	0	0	0	0	0	0	0	0	0	56
630	0	49	21	0	4	0	0	2	1	0	0	0	0	0	0	77
645	0	62	27	0	4	0	0	0	0	0	0	0	0	0	1	94
700	0	92	45	0	4	0	0	2	2	0	0	0	0	0	3	148
Hourly Total	**0**	**234**	**117**	**0**	**13**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**375**
715	0	69	37	1	11	1	0	5	2	0	0	0	0	0	7	133
730	2	99	38	0	7	1	0	1	1	0	0	0	0	0	2	151
745	2	141	56	0	7	2	0	3	0	0	0	0	0	0	6	217
800	1	152	71	0	10	1	0	7	0	0	0	0	0	0	11	253
Hourly Total	**5**	**461**	**202**	**1**	**35**	**5**	**0**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**26**	**754**
815	2	132	61	0	7	0	0	2	1	0	0	0	0	0	6	211
830	0	174	63	0	9	1	1	1	0	0	0	0	0	0	8	257
845	1	190	47	0	5	2	0	4	1	0	0	0	0	0	10	260
900	3	207	59	0	11	0	0	0	0	0	0	0	0	0	10	290
Hourly Total	**6**	**703**	**230**	**0**	**32**	**3**	**1**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**34**	**1018**
915	3	223	67	0	4	2	0	3	1	0	0	0	0	0	14	317
930	2	241	57	0	8	2	1	3	1	0	0	0	0	0	12	327
945	2	248	77	0	11	0	0	8	1	0	0	0	0	0	18	365
1000	3	278	82	0	4	3	0	5	0	0	0	0	0	0	23	398
Hourly Total	**10**	**990**	**283**	**0**	**27**	**7**	**1**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**67**	**1407**
1015	4	252	70	0	5	2	0	2	0	0	0	0	0	0	12	347
1030	1	245	78	0	7	3	1	3	0	0	0	0	0	0	19	357
1045	1	293	64	0	7	0	0	3	0	0	0	0	0	0	17	385
1100	1	307	78	0	7	1	0	7	1	0	0	0	0	0	18	420
Hourly Total	**7**	**1097**	**290**	**0**	**26**	**6**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**1509**
1115	1	277	95	0	5	3	0	7	0	0	0	0	0	0	29	417
1130	2	277	93	0	8	0	0	2	0	0	0	0	0	0	15	397
1145	2	309	84	0	2	2	0	5	1	0	0	0	0	0	13	418
1200	5	275	89	0	10	1	0	2	1	0	0	0	0	0	26	409
Hourly Total	**10**	**1138**	**361**	**0**	**25**	**6**	**0**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**83**	**1641**
1215	4	310	80	0	6	1	0	6	0	0	0	0	0	0	16	423
1230	3	277	94	0	8	9	0	6	1	0	0	0	0	0	29	427
1245	0	297	71	0	8	2	0	3	0	0	0	0	0	0	22	403
1300	7	303	73	0	5	2	0	4	1	0	0	0	0	0	20	415
Hourly Total	**14**	**1187**	**318**	**0**	**27**	**14**	**0**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**87**	**1668**
1315	6	260	64	1	6	0	1	4	2	0	0	0	0	0	19	363
1330	5	273	76	0	2	1	0	3	1	1	0	0	0	0	14	376
1345	2	275	72	0	3	0	0	2	1	0	0	0	0	0	18	373
1400	2	260	50	1	5	3	0	5	2	0	0	0	0	0	20	348
Hourly Total	**15**	**1068**	**262**	**2**	**16**	**4**	**1**	**14**	**6**	**1**	**0**	**0**	**0**	**0**	**71**	**1460**
1415	1	242	59	0	2	2	0	3	0	0	0	0	0	0	21	330
1430	4	228	60	2	7	0	0	3	0	0	0	0	0	0	12	316
1445	2	221	67	0	7	2	0	5	1	0	0	0	0	0	20	325
1500	2	277	60	0	6	0	0	0	1	0	0	0	0	0	24	370
Hourly Total	**9**	**968**	**246**	**2**	**22**	**4**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**77**	**1341**

1515	4	248	71	0	10	3	0	5	1	0	0	0	0	0	70	412
1530	2	239	47	0	5	0	0	3	1	0	0	0	0	0	15	312
1545	1	218	64	0	3	1	0	0	2	0	0	0	0	0	19	308
1600	0	193	67	0	4	0	0	2	1	0	0	0	0	0	19	286
Hourly Total	**7**	**898**	**249**	**0**	**22**	**4**	**0**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**123**	**1318**
1615	1	202	55	1	3	1	0	5	1	0	0	0	0	0	13	282
1630	5	191	59	0	3	0	0	5	0	0	0	0	0	0	10	273
1645	0	221	79	1	6	0	0	3	2	0	0	0	0	0	20	332
1700	0	203	51	0	2	0	0	4	0	0	0	0	0	0	27	287
Hourly Total	**6**	**817**	**244**	**2**	**14**	**1**	**0**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**70**	**1174**
1715	1	211	55	0	2	1	1	0	0	0	0	0	0	0	20	291
1730	1	231	48	0	5	2	0	2	0	0	0	0	0	0	13	302
1745	3	190	50	0	2	1	0	1	2	0	0	0	0	0	10	259
1800	4	171	53	0	2	0	0	6	1	0	0	0	0	0	12	249
Hourly Total	**9**	**803**	**206**	**0**	**11**	**4**	**1**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**55**	**1101**
1815	2	165	53	0	5	1	0	2	1	0	0	0	0	0	4	233
1830	3	178	52	0	1	0	0	0	1	0	0	0	0	0	15	250
1845	1	175	47	0	3	0	0	0	0	0	0	0	0	0	5	231
1900	2	197	45	0	6	0	0	0	0	0	0	0	0	0	7	257
Hourly Total	**8**	**715**	**197**	**0**	**15**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**31**	**971**
1915	0	148	32	0	5	0	0	1	1	0	0	0	0	0	6	193
1930	0	186	37	0	2	0	0	0	3	0	0	0	0	0	8	236
1945	1	122	32	0	3	0	0	2	0	0	0	0	0	0	4	164
2000	1	131	39	0	3	0	0	0	0	0	0	0	0	0	5	179
Hourly Total	**2**	**587**	**140**	**0**	**13**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**23**	**772**
2015	0	101	29	0	3	0	0	0	0	0	0	0	0	0	3	136
2030	0	107	27	0	2	0	0	0	1	0	0	0	0	0	5	142
2045	1	105	24	0	2	1	0	0	1	0	0	0	0	0	2	136
2100	1	90	24	0	0	1	0	0	0	0	0	0	0	0	3	119
Hourly Total	**2**	**403**	**104**	**0**	**7**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**533**
2115	0	113	33	0	0	0	0	2	1	0	0	0	0	0	5	154
2130	0	88	21	0	0	0	0	0	0	0	0	0	0	0	3	112
2145	1	106	27	0	0	0	0	0	1	0	0	0	0	0	3	138
2200	0	82	20	0	3	1	0	0	1	0	0	0	0	0	7	114
Hourly Total	**1**	**389**	**101**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**518**
2215	2	89	22	0	2	0	0	0	0	0	0	0	0	0	3	118
2230	1	68	24	0	0	0	0	0	0	0	0	0	0	0	4	97
2245	0	59	17	0	2	0	0	2	0	0	0	0	0	0	4	84
2300	0	55	12	0	0	1	0	0	0	0	0	0	0	0	0	68
Hourly Total	**3**	**271**	**75**	**0**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**367**
2315	0	69	9	0	0	0	0	1	0	0	0	0	0	0	0	79
2330	0	39	10	0	1	0	0	1	0	0	0	0	0	0	2	53
2345	0	38	8	0	1	0	0	0	0	0	0	0	0	0	0	47
2400	1	36	10	0	0	0	0	0	1	0	0	0	0	0	0	48
Hourly Total	**1**	**182**	**37**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**227**
DAILY TOTAL	**117**	**13252**	**3765**	**7**	**327**	**63**	**5**	**177**	**54**	**1**	**0**	**0**	**0**	**0**	**862**	**18630**
Percentages	**0.6%**	**71.1%**	**20.2%**	**0.0%**	**1.8%**	**0.3%**	**0.0%**	**1.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.6%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	87	22	0	0	0	0	0	0	0	0	0	0	0	0	109
30	0	62	10	0	2	0	0	1	0	0	0	0	0	0	0	75
45	0	58	15	0	2	0	0	0	0	0	0	0	0	0	0	75
100	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	**0**	**244**	**56**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**
115	0	50	5	0	2	0	0	0	0	0	0	0	0	0	2	59
130	0	50	5	0	1	0	0	0	1	0	0	0	0	0	0	57
145	0	24	7	0	1	0	0	0	0	0	0	0	0	0	0	32
200	2	31	6	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	**2**	**155**	**23**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**187**
215	1	26	6	0	0	0	0	0	1	0	0	0	0	0	0	34
230	0	40	4	0	1	0	0	1	0	0	0	0	0	0	0	46
245	0	26	7	0	1	0	0	0	1	0	0	0	0	0	0	35
300	0	34	3	0	0	0	0	0	1	0	0	0	0	0	0	38
Hourly Total	**1**	**126**	**20**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**153**
315	0	17	10	0	0	0	0	0	2	0	0	0	0	0	2	31
330	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	21
345	0	24	5	0	0	0	0	0	1	0	0	0	0	0	0	30
400	0	20	3	0	1	0	0	2	1	0	0	0	0	0	0	27
Hourly Total	**0**	**81**	**18**	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**109**
415	0	16	7	0	1	0	0	0	2	0	0	0	0	0	0	26
430	1	18	7	0	3	0	0	2	0	0	0	0	0	0	0	31
445	0	19	12	0	0	0	0	0	0	0	0	0	0	0	0	31
500	0	33	12	0	1	0	0	2	0	0	0	0	0	0	0	48
Hourly Total	**1**	**86**	**38**	**0**	**5**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**136**
515	2	37	11	0	2	0	0	1	1	0	0	0	0	0	0	54
530	0	44	8	0	2	0	0	1	0	0	0	0	0	0	0	55
545	1	48	23	0	0	0	0	3	1	0	0	0	0	0	0	76
600	0	69	24	0	1	0	0	3	0	0	0	0	0	0	1	98
Hourly Total	**3**	**198**	**66**	**0**	**5**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**283**
615	0	71	33	0	2	0	0	2	0	0	0	0	0	0	0	108
630	1	96	48	0	8	1	0	2	1	0	0	0	0	0	2	159
645	0	126	50	0	8	1	0	2	0	0	0	0	0	0	1	188
700	3	174	70	0	8	0	0	3	2	0	0	0	0	0	3	263
Hourly Total	**4**	**467**	**201**	**0**	**26**	**2**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**718**
715	0	133	68	1	14	5	0	9	2	0	0	0	0	0	9	241
730	3	179	72	0	15	4	0	5	1	0	0	0	0	0	5	284
745	2	251	95	0	11	6	0	5	0	0	0	0	0	0	14	384
800	2	264	111	0	13	1	0	8	0	0	0	0	0	0	20	419
Hourly Total	**7**	**827**	**346**	**1**	**53**	**16**	**0**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**48**	**1328**
815	3	275	109	0	13	1	0	7	1	0	0	0	0	0	9	418
830	1	291	120	0	16	4	1	6	1	0	0	0	0	0	14	454
845	1	362	95	0	11	3	1	8	1	0	0	0	0	0	21	503
900	3	368	114	1	15	1	0	3	1	0	0	0	0	0	17	523
Hourly Total	**8**	**1296**	**438**	**1**	**55**	**9**	**2**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**61**	**1898**
915	4	381	114	0	11	4	0	6	3	0	0	0	0	0	22	545
930	2	421	120	0	17	2	2	3	2	0	0	0	0	0	19	588
945	4	441	140	0	18	4	0	11	3	0	0	0	0	0	23	644
1000	5	483	134	0	8	5	0	7	2	1	0	0	0	0	29	674
Hourly Total	**15**	**1726**	**508**	**0**	**54**	**15**	**2**	**27**	**10**	**1**	**0**	**0**	**0**	**0**	**93**	**2451**
1015	4	474	116	0	8	4	0	3	1	0	0	0	0	0	26	636
1030	2	471	137	0	11	5	1	5	1	0	0	0	0	0	33	666
1045	4	533	133	0	9	0	1	4	1	0	0	0	0	0	26	711
1100	3	531	136	1	13	1	0	8	1	0	0	0	0	0	34	728
Hourly Total	**13**	**2009**	**522**	**1**	**41**	**10**	**2**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**119**	**2741**
1115	4	519	151	0	9	3	0	9	0	0	0	0	0	0	53	748
1130	5	539	164	0	11	0	0	5	0	0	0	0	0	0	35	759
1145	3	567	135	0	4	4	0	9	1	0	0	0	0	0	23	746
1200	8	527	150	0	13	1	0	6	2	0	0	0	0	0	38	745
Hourly Total	**20**	**2152**	**600**	**0**	**37**	**8**	**0**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**149**	**2998**
1215	7	616	152	0	10	1	0	11	0	0	0	0	0	0	33	830
1230	3	568	167	0	13	14	0	8	1	0	0	0	0	0	52	826
1245	4	568	126	0	14	3	0	6	3	0	0	0	0	0	41	765
1300	8	576	137	0	13	2	0	6	2	0	0	0	0	0	34	778
Hourly Total	**22**	**2328**	**582**	**0**	**50**	**20**	**0**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**160**	**3199**
1315	9	515	127	2	10	1	1	7	3	0	0	0	0	0	32	707
1330	9	547	136	0	8	1	0	4	1	1	0	0	0	0	28	735
1345	4	580	138	0	10	1	0	4	2	0	0	0	0	0	32	771
1400	4	546	105	1	11	3	0	8	3	0	0	0	0	0	35	716
Hourly Total	**26**	**2188**	**506**	**3**	**39**	**6**	**1**	**23**	**9**	**1**	**0**	**0**	**0**	**0**	**127**	**2929**
1415	3	528	111	1	3	2	1	5	2	0	0	0	0	0	38	694
1430	7	506	122	3	11	1	0	3	0	0	0	0	0	0	28	681
1445	3	447	128	0	12	2	0	5	2	0	0	0	0	0	30	629
1500	3	570	112	0	8	0	1	1	1	0	0	0	0	0	38	734
Hourly Total	**16**	**2051**	**473**	**4**	**34**	**5**	**2**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**134**	**2738**

1515	7	540	128	0	14	5	0	8	2	0	0	0	0	0	88	792
1530	5	520	106	0	8	0	0	7	5	0	0	0	0	0	25	676
1545	10	471	112	0	5	2	0	1	4	0	0	0	0	0	35	640
1600	2	419	133	1	9	2	0	4	2	0	0	0	0	0	37	609
Hourly Total	**24**	**1950**	**479**	**1**	**36**	**9**	**0**	**20**	**13**	**0**	**0**	**0**	**0**	**0**	**185**	**2717**
1615	2	460	115	1	5	2	0	5	1	0	0	0	0	0	31	622
1630	7	440	114	0	7	0	0	6	2	0	0	0	0	0	14	590
1645	0	499	134	1	14	1	0	4	2	0	0	0	0	0	43	698
1700	3	497	108	1	5	0	0	5	3	0	0	0	0	0	44	666
Hourly Total	**12**	**1896**	**471**	**3**	**31**	**3**	**0**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**132**	**2576**
1715	2	465	110	0	3	1	1	2	0	0	0	0	0	0	33	617
1730	1	447	108	0	5	2	0	3	0	0	0	0	0	0	20	586
1745	6	369	107	0	6	2	0	1	2	0	0	0	0	0	19	512
1800	4	380	92	0	4	0	0	6	2	0	0	0	0	0	20	508
Hourly Total	**13**	**1661**	**417**	**0**	**18**	**5**	**1**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**92**	**2223**
1815	3	372	87	0	5	2	0	4	2	0	0	0	0	0	13	488
1830	5	394	100	0	4	0	0	0	3	0	0	0	0	0	34	540
1845	2	385	88	0	4	0	0	0	0	0	0	0	0	0	13	492
1900	2	371	78	0	8	1	0	1	0	0	0	0	0	0	22	483
Hourly Total	**12**	**1522**	**353**	**0**	**21**	**3**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**82**	**2003**
1915	1	330	66	0	5	1	0	4	1	0	0	0	0	0	16	424
1930	2	371	59	0	3	0	0	1	5	0	0	0	0	0	17	458
1945	1	284	68	0	5	1	0	2	0	0	0	0	0	0	9	370
2000	1	291	68	0	4	1	0	1	1	0	0	0	0	0	7	374
Hourly Total	**5**	**1276**	**261**	**0**	**17**	**3**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**49**	**1626**
2015	1	266	71	0	6	0	0	0	0	0	0	0	0	0	7	351
2030	0	306	57	0	3	0	0	0	1	0	0	0	0	0	14	381
2045	3	274	55	0	3	1	0	0	1	0	0	0	0	0	8	345
2100	4	259	53	1	3	2	0	2	0	0	0	0	0	0	9	333
Hourly Total	**8**	**1105**	**236**	**1**	**15**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**38**	**1410**
2115	0	300	62	0	1	1	0	3	1	0	0	0	0	0	13	381
2130	0	251	49	0	2	0	0	1	1	0	0	0	0	0	4	308
2145	2	296	70	0	0	0	0	0	1	0	0	0	0	0	13	382
2200	0	215	41	0	3	1	0	0	2	0	0	0	0	0	10	272
Hourly Total	**2**	**1062**	**222**	**0**	**6**	**2**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**1343**
2215	3	203	46	0	4	1	0	0	1	0	0	0	0	0	7	265
2230	1	186	46	0	2	0	0	0	0	0	0	0	0	0	5	240
2245	3	151	34	0	3	0	0	2	0	0	0	0	0	0	11	204
2300	5	128	24	0	0	1	0	0	0	0	0	0	0	0	1	159
Hourly Total	**12**	**668**	**150**	**0**	**9**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**868**
2315	1	157	22	0	0	1	0	1	0	0	0	0	0	0	7	189
2330	1	119	18	0	2	0	0	1	0	0	0	0	0	0	2	143
2345	1	101	26	0	1	1	0	0	0	0	0	0	0	0	1	131
2400	4	77	22	0	0	0	0	0	2	0	0	0	0	0	0	105
Hourly Total	**7**	**454**	**88**	**0**	**3**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**568**
DAILY TOTAL	**233**	**27528**	**7074**	**15**	**566**	**123**	**10**	**295**	**107**	**2**	**0**	**0**	**0**	**0**	**1554**	**37507**
Percentages	**0.6%**	**73.4%**	**18.9%**	**0.0%**	**1.5%**	**0.3%**	**0.0%**	**0.8%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.1%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	2	51	10	0	0	0	0	0	0	0	0	0	0	0	0	63
30	0	38	3	0	1	0	0	0	0	0	0	0	0	0	1	43
45	0	38	8	0	0	0	0	0	0	0	0	0	0	0	1	47
100	2	35	5	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**4**	**162**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**195**
115	0	53	1	0	0	0	0	0	1	0	0	0	0	0	0	55
130	1	40	3	0	0	0	0	0	0	0	0	0	0	0	0	44
145	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
200	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	**1**	**148**	**16**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**167**
215	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
230	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
245	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
300	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	**0**	**89**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**
315	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
330	0	12	3	0	0	0	0	0	1	0	0	0	0	0	0	16
345	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
400	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**69**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
415	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
430	0	13	2	0	0	0	0	0	1	0	0	0	0	0	0	16
445	0	12	4	0	0	0	0	1	0	0	0	0	0	0	0	17
500	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	**1**	**57**	**16**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**76**
515	0	18	3	0	0	0	0	0	0	0	0	0	0	0	1	22
530	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
545	0	28	2	0	1	0	0	0	0	0	0	0	0	0	0	31
600	1	23	6	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	**1**	**89**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**106**
615	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
630	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
645	0	28	7	0	0	0	0	0	1	0	0	0	0	0	1	37
700	1	35	10	1	3	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	**1**	**118**	**24**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**149**
715	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	50
730	0	56	11	0	1	0	0	0	0	0	0	0	0	0	0	68
745	2	66	17	0	2	0	0	0	0	0	0	0	0	0	0	87
800	0	90	17	0	1	0	1	0	1	0	0	0	0	0	1	111
Hourly Total	**2**	**257**	**50**	**0**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**316**
815	0	83	22	0	1	0	0	1	0	0	0	0	0	0	0	107
830	0	109	27	0	1	0	0	0	0	0	0	0	0	0	3	140
845	4	159	29	0	0	0	0	1	0	0	0	0	0	0	8	201
900	3	150	24	0	4	0	0	2	0	0	0	0	0	0	3	186
Hourly Total	**7**	**501**	**102**	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**634**
915	3	176	36	0	1	1	0	1	1	0	0	0	0	0	3	222
930	1	163	31	0	2	0	0	0	1	0	0	0	0	0	6	204
945	0	174	31	0	2	0	0	0	0	0	0	0	0	0	10	217
1000	0	157	39	0	2	0	0	1	1	0	0	0	0	0	3	203
Hourly Total	**4**	**670**	**137**	**0**	**7**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**22**	**846**
1015	0	226	56	0	0	0	0	0	1	0	0	0	0	0	13	296
1030	0	215	52	0	1	0	0	0	0	0	0	0	0	0	9	277
1045	0	254	45	0	1	0	0	0	0	0	0	0	0	0	16	316
1100	1	262	55	0	1	1	1	3	0	0	0	0	0	0	14	338
Hourly Total	**1**	**957**	**208**	**0**	**3**	**1**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**52**	**1227**
1115	0	186	54	0	3	0	0	1	0	0	0	0	0	0	17	261
1130	2	232	58	2	5	0	0	0	0	1	0	0	0	0	6	306
1145	3	220	39	0	2	1	0	1	0	0	0	0	0	0	13	279
1200	0	216	53	0	0	0	0	0	0	0	0	0	0	0	6	275
Hourly Total	**5**	**854**	**204**	**2**	**10**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**42**	**1121**
1215	2	289	39	0	3	0	0	1	0	0	0	0	0	0	15	349
1230	1	302	63	0	3	0	1	2	0	0	0	0	0	0	10	382
1245	1	262	49	0	3	1	0	0	0	0	0	0	0	0	14	330
1300	1	310	62	0	1	0	0	2	0	0	0	0	0	0	16	392
Hourly Total	**5**	**1163**	**213**	**0**	**10**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**1453**
1315	0	247	36	0	5	0	0	1	1	0	0	0	0	0	8	298
1330	0	249	47	0	4	0	0	0	1	0	0	0	0	0	7	308
1345	1	194	49	0	3	0	0	0	1	0	0	0	0	0	7	255
1400	2	192	33	0	1	1	0	0	1	0	0	0	0	0	6	236
Hourly Total	**3**	**882**	**165**	**0**	**13**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**28**	**1097**
1415	1	179	44	0	4	0	0	1	0	0	0	0	0	0	4	233
1430	1	206	47	0	2	0	1	0	0	0	0	0	0	0	6	263
1445	7	219	39	0	0	0	0	1	0	0	0	0	0	0	7	273
1500	2	206	42	0	5	0	0	1	0	0	0	0	0	0	2	258
Hourly Total	**11**	**810**	**172**	**0**	**11**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**1027**
1515	2	257	51	0	7	0	0	3	0	0	0	0	0	0	13	333
1530	5	249	48	0	4	0	0	1	0	0	0	0	0	0	13	320
1545	1	239	50	0	3	0	0	1	1	0	0	0	0	0	12	307

1600	0	269	46	0	4	0	0	2	0	0	0	0	0	0	7	328
Hourly Total	**8**	**1014**	**195**	**0**	**18**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**45**	**1288**
1615	1	262	49	0	3	1	0	0	0	0	0	0	0	0	8	324
1630	3	211	56	0	0	1	0	0	0	0	0	0	0	0	12	283
1645	0	198	43	0	3	0	0	1	0	0	0	0	0	0	8	253
1700	1	155	44	0	0	2	0	0	1	0	0	0	0	0	1	204
Hourly Total	**5**	**826**	**192**	**0**	**6**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**1064**
1715	1	203	33	0	2	0	0	1	0	0	0	0	0	0	11	251
1730	1	209	45	0	2	0	0	1	0	0	0	0	0	0	3	261
1745	3	187	41	0	3	0	0	3	0	0	0	0	0	0	2	239
1800	1	184	31	1	0	0	0	0	0	0	0	0	0	0	4	221
Hourly Total	**6**	**783**	**150**	**1**	**7**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**972**
1815	0	230	38	0	1	0	0	0	0	0	0	0	0	0	10	279
1830	3	206	35	0	2	0	0	0	0	0	0	0	0	0	6	252
1845	3	163	25	0	0	0	0	0	0	0	0	0	0	0	13	204
1900	3	170	34	0	0	0	0	0	0	0	0	0	0	0	8	215
Hourly Total	**9**	**769**	**132**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**950**
1915	0	155	33	0	0	0	0	0	0	0	0	0	0	0	0	188
1930	0	139	32	0	0	2	0	0	0	0	0	0	0	0	8	181
1945	1	144	32	0	3	0	0	1	0	0	0	0	0	0	4	185
2000	3	150	20	1	3	1	0	0	1	0	0	0	0	0	5	184
Hourly Total	**4**	**588**	**117**	**1**	**6**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**738**
2015	1	151	25	0	1	1	0	0	0	0	0	0	0	0	12	191
2030	1	157	37	0	1	0	0	1	0	0	0	0	0	0	8	205
2045	2	136	28	0	1	0	0	1	0	0	0	0	0	0	6	174
2100	2	104	24	0	0	0	0	1	0	0	0	0	0	0	3	134
Hourly Total	**6**	**548**	**114**	**0**	**3**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**704**
2115	0	110	25	0	1	0	0	0	0	0	1	0	0	0	2	139
2130	0	81	26	0	0	0	0	0	0	0	0	0	0	0	1	108
2145	0	94	19	0	2	0	0	1	0	0	0	0	0	0	3	119
2200	2	60	11	0	0	0	0	0	1	0	0	0	0	0	2	76
Hourly Total	**2**	**345**	**81**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**8**	**442**
2215	0	78	12	0	1	0	0	0	0	0	0	0	0	0	2	93
2230	1	69	14	0	2	0	0	1	0	0	0	0	0	0	3	90
2245	0	50	14	0	0	0	0	0	0	0	0	0	0	0	0	64
2300	0	49	6	0	0	0	0	0	0	0	0	0	0	0	2	57
Hourly Total	**1**	**246**	**46**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**304**
2315	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	36
2330	0	34	1	0	0	0	0	0	0	0	0	0	0	0	0	35
2345	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
2400	0	20	2	0	3	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	**0**	**104**	**14**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**122**
DAILY TOTAL	**87**	**12049**	**2414**	**5**	**123**	**13**	**4**	**40**	**17**	**1**	**1**	**0**	**0**	**0**	**429**	**15183**
Percentages	**0.6%**	**79.4%**	**15.9%**	**0.0%**	**0.8%**	**0.1%**	**0.0%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.8%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
30	1	30	10	0	0	0	0	0	0	0	0	0	0	0	0	41
45	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
100	0	19	8	0	0	0	0	0	0	0	0	0	0	0	2	29
Hourly Total	**1**	**102**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**136**
115	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	20	4	0	0	0	0	1	0	0	0	0	0	0	0	25
145	0	22	4	0	1	0	0	0	0	0	0	0	0	0	2	29
200	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**67**	**12**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**84**
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	17	5	0	0	0	0	0	0	0	0	0	0	0	1	23
300	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**46**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**55**
315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
345	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
400	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	**0**	**35**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
415	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
430	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	9
445	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
500	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	**0**	**24**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
515	0	15	2	0	0	0	0	0	0	0	0	0	0	0	1	18
530	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
545	0	18	7	0	0	0	0	0	1	0	0	0	0	0	0	26
600	0	35	8	0	1	0	0	0	1	0	0	0	0	0	1	46
Hourly Total	**0**	**87**	**20**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**112**
615	0	30	5	0	1	0	0	0	0	0	0	0	0	0	1	37
630	0	25	9	0	0	0	0	0	0	0	0	0	0	0	0	34
645	1	43	20	0	0	0	0	0	0	0	0	0	0	0	0	64
700	0	85	14	0	1	0	0	2	1	0	0	0	0	0	0	103
Hourly Total	**1**	**183**	**48**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**238**
715	1	105	24	0	1	0	0	0	0	0	0	0	0	0	5	136
730	2	131	15	0	1	1	0	0	0	0	0	0	0	0	3	153
745	0	87	24	0	0	0	0	0	0	0	0	0	0	0	2	113
800	2	117	28	0	1	0	0	1	0	0	0	0	0	0	2	151
Hourly Total	**5**	**440**	**91**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**553**
815	3	88	31	0	2	0	0	1	0	0	0	0	0	0	4	129
830	2	165	28	0	2	0	0	1	0	0	0	0	0	0	3	201
845	0	159	43	0	2	0	0	0	1	0	0	0	0	0	17	222
900	0	209	51	0	3	1	0	1	1	0	0	0	0	0	8	274
Hourly Total	**5**	**621**	**153**	**0**	**9**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**32**	**826**
915	0	224	47	0	4	0	1	2	0	0	0	0	0	0	9	287
930	4	185	58	0	6	1	0	1	0	0	0	0	0	0	9	264
945	0	169	50	0	2	1	0	1	0	0	0	0	0	0	5	228
1000	0	205	52	0	6	0	0	0	0	0	0	0	0	0	10	273
Hourly Total	**4**	**783**	**207**	**0**	**18**	**2**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**1052**
1015	1	155	52	0	2	0	0	1	0	0	0	0	0	0	10	221
1030	0	221	53	0	4	2	0	4	0	0	0	0	0	0	18	302
1045	2	245	52	0	3	2	0	6	0	0	0	0	0	0	19	329
1100	0	232	49	0	3	0	0	1	0	0	0	0	0	0	14	299
Hourly Total	**3**	**853**	**206**	**0**	**12**	**4**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**1151**
1115	2	241	60	1	2	0	0	1	0	0	0	0	0	0	19	326
1130	0	225	55	0	3	1	0	2	0	0	0	0	0	0	19	305
1145	1	203	54	0	1	0	0	3	1	0	0	0	0	0	8	271
1200	5	216	51	0	2	2	0	1	0	0	0	0	0	0	20	297
Hourly Total	**8**	**885**	**220**	**1**	**8**	**3**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**1199**
1215	1	233	50	0	4	2	0	4	0	0	0	0	0	0	16	310
1230	1	221	75	0	5	0	0	1	0	0	0	0	0	0	13	316
1245	2	232	59	0	3	0	0	1	1	0	0	0	0	0	14	312
1300	2	191	67	0	6	0	0	1	1	0	0	0	0	0	15	283
Hourly Total	**6**	**877**	**251**	**0**	**18**	**2**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**58**	**1221**
1315	0	208	64	0	3	0	0	4	0	0	0	0	0	0	17	296
1330	2	199	48	0	2	1	0	4	0	0	0	0	0	0	8	264
1345	1	251	57	0	2	2	0	3	0	0	0	0	0	0	29	345
1400	0	196	53	0	1	0	0	0	0	0	0	0	0	0	16	266
Hourly Total	**3**	**854**	**222**	**0**	**8**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**1171**
1415	0	191	42	0	4	1	0	1	0	0	0	0	0	0	12	251
1430	2	166	45	0	3	0	0	3	0	0	0	0	0	0	15	234
1445	0	191	39	0	2	0	0	1	0	0	0	0	0	0	13	246
1500	0	214	58	0	4	0	0	2	0	0	0	0	0	0	10	288
Hourly Total	**2**	**762**	**184**	**0**	**13**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**1019**
1515	4	223	58	0	3	0	0	1	0	0	0	0	0	0	7	296
1530	2	202	43	0	4	0	0	3	0	0	0	0	0	0	21	275
1545	2	196	42	0	4	0	0	2	1	0	0	0	0	0	17	264

1600	2	195	41	0	1	0	0	0	1	0	0	0	0	0	16	256
Hourly Total	**10**	**816**	**184**	**0**	**12**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**61**	**1091**
1615	2	222	36	0	1	0	0	2	0	0	0	0	0	0	6	269
1630	1	209	51	0	1	0	0	3	1	0	0	0	0	0	8	274
1645	0	204	69	0	3	0	0	2	0	0	0	0	0	0	17	295
1700	1	182	45	0	3	0	0	1	0	0	0	0	0	0	9	241
Hourly Total	**4**	**817**	**201**	**0**	**8**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**40**	**1079**
1715	2	161	51	0	4	0	0	0	0	0	0	0	0	0	10	228
1730	0	144	49	0	3	0	0	0	0	0	0	0	0	0	8	204
1745	3	176	34	0	3	0	0	0	1	0	0	0	0	0	6	223
1800	1	176	34	0	3	0	0	0	0	0	0	0	0	0	9	223
Hourly Total	**6**	**657**	**168**	**0**	**13**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**878**
1815	1	188	51	0	3	0	0	1	0	0	0	0	0	0	11	255
1830	2	192	50	0	1	0	0	0	0	0	0	0	0	0	5	250
1845	2	151	32	0	2	0	0	0	0	0	0	0	0	0	3	190
1900	1	148	48	0	0	2	0	2	0	0	0	0	0	0	8	209
Hourly Total	**6**	**679**	**181**	**0**	**6**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**904**
1915	2	105	33	0	3	0	0	1	0	0	0	0	0	0	8	152
1930	2	131	28	0	3	0	0	1	0	0	0	0	0	0	6	171
1945	0	126	28	0	0	0	0	2	0	0	0	0	0	0	4	160
2000	2	87	25	0	2	0	0	0	0	0	0	0	0	0	5	121
Hourly Total	**6**	**449**	**114**	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**604**
2015	0	76	24	0	4	0	0	0	0	0	0	0	0	0	7	111
2030	0	70	17	0	2	0	0	0	0	0	0	0	0	0	4	93
2045	1	70	33	0	0	0	0	1	0	0	0	0	0	0	1	106
2100	0	83	19	0	2	0	0	0	0	0	0	0	0	0	4	108
Hourly Total	**1**	**299**	**93**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**418**
2115	1	70	16	0	0	0	0	2	1	0	0	0	0	0	1	91
2130	0	60	16	1	1	0	0	1	0	0	0	0	0	0	3	82
2145	0	70	12	0	0	0	0	1	0	0	0	0	1	0	0	84
2200	0	45	13	0	0	0	0	0	0	0	0	0	0	0	2	60
Hourly Total	**1**	**245**	**57**	**1**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**6**	**317**
2215	0	49	14	0	1	0	0	1	0	0	0	0	0	0	0	65
2230	0	48	5	0	0	0	0	0	0	0	0	0	0	0	1	54
2245	0	43	9	0	0	0	0	0	0	0	0	0	0	0	0	52
2300	0	40	6	0	0	0	0	0	0	0	0	0	0	0	4	50
Hourly Total	**0**	**180**	**34**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**221**
2315	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2330	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
2345	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
2400	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**84**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**
DAILY TOTAL	**72**	**10845**	**2730**	**2**	**151**	**19**	**1**	**83**	**13**	**0**	**0**	**0**	**1**	**0**	**601**	**14518**
Percentages	**0.5%**	**74.7%**	**18.8%**	**0.0%**	**1.0%**	**0.1%**	**0.0%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.1%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	2	88	16	0	0	0	0	0	0	0	0	0	0	0	0	106
30	1	68	13	0	1	0	0	0	0	0	0	0	0	0	1	84
45	0	54	15	0	0	0	0	0	0	0	0	0	0	0	1	70
100	2	54	13	0	0	0	0	0	0	0	0	0	0	0	2	71
Hourly Total	**5**	**264**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**331**
115	0	69	2	0	0	0	0	0	1	0	0	0	0	0	0	72
130	1	60	7	0	0	0	0	1	0	0	0	0	0	0	0	69
145	0	49	10	0	1	0	0	0	0	0	0	0	0	0	2	62
200	0	37	9	0	2	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	**1**	**215**	**28**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**251**
215	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
230	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
245	0	35	8	0	0	0	0	0	0	0	0	0	0	0	1	44
300	0	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	**0**	**135**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**160**
315	0	34	7	0	0	0	0	0	0	0	0	0	0	0	0	41
330	0	19	5	0	0	0	0	0	1	0	0	0	0	0	0	25
345	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
400	0	26	1	0	0	0	0	1	0	0	0	0	0	0	0	28
Hourly Total	**0**	**104**	**17**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**123**
415	1	18	6	0	0	0	0	0	0	0	0	0	0	0	0	25
430	0	15	9	0	0	0	0	0	1	0	0	0	0	0	0	25
445	0	21	8	0	0	0	0	1	0	0	0	0	0	0	0	30
500	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	**1**	**81**	**30**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**114**
515	0	33	5	0	0	0	0	0	0	0	0	0	0	0	2	40
530	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
545	0	46	9	0	1	0	0	0	1	0	0	0	0	0	0	57
600	1	58	14	0	1	0	0	0	1	0	0	0	0	0	1	76
Hourly Total	**1**	**176**	**34**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**218**
615	0	55	10	0	1	0	0	0	0	0	0	0	0	0	1	67
630	0	55	11	0	0	0	0	0	0	0	0	0	0	0	0	66
645	1	71	27	0	0	0	0	0	1	0	0	0	0	0	1	101
700	1	120	24	1	4	0	0	2	1	0	0	0	0	0	0	153
Hourly Total	**2**	**301**	**72**	**1**	**5**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**387**
715	1	150	29	0	1	0	0	0	0	0	0	0	0	0	5	186
730	2	187	26	0	2	1	0	0	0	0	0	0	0	0	3	221
745	2	153	41	0	2	0	0	0	0	0	0	0	0	0	2	200
800	2	207	45	0	2	0	1	1	1	0	0	0	0	0	3	262
Hourly Total	**7**	**697**	**141**	**0**	**7**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**869**
815	3	171	53	0	3	0	0	2	0	0	0	0	0	0	4	236
830	2	274	55	0	3	0	0	1	0	0	0	0	0	0	6	341
845	4	318	72	0	2	0	0	1	1	0	0	0	0	0	25	423
900	3	359	75	0	7	1	0	3	1	0	0	0	0	0	11	460
Hourly Total	**12**	**1122**	**255**	**0**	**15**	**1**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**46**	**1460**
915	3	400	83	0	5	1	1	3	1	0	0	0	0	0	12	509
930	5	348	89	0	8	1	0	1	1	0	0	0	0	0	15	468
945	0	343	81	0	4	1	0	1	0	0	0	0	0	0	15	445
1000	0	362	91	0	8	0	0	1	1	0	0	0	0	0	13	476
Hourly Total	**8**	**1453**	**344**	**0**	**25**	**3**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**55**	**1898**
1015	1	381	108	0	2	0	0	1	1	0	0	0	0	0	23	517
1030	0	436	105	0	5	2	0	4	0	0	0	0	0	0	27	579
1045	2	499	97	0	4	2	0	6	0	0	0	0	0	0	35	645
1100	1	494	104	0	4	1	1	4	0	0	0	0	0	0	28	637
Hourly Total	**4**	**1810**	**414**	**0**	**15**	**5**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**113**	**2378**
1115	2	427	114	1	5	0	0	2	0	0	0	0	0	0	36	587
1130	2	457	113	2	8	1	0	2	0	1	0	0	0	0	25	611
1145	4	423	93	0	3	1	0	4	1	0	0	0	0	0	21	550
1200	5	432	104	0	2	2	0	1	0	0	0	0	0	0	26	572
Hourly Total	**13**	**1739**	**424**	**3**	**18**	**4**	**0**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**108**	**2320**
1215	3	522	89	0	7	2	0	5	0	0	0	0	0	0	31	659
1230	2	523	138	0	8	0	1	3	0	0	0	0	0	0	23	698
1245	3	494	108	0	6	1	0	1	1	0	0	0	0	0	28	642
1300	3	501	129	0	7	0	0	3	1	0	0	0	0	0	31	675
Hourly Total	**11**	**2040**	**464**	**0**	**28**	**3**	**1**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**113**	**2674**
1315	0	455	100	0	8	0	0	5	1	0	0	0	0	0	25	594
1330	2	448	95	0	6	1	0	4	1	0	0	0	0	0	15	572
1345	2	445	106	0	5	2	0	3	1	0	0	0	0	0	36	600
1400	2	388	86	0	2	1	0	0	1	0	0	0	0	0	22	502
Hourly Total	**6**	**1736**	**387**	**0**	**21**	**4**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**98**	**2268**
1415	1	370	86	0	8	1	0	2	0	0	0	0	0	0	16	484
1430	3	372	92	0	5	0	1	3	0	0	0	0	0	0	21	497
1445	7	410	78	0	2	0	0	2	0	0	0	0	0	0	20	519
1500	2	420	100	0	9	0	0	3	0	0	0	0	0	0	12	546
Hourly Total	**13**	**1572**	**356**	**0**	**24**	**1**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**2046**
1515	6	480	109	0	10	0	0	4	0	0	0	0	0	0	20	629
1530	7	451	91	0	8	0	0	4	0	0	0	0	0	0	34	595
1545	3	435	92	0	7	0	0	3	2	0	0	0	0	0	29	571

1600	2	464	87	0	5	0	0	2	1	0	0	0	0	0	23	584
Hourly Total	**18**	**1830**	**379**	**0**	**30**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**106**	**2379**
1615	3	484	85	0	4	1	0	2	0	0	0	0	0	0	14	593
1630	4	420	107	0	1	1	0	3	1	0	0	0	0	0	20	557
1645	0	402	112	0	6	0	0	3	0	0	0	0	0	0	25	548
1700	2	337	89	0	3	2	0	1	1	0	0	0	0	0	10	445
Hourly Total	**9**	**1643**	**393**	**0**	**14**	**4**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**69**	**2143**
1715	3	364	84	0	6	0	0	1	0	0	0	0	0	0	21	479
1730	1	353	94	0	5	0	0	1	0	0	0	0	0	0	11	465
1745	6	363	75	0	6	0	0	3	1	0	0	0	0	0	8	462
1800	2	360	65	1	3	0	0	0	0	0	0	0	0	0	13	444
Hourly Total	**12**	**1440**	**318**	**1**	**20**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**53**	**1850**
1815	1	418	89	0	4	0	0	1	0	0	0	0	0	0	21	534
1830	5	398	85	0	3	0	0	0	0	0	0	0	0	0	11	502
1845	5	314	57	0	2	0	0	0	0	0	0	0	0	0	16	394
1900	4	318	82	0	0	2	0	2	0	0	0	0	0	0	16	424
Hourly Total	**15**	**1448**	**313**	**0**	**9**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**1854**
1915	2	260	66	0	3	0	0	1	0	0	0	0	0	0	8	340
1930	2	270	60	0	3	2	0	1	0	0	0	0	0	0	14	352
1945	1	270	60	0	3	0	0	3	0	0	0	0	0	0	8	345
2000	5	237	45	1	5	1	0	0	1	0	0	0	0	0	10	305
Hourly Total	**10**	**1037**	**231**	**1**	**14**	**3**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**40**	**1342**
2015	1	227	49	0	5	1	0	0	0	0	0	0	0	0	19	302
2030	1	227	54	0	3	0	0	1	0	0	0	0	0	0	12	298
2045	3	206	61	0	1	0	0	2	0	0	0	0	0	0	7	280
2100	2	187	43	0	2	0	0	1	0	0	0	0	0	0	7	242
Hourly Total	**7**	**847**	**207**	**0**	**11**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**1122**
2115	1	180	41	0	1	0	0	2	1	0	1	0	0	0	3	230
2130	0	141	42	1	1	0	0	1	0	0	0	0	0	0	4	190
2145	0	164	31	0	2	0	0	2	0	0	0	0	1	0	3	203
2200	2	105	24	0	0	0	0	0	1	0	0	0	0	0	4	136
Hourly Total	**3**	**590**	**138**	**1**	**4**	**0**	**0**	**5**	**2**	**0**	**1**	**0**	**1**	**0**	**14**	**759**
2215	0	127	26	0	2	0	0	1	0	0	0	0	0	0	2	158
2230	1	117	19	0	2	0	0	1	0	0	0	0	0	0	4	144
2245	0	93	23	0	0	0	0	0	0	0	0	0	0	0	0	116
2300	0	89	12	0	0	0	0	0	0	0	0	0	0	0	6	107
Hourly Total	**1**	**426**	**80**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**525**
2315	0	57	11	0	0	0	0	0	0	0	0	0	0	0	0	68
2330	0	56	7	0	0	0	0	0	0	0	0	0	0	0	0	63
2345	0	42	14	0	1	0	0	0	0	0	0	0	0	0	0	57
2400	0	33	6	0	3	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**0**	**188**	**38**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**230**
DAILY TOTAL	**159**	**22894**	**5144**	**7**	**274**	**32**	**5**	**123**	**30**	**1**	**1**	**0**	**1**	**0**	**1030**	**29701**
Percentages	**0.5%**	**77.1%**	**17.3%**	**0.0%**	**0.9%**	**0.1%**	**0.0%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.5%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
45	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
100	0	12	1	0	1	0	0	0	0	0	1	0	0	0	0	15
Hourly Total	**0**	**57**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**67**
115	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
145	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
200	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**51**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**
215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
230	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
245	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
300	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**1**	**29**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**41**
315	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**37**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
415	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
430	0	31	1	0	0	0	0	1	0	0	0	0	0	0	1	34
445	0	25	8	0	1	2	0	0	0	0	0	0	0	0	0	36
500	0	28	5	0	0	2	0	0	0	0	0	0	0	0	2	37
Hourly Total	**0**	**102**	**20**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**131**
515	1	37	5	0	1	0	0	1	1	0	0	0	0	0	0	46
530	0	23	10	0	0	0	0	1	0	0	0	0	0	0	1	35
545	1	53	16	0	1	2	0	0	0	0	0	0	0	0	0	73
600	0	47	13	0	3	0	0	1	0	0	0	0	0	0	0	64
Hourly Total	**2**	**160**	**44**	**0**	**5**	**2**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**218**
615	0	62	23	1	5	1	0	0	1	0	0	0	0	0	7	100
630	0	79	43	1	10	5	1	0	1	0	0	0	0	0	2	142
645	1	103	56	1	7	2	0	1	2	0	0	0	0	0	6	179
700	1	117	46	0	7	1	0	2	3	0	0	0	0	0	9	186
Hourly Total	**2**	**361**	**168**	**3**	**29**	**9**	**1**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**24**	**607**
715	1	124	66	0	6	5	0	6	3	1	0	0	0	0	10	222
730	1	167	62	0	13	3	0	5	2	1	0	0	0	0	6	260
745	0	161	80	0	8	4	0	7	3	0	0	0	0	0	12	275
800	2	198	94	0	8	4	1	4	3	0	0	0	0	0	11	325
Hourly Total	**4**	**650**	**302**	**0**	**35**	**16**	**1**	**22**	**11**	**2**	**0**	**0**	**0**	**0**	**39**	**1082**
815	1	148	87	0	9	5	0	6	2	0	0	0	0	0	6	264
830	0	178	87	1	11	2	0	4	1	0	0	0	0	0	8	292
845	0	159	87	1	11	3	0	5	3	0	0	0	0	0	7	276
900	0	165	73	1	11	3	0	3	1	0	0	0	1	0	11	269
Hourly Total	**1**	**650**	**334**	**3**	**42**	**13**	**0**	**18**	**7**	**0**	**0**	**0**	**1**	**0**	**32**	**1101**
915	3	153	90	1	10	3	0	3	4	0	0	0	0	0	14	281
930	0	206	70	0	6	7	0	5	3	0	0	0	0	0	9	306
945	0	211	71	0	10	1	0	5	4	0	0	0	0	0	10	312
1000	2	197	80	0	13	2	0	4	2	0	0	0	0	0	12	312
Hourly Total	**5**	**767**	**311**	**1**	**39**	**13**	**0**	**17**	**13**	**0**	**0**	**0**	**0**	**0**	**45**	**1211**
1015	1	202	89	0	14	6	1	5	3	2	0	0	0	0	15	338
1030	0	219	104	0	8	0	1	5	1	0	0	0	0	0	29	367
1045	4	232	81	0	11	4	0	1	3	0	0	0	0	0	16	352
1100	2	232	70	0	11	5	1	3	4	0	0	0	0	0	14	342
Hourly Total	**7**	**885**	**344**	**0**	**44**	**15**	**3**	**14**	**11**	**2**	**0**	**0**	**0**	**0**	**74**	**1399**
1115	1	245	105	0	13	3	0	2	1	0	0	0	0	0	15	385
1130	0	220	87	1	9	5	1	3	2	0	0	0	0	0	18	346
1145	3	254	90	1	13	3	0	5	1	0	0	0	0	0	19	389
1200	2	248	81	0	10	4	0	2	4	0	0	0	0	0	27	378
Hourly Total	**6**	**967**	**363**	**2**	**45**	**15**	**1**	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**79**	**1498**
1215	1	261	75	0	10	4	1	2	4	0	0	0	0	0	12	370
1230	1	280	101	1	12	6	0	2	0	0	0	0	0	0	20	423
1245	4	248	81	0	12	4	0	3	5	0	0	0	0	0	20	377
1300	3	259	75	0	10	3	0	3	6	0	0	0	0	0	17	376
Hourly Total	**9**	**1048**	**332**	**1**	**44**	**17**	**1**	**10**	**15**	**0**	**0**	**0**	**0**	**0**	**69**	**1546**
1315	4	276	96	0	7	2	0	3	6	1	0	0	0	0	10	405
1330	3	281	81	0	6	5	1	7	1	0	0	0	1	0	11	397
1345	3	246	83	1	12	4	2	5	3	0	0	0	0	0	14	373
1400	1	253	83	0	13	6	0	3	3	0	0	0	0	0	24	386
Hourly Total	**11**	**1056**	**343**	**1**	**38**	**17**	**3**	**18**	**13**	**1**	**0**	**0**	**1**	**0**	**59**	**1561**
1415	4	272	112	2	7	2	0	3	1	0	0	0	0	0	21	424
1430	5	273	104	0	10	5	0	5	3	0	0	0	0	0	19	424
1445	2	302	83	2	9	3	0	2	0	0	0	0	0	0	26	429
1500	1	283	108	0	5	5	0	2	2	0	0	0	0	0	29	435
Hourly Total	**12**	**1130**	**407**	**4**	**31**	**15**	**0**	**12**	**6**	**0**	**0**	**0**	**0**	**0**	**95**	**1712**
1515	1	289	87	2	14	4	0	9	2	0	0	0	0	0	27	435
1530	1	359	110	0	14	6	1	4	1	0	0	0	0	0	23	519
1545	0	374	109	1	9	4	1	6	3	0	0	0	1	0	28	536

1600	3	319	117	0	18	4	0	8	2	0	0	0	0	0	23	494
Hourly Total	**5**	**1341**	**423**	**3**	**55**	**18**	**2**	**27**	**8**	**0**	**0**	**0**	**1**	**0**	**101**	**1984**
1615	4	364	117	1	7	2	0	3	1	0	0	0	0	0	29	528
1630	3	340	109	3	13	1	0	2	0	0	0	0	0	0	36	507
1645	0	368	102	0	16	2	0	8	1	0	0	0	0	0	34	531
1700	2	360	103	0	15	3	2	5	2	0	0	0	0	0	34	526
Hourly Total	**9**	**1432**	**431**	**4**	**51**	**8**	**2**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**133**	**2092**
1715	3	403	122	0	9	5	1	5	2	0	0	0	0	0	40	590
1730	2	391	109	0	14	2	0	8	2	0	0	0	0	0	50	578
1745	2	423	115	1	10	3	1	2	1	0	0	0	0	0	39	597
1800	3	273	80	0	8	0	1	2	1	0	0	0	0	0	18	386
Hourly Total	**10**	**1490**	**426**	**1**	**41**	**10**	**3**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**147**	**2151**
1815	2	297	91	0	6	2	0	3	0	0	0	0	0	0	17	418
1830	0	227	60	0	3	0	0	2	2	0	0	0	0	0	11	305
1845	2	222	75	0	8	2	1	4	2	0	0	0	0	0	11	327
1900	1	210	55	0	10	0	0	3	3	0	0	0	0	0	6	288
Hourly Total	**5**	**956**	**281**	**0**	**27**	**4**	**1**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**45**	**1338**
1915	1	234	47	0	3	2	0	0	2	0	0	0	0	0	9	298
1930	1	165	35	0	5	0	0	1	0	0	0	0	0	0	6	213
1945	2	157	31	0	3	0	0	1	1	0	0	0	0	0	7	202
2000	1	159	36	0	1	0	0	2	1	0	0	0	0	0	9	209
Hourly Total	**5**	**715**	**149**	**0**	**12**	**2**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**31**	**922**
2015	1	158	38	0	5	1	1	0	2	0	0	0	0	0	9	215
2030	1	202	34	0	0	2	0	1	0	0	0	0	0	0	15	255
2045	2	164	30	0	1	1	0	0	1	0	0	0	0	0	6	205
2100	0	145	39	0	0	1	0	0	0	0	0	0	0	0	1	186
Hourly Total	**4**	**669**	**141**	**0**	**6**	**5**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**31**	**861**
2115	0	132	25	0	0	0	0	1	1	0	1	0	0	0	4	164
2130	0	132	27	0	3	0	0	1	0	0	0	0	0	0	3	166
2145	1	125	15	0	3	0	0	0	0	0	0	0	0	0	3	147
2200	0	87	16	0	0	0	0	0	0	0	0	0	0	0	1	104
Hourly Total	**1**	**476**	**83**	**0**	**6**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**11**	**581**
2215	2	82	13	0	1	1	0	0	1	0	0	0	0	0	3	103
2230	0	80	9	0	1	0	0	0	1	0	0	0	0	0	2	93
2245	1	76	12	0	1	0	0	0	2	0	0	0	0	0	0	92
2300	0	66	8	0	1	0	0	0	0	0	0	0	0	0	4	79
Hourly Total	**3**	**304**	**42**	**0**	**4**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**367**
2315	1	55	9	0	1	0	0	0	0	0	0	0	0	0	0	66
2330	0	34	13	0	1	0	0	0	0	0	0	0	0	0	0	48
2345	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	33
2400	0	27	6	0	2	0	0	1	1	0	0	0	0	0	0	37
Hourly Total	**1**	**141**	**36**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**184**
DAILY TOTAL	**103**	**15474**	**5009**	**23**	**561**	**184**	**19**	**212**	**132**	**5**	**2**	**0**	**3**	**0**	**1028**	**22755**
Percentages	**0.5%**	**68.0%**	**22.0%**	**0.1%**	**2.5%**	**0.8%**	**0.1%**	**0.9%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.5%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	16	1	0	0	0	0	0	0	0	1	0	0	0	0	18
30	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
45	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
100	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**0**	**52**	**14**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**70**
115	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
145	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
200	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
300	0	5	5	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	**0**	**24**	**16**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
315	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
330	0	12	3	0	0	0	0	0	0	0	1	0	0	0	0	16
345	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	**0**	**30**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**41**
415	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
430	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
445	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
500	2	17	16	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**2**	**44**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
515	0	27	7	0	4	0	0	0	1	1	0	0	0	0	0	40
530	0	37	15	0	2	0	0	0	0	0	0	0	0	0	0	54
545	0	47	26	0	1	1	0	1	0	0	0	0	0	0	0	76
600	1	75	45	0	3	0	0	1	1	0	0	0	0	0	6	132
Hourly Total	**1**	**186**	**93**	**0**	**10**	**1**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**302**
615	0	84	49	0	4	1	0	3	0	0	0	0	0	0	0	141
630	1	141	78	2	5	1	0	4	3	0	0	0	0	0	17	252
645	2	168	85	0	9	3	0	7	4	0	0	0	0	0	29	307
700	2	204	117	0	11	3	0	4	3	0	0	0	0	0	25	369
Hourly Total	**5**	**597**	**329**	**2**	**29**	**8**	**0**	**18**	**10**	**0**	**0**	**0**	**0**	**0**	**71**	**1069**
715	3	196	118	1	23	3	0	5	4	1	0	0	0	0	22	376
730	0	232	119	2	16	2	2	7	1	0	0	0	0	0	18	399
745	3	286	117	0	10	1	3	13	0	0	0	0	0	0	29	462
800	2	349	123	1	11	0	0	7	1	0	0	0	0	0	33	527
Hourly Total	**8**	**1063**	**477**	**4**	**60**	**6**	**5**	**32**	**6**	**1**	**0**	**0**	**0**	**0**	**102**	**1764**
815	5	271	118	2	20	4	2	3	2	0	0	0	0	0	45	472
830	1	336	107	1	31	4	1	6	1	0	0	0	0	0	38	526
845	4	300	105	0	15	7	1	5	1	0	0	0	0	0	27	465
900	3	311	115	1	18	2	3	10	5	0	0	0	0	0	31	499
Hourly Total	**13**	**1218**	**445**	**4**	**84**	**17**	**7**	**24**	**9**	**0**	**0**	**0**	**0**	**0**	**141**	**1962**
915	0	269	96	1	18	3	3	7	4	0	0	0	0	0	28	429
930	7	243	96	1	13	4	1	4	2	0	0	0	0	0	33	404
945	2	279	91	0	13	3	1	8	1	0	0	0	0	0	37	435
1000	3	243	103	0	26	2	2	4	4	0	0	0	1	0	24	412
Hourly Total	**12**	**1034**	**386**	**2**	**70**	**12**	**7**	**23**	**11**	**0**	**0**	**0**	**1**	**0**	**122**	**1680**
1015	0	237	92	0	13	3	1	5	3	0	0	0	1	0	19	374
1030	3	233	100	0	18	3	2	4	1	0	0	0	0	0	31	395
1045	1	224	85	1	12	7	1	6	0	0	0	0	0	0	20	357
1100	6	253	84	0	18	4	1	5	4	1	0	0	0	0	28	404
Hourly Total	**10**	**947**	**361**	**1**	**61**	**17**	**5**	**20**	**8**	**1**	**0**	**0**	**1**	**0**	**98**	**1530**
1115	1	225	87	0	3	3	1	2	2	0	0	0	0	0	23	347
1130	4	247	91	0	15	4	0	4	3	1	0	0	0	0	29	398
1145	3	255	97	0	7	2	1	2	1	0	0	0	0	0	34	402
1200	2	255	100	0	8	5	1	6	5	0	0	0	0	0	26	408
Hourly Total	**10**	**982**	**375**	**0**	**33**	**14**	**3**	**14**	**11**	**1**	**0**	**0**	**0**	**0**	**112**	**1555**
1215	2	267	95	1	16	3	3	6	5	0	0	0	0	0	15	413
1230	2	282	86	1	8	4	2	5	2	3	0	0	0	0	24	419
1245	1	281	103	0	17	5	0	6	4	0	0	0	1	0	20	438
1300	0	287	86	0	12	6	0	3	3	1	0	0	0	0	32	430
Hourly Total	**5**	**1117**	**370**	**2**	**53**	**18**	**5**	**20**	**14**	**4**	**0**	**0**	**1**	**0**	**91**	**1700**
1315	3	251	85	0	1	3	0	4	0	0	0	0	0	0	17	364
1330	2	267	83	1	8	4	2	3	4	2	0	0	0	0	21	397
1345	3	240	81	1	14	0	1	7	2	0	0	0	0	0	29	378
1400	2	211	106	1	10	6	0	5	0	0	0	0	0	0	26	367
Hourly Total	**10**	**969**	**355**	**3**	**33**	**13**	**3**	**19**	**6**	**2**	**0**	**0**	**0**	**0**	**93**	**1506**
1415	1	216	83	2	9	3	1	7	1	0	0	0	0	0	12	335
1430	4	206	72	2	10	4	1	3	1	0	0	0	0	0	18	321
1445	0	242	97	3	4	3	1	2	0	1	0	0	0	0	27	380
1500	3	232	77	0	12	6	1	3	2	0	0	0	0	0	22	358
Hourly Total	**8**	**896**	**329**	**7**	**35**	**16**	**4**	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**79**	**1394**
1515	1	232	80	0	9	2	0	1	4	1	0	0	0	0	16	346
1530	1	246	79	1	9	1	0	4	1	0	0	0	0	0	35	377
1545	5	234	83	0	9	5	1	4	1	0	0	0	0	0	31	373

1600	4	219	88	2	12	7	0	2	1	0	0	0	0	0	25	360
Hourly Total	**11**	**931**	**330**	**3**	**39**	**15**	**1**	**11**	**7**	**1**	**0**	**0**	**0**	**0**	**107**	**1456**
1615	3	219	65	0	14	5	0	6	1	0	0	0	0	0	23	336
1630	2	229	73	0	18	3	0	4	6	0	0	0	0	0	19	354
1645	0	221	79	0	8	5	0	6	5	0	0	0	0	0	20	344
1700	4	225	73	0	12	3	0	7	0	1	0	0	0	0	24	349
Hourly Total	**9**	**894**	**290**	**0**	**52**	**16**	**0**	**23**	**12**	**1**	**0**	**0**	**0**	**0**	**86**	**1383**
1715	3	206	76	1	8	1	0	5	0	0	0	0	1	0	15	316
1730	0	240	76	2	6	4	0	3	0	0	0	0	0	0	18	349
1745	2	224	56	0	6	1	0	1	1	0	0	0	0	0	22	313
1800	2	203	60	0	7	4	0	2	0	0	0	0	0	0	18	296
Hourly Total	**7**	**873**	**268**	**3**	**27**	**10**	**0**	**11**	**1**	**0**	**0**	**0**	**1**	**0**	**73**	**1274**
1815	0	176	58	0	9	1	0	2	2	0	0	0	0	0	11	259
1830	0	211	53	0	8	1	0	1	3	0	0	0	0	0	10	287
1845	1	202	55	0	7	0	0	1	2	0	0	0	0	0	20	288
1900	3	162	48	0	3	1	0	3	0	0	0	0	0	0	6	226
Hourly Total	**4**	**751**	**214**	**0**	**27**	**3**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**47**	**1060**
1915	1	119	36	0	1	1	0	0	0	0	0	0	0	0	9	167
1930	0	126	40	0	5	1	0	0	1	0	0	0	0	0	6	179
1945	0	130	32	0	2	1	0	1	1	0	0	0	0	0	5	172
2000	0	126	29	0	1	0	0	2	1	0	0	0	0	0	10	169
Hourly Total	**1**	**501**	**137**	**0**	**9**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**30**	**687**
2015	1	106	28	1	4	1	0	0	0	0	0	0	0	0	5	146
2030	0	100	26	0	5	0	0	0	1	0	0	0	0	0	5	137
2045	1	91	25	0	1	2	0	1	0	0	0	0	0	0	2	123
2100	1	81	23	0	2	0	0	0	2	0	0	0	0	0	1	110
Hourly Total	**3**	**378**	**102**	**1**	**12**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**13**	**516**
2115	1	71	18	0	0	0	0	0	0	0	0	0	0	0	1	91
2130	0	70	11	0	0	0	0	0	2	0	0	0	0	0	2	85
2145	0	59	16	0	1	1	0	2	0	0	0	0	0	0	0	79
2200	0	54	15	0	1	0	0	0	2	0	0	0	0	0	0	72
Hourly Total	**1**	**254**	**60**	**0**	**2**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**327**
2215	0	59	19	0	1	0	0	1	0	0	0	0	0	0	1	81
2230	0	39	11	0	0	0	0	0	1	0	0	0	0	0	0	51
2245	0	35	10	0	1	0	0	1	0	0	0	0	0	0	0	47
2300	1	31	7	0	3	0	0	0	0	0	0	0	0	0	1	43
Hourly Total	**1**	**164**	**47**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**222**
2315	0	26	8	0	2	0	0	0	1	0	0	0	0	0	0	37
2330	1	16	5	0	0	0	0	0	0	0	0	0	0	0	0	22
2345	0	16	4	0	1	0	0	0	1	0	0	0	0	0	0	22
2400	0	31	6	0	0	0	0	0	0	0	1	0	0	0	2	40
Hourly Total	**1**	**89**	**23**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**121**
DAILY TOTAL	**122**	**14027**	**5063**	**32**	**650**	**173**	**40**	**247**	**123**	**13**	**3**	**0**	**4**	**0**	**1278**	**21775**
Percentages	**0.6%**	**64.4%**	**23.3%**	**0.1%**	**3.0%**	**0.8%**	**0.2%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.9%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	35	5	0	0	0	0	0	0	0	1	0	0	0	0	41
30	0	27	5	0	1	0	0	0	0	0	0	0	0	0	0	33
45	0	18	5	0	1	0	0	0	1	0	0	0	0	0	0	25
100	0	29	6	0	2	0	0	0	0	0	1	0	0	0	0	38
Hourly Total	**0**	**109**	**21**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**137**
115	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
130	0	22	4	0	0	0	0	0	1	0	0	0	0	0	0	27
145	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
200	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	**0**	**84**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**101**
215	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
230	1	14	8	0	0	0	0	0	0	0	0	0	0	0	0	23
245	0	20	9	0	0	0	0	0	1	0	0	0	0	0	0	30
300	0	9	7	0	1	0	0	0	1	0	0	0	0	0	0	18
Hourly Total	**1**	**53**	**26**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**83**
315	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
330	0	18	3	0	0	0	0	0	0	0	1	0	0	0	0	22
345	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
400	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	**0**	**67**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**81**
415	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	33
430	0	42	2	0	1	0	0	1	0	0	0	0	0	0	1	47
445	0	35	14	0	1	2	0	0	0	0	0	0	0	0	0	52
500	2	45	21	0	1	2	0	0	0	0	0	0	0	0	2	73
Hourly Total	**2**	**146**	**46**	**0**	**3**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**205**
515	1	64	12	0	5	0	0	1	2	1	0	0	0	0	0	86
530	0	60	25	0	2	0	0	1	0	0	0	0	0	0	1	89
545	1	100	42	0	2	3	0	1	0	0	0	0	0	0	0	149
600	1	122	58	0	6	0	0	2	1	0	0	0	0	0	6	196
Hourly Total	**3**	**346**	**137**	**0**	**15**	**3**	**0**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**7**	**520**
615	0	146	72	1	9	2	0	3	1	0	0	0	0	0	7	241
630	1	220	121	3	15	6	1	4	4	0	0	0	0	0	19	394
645	3	271	141	1	16	5	0	8	6	0	0	0	0	0	35	486
700	3	321	163	0	18	4	0	6	6	0	0	0	0	0	34	555
Hourly Total	**7**	**958**	**497**	**5**	**58**	**17**	**1**	**21**	**17**	**0**	**0**	**0**	**0**	**0**	**95**	**1676**
715	4	320	184	1	29	8	0	11	7	2	0	0	0	0	32	598
730	1	399	181	2	29	5	2	12	3	1	0	0	0	0	24	659
745	3	447	197	0	18	5	3	20	3	0	0	0	0	0	41	737
800	4	547	217	1	19	4	1	11	4	0	0	0	0	0	44	852
Hourly Total	**12**	**1713**	**779**	**4**	**95**	**22**	**6**	**54**	**17**	**3**	**0**	**0**	**0**	**0**	**141**	**2846**
815	6	419	205	2	29	9	2	9	4	0	0	0	0	0	51	736
830	1	514	194	2	42	6	1	10	2	0	0	0	0	0	46	818
845	4	459	192	1	26	10	1	10	4	0	0	0	0	0	34	741
900	3	476	188	2	29	5	3	13	6	0	0	0	1	0	42	768
Hourly Total	**14**	**1868**	**779**	**7**	**126**	**30**	**7**	**42**	**16**	**0**	**0**	**0**	**1**	**0**	**173**	**3063**
915	3	422	186	2	28	6	3	10	8	0	0	0	0	0	42	710
930	7	449	166	1	19	11	1	9	5	0	0	0	0	0	42	710
945	2	490	162	0	23	4	1	13	5	0	0	0	0	0	47	747
1000	5	440	183	0	39	4	2	8	6	0	0	0	1	0	36	724
Hourly Total	**17**	**1801**	**697**	**3**	**109**	**25**	**7**	**40**	**24**	**0**	**0**	**0**	**1**	**0**	**167**	**2891**
1015	1	439	181	0	27	9	2	10	6	2	0	0	1	0	34	712
1030	3	452	204	0	26	3	3	9	2	0	0	0	0	0	60	762
1045	5	456	166	1	23	11	1	7	3	0	0	0	0	0	36	709
1100	8	485	154	0	29	9	2	8	8	1	0	0	0	0	42	746
Hourly Total	**17**	**1832**	**705**	**1**	**105**	**32**	**8**	**34**	**19**	**3**	**0**	**0**	**1**	**0**	**172**	**2929**
1115	2	470	192	0	16	6	1	4	3	0	0	0	0	0	38	732
1130	4	467	178	1	24	9	1	7	5	1	0	0	0	0	47	744
1145	6	509	187	1	20	5	1	7	2	0	0	0	0	0	53	791
1200	4	503	181	0	18	9	1	8	9	0	0	0	0	0	53	786
Hourly Total	**16**	**1949**	**738**	**2**	**78**	**29**	**4**	**26**	**19**	**1**	**0**	**0**	**0**	**0**	**191**	**3053**
1215	3	528	170	1	26	7	4	8	9	0	0	0	0	0	27	783
1230	3	562	187	2	20	10	2	7	2	3	0	0	0	0	44	842
1245	5	529	184	0	29	9	0	9	9	0	0	0	1	0	40	815
1300	3	546	161	0	22	9	0	6	9	1	0	0	0	0	49	806
Hourly Total	**14**	**2165**	**702**	**3**	**97**	**35**	**6**	**30**	**29**	**4**	**0**	**0**	**1**	**0**	**160**	**3246**
1315	7	527	181	0	8	5	0	7	6	1	0	0	0	0	27	769
1330	5	548	164	1	14	9	3	10	5	2	0	0	1	0	32	794
1345	6	486	164	2	26	4	3	12	5	0	0	0	0	0	43	751
1400	3	464	189	1	23	12	0	8	3	0	0	0	0	0	50	753
Hourly Total	**21**	**2025**	**698**	**4**	**71**	**30**	**6**	**37**	**19**	**3**	**0**	**0**	**1**	**0**	**152**	**3067**
1415	5	488	195	4	16	5	1	10	2	0	0	0	0	0	33	759
1430	9	479	176	2	20	9	1	8	4	0	0	0	0	0	37	745
1445	2	544	180	5	13	6	1	4	0	1	0	0	0	0	53	809
1500	4	515	185	0	17	11	1	5	4	0	0	0	0	0	51	793
Hourly Total	**20**	**2026**	**736**	**11**	**66**	**31**	**4**	**27**	**10**	**1**	**0**	**0**	**0**	**0**	**174**	**3106**
1515	2	521	167	2	23	6	0	10	6	1	0	0	0	0	43	781
1530	2	605	189	1	23	7	1	8	2	0	0	0	0	0	58	896
1545	5	608	192	1	18	9	2	10	4	0	0	0	1	0	59	909

1600	7	538	205	2	30	11	0	10	3	0	0	0	0	0	48	854
Hourly Total	**16**	**2272**	**753**	**6**	**94**	**33**	**3**	**38**	**15**	**1**	**0**	**0**	**1**	**0**	**208**	**3440**
1615	7	583	182	1	21	7	0	9	2	0	0	0	0	0	52	864
1630	5	569	182	3	31	4	0	6	6	0	0	0	0	0	55	861
1645	0	589	181	0	24	7	0	14	6	0	0	0	0	0	54	875
1700	6	585	176	0	27	6	2	12	2	1	0	0	0	0	58	875
Hourly Total	**18**	**2326**	**721**	**4**	**103**	**24**	**2**	**41**	**16**	**1**	**0**	**0**	**0**	**0**	**219**	**3475**
1715	6	609	198	1	17	6	1	10	2	0	0	0	1	0	55	906
1730	2	631	185	2	20	6	0	11	2	0	0	0	0	0	68	927
1745	4	647	171	1	16	4	1	3	2	0	0	0	0	0	61	910
1800	5	476	140	0	15	4	1	4	1	0	0	0	0	0	36	682
Hourly Total	**17**	**2363**	**694**	**4**	**68**	**20**	**3**	**28**	**7**	**0**	**0**	**0**	**1**	**0**	**220**	**3425**
1815	2	473	149	0	15	3	0	5	2	0	0	0	0	0	28	677
1830	0	438	113	0	11	1	0	3	5	0	0	0	0	0	21	592
1845	3	424	130	0	15	2	1	5	4	0	0	0	0	0	31	615
1900	4	372	103	0	13	1	0	6	3	0	0	0	0	0	12	514
Hourly Total	**9**	**1707**	**495**	**0**	**54**	**7**	**1**	**19**	**14**	**0**	**0**	**0**	**0**	**0**	**92**	**2398**
1915	2	353	83	0	4	3	0	0	2	0	0	0	0	0	18	465
1930	1	291	75	0	10	1	0	1	1	0	0	0	0	0	12	392
1945	2	287	63	0	5	1	0	2	2	0	0	0	0	0	12	374
2000	1	285	65	0	2	0	0	4	2	0	0	0	0	0	19	378
Hourly Total	**6**	**1216**	**286**	**0**	**21**	**5**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**61**	**1609**
2015	2	264	66	1	9	2	1	0	2	0	0	0	0	0	14	361
2030	1	302	60	0	5	2	0	1	1	0	0	0	0	0	20	392
2045	3	255	55	0	2	3	0	1	1	0	0	0	0	0	8	328
2100	1	226	62	0	2	1	0	0	2	0	0	0	0	0	2	296
Hourly Total	**7**	**1047**	**243**	**1**	**18**	**8**	**1**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**44**	**1377**
2115	1	203	43	0	0	0	0	1	1	0	1	0	0	0	5	255
2130	0	202	38	0	3	0	0	1	2	0	0	0	0	0	5	251
2145	1	184	31	0	4	1	0	2	0	0	0	0	0	0	3	226
2200	0	141	31	0	1	0	0	0	2	0	0	0	0	0	1	176
Hourly Total	**2**	**730**	**143**	**0**	**8**	**1**	**0**	**4**	**5**	**0**	**1**	**0**	**0**	**0**	**14**	**908**
2215	2	141	32	0	2	1	0	1	1	0	0	0	0	0	4	184
2230	0	119	20	0	1	0	0	0	2	0	0	0	0	0	2	144
2245	1	111	22	0	2	0	0	1	2	0	0	0	0	0	0	139
2300	1	97	15	0	4	0	0	0	0	0	0	0	0	0	5	122
Hourly Total	**4**	**468**	**89**	**0**	**9**	**1**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**11**	**589**
2315	1	81	17	0	3	0	0	0	1	0	0	0	0	0	0	103
2330	1	50	18	0	1	0	0	0	0	0	0	0	0	0	0	70
2345	0	41	12	0	1	0	0	0	1	0	0	0	0	0	0	55
2400	0	58	12	0	2	0	0	1	1	0	1	0	0	0	2	77
Hourly Total	**2**	**230**	**59**	**0**	**7**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**2**	**305**
DAILY TOTAL	**225**	**29501**	**10072**	**55**	**1211**	**357**	**59**	**459**	**255**	**18**	**5**	**0**	**7**	**0**	**2306**	**44530**
Percentages	**0.5%**	**66.2%**	**22.6%**	**0.1%**	**2.7%**	**0.8%**	**0.1%**	**1.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.2%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	25	7	0	1	0	0	0	0	0	0	0	0	0	0	34
30	0	14	2	0	0	0	0	1	0	0	0	0	0	0	0	17
45	0	13	2	0	0	0	0	0	0	0	1	0	0	0	0	16
100	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**60**	**13**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**78**
115	1	7	1	0	2	0	0	0	0	0	0	0	0	0	0	11
130	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
145	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**1**	**45**	**8**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57**
215	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
230	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
245	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
300	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**33**	**8**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
315	0	6	1	0	0	0	0	1	1	0	0	0	0	0	0	9
330	0	9	2	0	0	0	0	0	2	0	0	0	0	0	0	13
345	0	7	4	0	0	0	0	0	1	0	0	0	0	0	0	12
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**34**	**7**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**46**
415	0	17	1	0	0	0	0	1	0	0	0	0	0	0	0	19
430	0	16	2	0	0	0	0	1	0	0	0	0	0	0	1	20
445	0	11	7	0	1	2	0	2	2	0	0	0	0	0	0	25
500	0	21	9	0	0	1	0	1	1	0	0	0	0	0	1	34
Hourly Total	**0**	**65**	**19**	**0**	**1**	**3**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**98**
515	1	32	7	0	0	2	0	0	0	0	0	0	0	0	0	42
530	0	27	9	0	0	0	0	0	2	0	0	0	0	0	0	38
545	1	53	13	0	1	0	0	1	1	0	0	0	0	0	2	72
600	0	40	15	0	2	0	0	0	1	0	0	0	0	0	2	60
Hourly Total	**2**	**152**	**44**	**0**	**3**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**212**
615	0	68	25	1	8	0	0	1	1	0	0	0	0	0	0	104
630	2	75	41	2	4	6	0	3	1	0	0	0	0	0	3	137
645	0	119	47	1	12	2	0	2	3	1	0	0	0	0	7	194
700	1	107	64	0	12	5	0	4	3	0	0	0	0	0	6	202
Hourly Total	**3**	**369**	**177**	**4**	**36**	**13**	**0**	**10**	**8**	**1**	**0**	**0**	**0**	**0**	**16**	**637**
715	1	112	71	0	8	6	0	7	2	0	0	0	0	0	3	210
730	0	175	75	2	15	2	0	7	1	1	0	0	0	0	9	287
745	0	180	67	0	3	3	0	6	2	0	0	0	0	0	4	265
800	0	183	86	0	11	11	1	4	5	0	0	0	0	0	15	316
Hourly Total	**1**	**650**	**299**	**2**	**37**	**22**	**1**	**24**	**10**	**1**	**0**	**0**	**0**	**0**	**31**	**1078**
815	0	210	104	2	12	4	1	5	1	0	0	0	0	0	8	347
830	2	169	85	1	9	3	0	5	4	0	0	0	0	0	14	292
845	0	162	83	1	8	3	0	10	6	0	0	0	0	0	8	281
900	2	174	81	1	17	1	0	5	5	0	0	0	0	0	14	300
Hourly Total	**4**	**715**	**353**	**5**	**46**	**11**	**1**	**25**	**16**	**0**	**0**	**0**	**0**	**0**	**44**	**1220**
915	2	182	82	1	13	3	0	1	5	0	0	0	0	0	16	305
930	4	198	67	2	8	1	0	6	1	0	0	0	0	0	14	301
945	1	186	92	0	9	3	0	1	2	0	0	0	0	0	19	313
1000	0	205	93	1	6	2	0	0	5	0	0	0	0	0	17	329
Hourly Total	**7**	**771**	**334**	**4**	**36**	**9**	**0**	**8**	**13**	**0**	**0**	**0**	**0**	**0**	**66**	**1248**
1015	0	194	79	1	12	2	0	1	7	0	0	0	0	0	9	305
1030	1	249	101	0	10	5	0	2	2	0	0	0	0	0	17	387
1045	1	225	89	0	13	2	0	6	4	0	0	0	0	0	18	358
1100	5	244	80	0	11	6	0	5	3	0	0	0	1	0	13	368
Hourly Total	**7**	**912**	**349**	**1**	**46**	**15**	**0**	**14**	**16**	**0**	**0**	**0**	**1**	**0**	**57**	**1418**
1115	0	240	104	0	7	9	0	7	3	1	0	0	0	0	3	374
1130	1	243	80	0	6	1	1	5	2	0	0	0	0	0	19	358
1145	7	280	79	1	11	3	1	4	1	0	0	0	0	0	18	405
1200	2	253	92	0	11	7	1	6	3	0	0	0	0	0	21	396
Hourly Total	**10**	**1016**	**355**	**1**	**35**	**20**	**3**	**22**	**9**	**1**	**0**	**0**	**0**	**0**	**61**	**1533**
1215	0	267	72	0	8	4	0	7	5	0	0	0	0	0	31	394
1230	1	293	92	0	11	8	1	2	3	0	0	0	0	0	18	429
1245	3	241	88	0	12	4	0	6	6	0	0	0	0	0	20	380
1300	1	245	92	0	14	4	2	4	0	0	0	0	0	0	12	374
Hourly Total	**5**	**1046**	**344**	**0**	**45**	**20**	**3**	**19**	**14**	**0**	**0**	**0**	**0**	**0**	**81**	**1577**
1315	3	283	90	0	12	8	0	2	7	0	0	0	0	0	22	427
1330	2	310	92	0	10	3	0	4	6	0	0	0	0	0	15	442
1345	1	279	80	0	8	2	0	3	5	1	0	0	0	0	15	394
1400	3	299	77	0	9	4	1	6	6	0	0	0	0	0	14	419
Hourly Total	**9**	**1171**	**339**	**0**	**39**	**17**	**1**	**15**	**24**	**1**	**0**	**0**	**0**	**0**	**66**	**1682**
1415	2	282	98	0	8	5	0	1	5	0	0	0	0	0	20	421
1430	4	269	88	1	11	9	0	6	3	0	0	0	0	0	18	409
1445	4	293	96	2	6	5	0	5	8	0	0	0	0	0	31	450
1500	1	309	86	0	10	3	0	5	7	0	0	0	0	0	21	442
Hourly Total	**11**	**1153**	**368**	**3**	**35**	**22**	**0**	**17**	**23**	**0**	**0**	**0**	**0**	**0**	**90**	**1722**
1515	4	300	100	0	11	3	1	3	4	0	0	0	0	0	41	467
1530	1	356	112	0	18	3	1	3	6	0	0	0	0	0	39	539
1545	9	377	118	2	15	5	1	10	4	0	0	0	1	0	54	596

1600	2	347	114	0	10	2	2	7	2	0	0	0	0	0	29	515
Hourly Total	**16**	**1380**	**444**	**2**	**54**	**13**	**5**	**23**	**16**	**0**	**0**	**0**	**1**	**0**	**163**	**2117**
1615	0	356	121	2	10	3	1	7	1	1	0	0	0	0	38	540
1630	4	380	130	1	12	1	0	5	4	0	0	0	0	0	27	564
1645	1	384	123	1	13	1	1	4	2	0	0	0	0	0	36	566
1700	1	366	124	0	19	3	0	3	4	0	0	0	0	0	35	555
Hourly Total	**6**	**1486**	**498**	**4**	**54**	**8**	**2**	**19**	**11**	**1**	**0**	**0**	**0**	**0**	**136**	**2225**
1715	6	437	123	0	9	2	1	11	0	0	0	0	0	0	45	634
1730	6	376	112	0	8	1	1	3	1	0	0	0	0	0	32	540
1745	2	397	105	1	8	1	0	3	1	0	0	0	0	0	34	552
1800	4	335	94	1	8	1	1	7	0	0	0	0	0	0	22	473
Hourly Total	**18**	**1545**	**434**	**2**	**33**	**5**	**3**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**133**	**2199**
1815	1	297	90	0	7	1	0	4	3	0	0	0	0	0	16	419
1830	1	262	85	0	3	0	0	1	2	0	0	0	0	0	20	374
1845	2	210	58	0	4	0	0	2	1	0	0	0	0	0	6	283
1900	1	193	39	0	4	0	0	1	1	0	0	0	0	0	11	250
Hourly Total	**5**	**962**	**272**	**0**	**18**	**1**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**53**	**1326**
1915	1	182	45	0	9	1	0	3	1	0	0	0	0	0	11	253
1930	1	181	42	0	2	1	0	3	0	0	0	0	0	0	8	238
1945	3	153	41	0	0	0	0	1	1	0	0	0	0	0	6	205
2000	1	170	33	0	2	0	0	3	0	0	0	0	0	0	7	216
Hourly Total	**6**	**686**	**161**	**0**	**13**	**2**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**32**	**912**
2015	3	179	31	0	1	0	0	1	1	0	0	0	0	0	9	225
2030	2	175	31	0	3	2	1	1	0	0	0	0	0	0	14	229
2045	0	153	31	0	3	1	1	1	1	0	0	0	0	0	3	194
2100	3	146	33	0	1	1	0	0	0	0	0	0	0	0	1	185
Hourly Total	**8**	**653**	**126**	**0**	**8**	**4**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**27**	**833**
2115	1	162	22	0	0	0	0	0	0	0	0	0	0	0	4	189
2130	0	121	25	0	5	0	0	0	0	0	1	0	0	0	2	154
2145	1	121	21	0	2	0	0	1	1	0	0	0	0	0	7	154
2200	1	84	17	0	2	0	0	1	0	0	0	0	0	0	5	110
Hourly Total	**3**	**488**	**85**	**0**	**9**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**18**	**607**
2215	0	91	25	0	0	1	0	0	1	0	0	0	0	0	2	120
2230	0	95	18	0	1	0	0	0	0	0	0	0	0	0	3	117
2245	0	77	17	0	0	0	0	2	0	0	0	0	0	0	2	98
2300	0	65	6	0	0	0	0	0	0	0	0	0	0	0	0	71
Hourly Total	**0**	**328**	**66**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**406**
2315	0	61	11	0	2	0	0	0	0	0	0	0	0	0	1	75
2330	0	43	5	0	0	1	0	0	0	0	0	0	0	0	0	49
2345	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
2400	0	24	4	0	1	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	**0**	**170**	**23**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**198**
DAILY TOTAL	**123**	**15890**	**5126**	**28**	**559**	**189**	**21**	**253**	**188**	**5**	**2**	**0**	**2**	**0**	**1088**	**23474**
Percentages	**0.5%**	**67.7%**	**21.8%**	**0.1%**	**2.4%**	**0.8%**	**0.1%**	**1.1%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.6%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	10	3	0	1	0	0	0	1	0	0	0	0	0	0	15
30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
45	0	10	6	0	0	0	0	0	1	0	0	0	0	0	0	17
100	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**57**	**16**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**76**
115	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	8	5	0	2	0	0	0	0	0	0	0	0	0	1	16
145	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
200	0	5	4	0	0	0	0	0	1	0	0	0	0	0	0	10
Hourly Total	**0**	**25**	**18**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**47**
215	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
230	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
300	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	**0**	**22**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**
315	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
330	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	9	0	0	1	0	0	1	0	0	0	0	0	0	0	11
Hourly Total	**0**	**18**	**6**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
415	0	9	3	0	0	0	0	0	3	0	0	0	0	0	0	15
430	0	11	7	0	0	0	0	1	2	0	0	0	0	0	0	21
445	0	13	11	0	0	0	0	0	1	0	0	0	0	0	0	25
500	2	21	12	0	2	0	0	3	1	0	0	0	0	0	0	41
Hourly Total	**2**	**54**	**33**	**0**	**2**	**0**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
515	0	32	9	0	2	0	0	0	1	0	0	0	0	0	1	45
530	0	41	18	0	0	0	0	1	1	0	0	0	0	0	1	62
545	1	45	24	0	1	0	0	0	0	0	0	0	0	0	0	71
600	0	73	27	1	3	1	0	3	0	1	0	0	0	0	4	113
Hourly Total	**1**	**191**	**78**	**1**	**6**	**1**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**291**
615	1	87	57	0	4	1	1	2	1	0	0	0	0	0	1	155
630	2	145	78	2	9	3	0	3	1	1	0	0	0	0	8	252
645	1	165	88	0	18	5	0	8	0	0	0	0	0	0	21	306
700	3	206	120	1	22	7	2	3	3	0	0	0	0	0	29	396
Hourly Total	**7**	**603**	**343**	**3**	**53**	**16**	**3**	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**59**	**1109**
715	1	194	122	0	22	9	1	7	3	0	0	0	0	0	17	376
730	4	232	132	0	31	6	2	10	0	0	0	0	1	0	28	446
745	1	292	134	0	14	3	2	9	4	0	0	0	0	0	32	491
800	4	334	117	2	12	2	2	8	1	0	0	0	0	0	31	513
Hourly Total	**10**	**1052**	**505**	**2**	**79**	**20**	**7**	**34**	**8**	**0**	**0**	**0**	**1**	**0**	**108**	**1826**
815	4	330	106	1	11	4	2	9	2	0	0	0	0	0	39	508
830	3	325	128	1	20	4	1	10	6	0	0	0	0	0	31	529
845	1	317	128	1	17	1	0	3	1	0	0	0	0	0	35	504
900	1	331	126	2	15	4	1	8	1	0	0	0	0	0	34	523
Hourly Total	**9**	**1303**	**488**	**5**	**63**	**13**	**4**	**30**	**10**	**0**	**0**	**0**	**0**	**0**	**139**	**2064**
915	1	259	92	1	15	5	1	7	4	0	0	0	0	0	32	417
930	2	275	98	1	14	4	1	6	4	0	0	0	0	0	29	434
945	3	313	84	0	8	1	2	8	4	0	0	0	0	0	39	462
1000	4	289	95	1	21	1	0	6	4	0	0	0	0	0	29	450
Hourly Total	**10**	**1136**	**369**	**3**	**58**	**11**	**4**	**27**	**16**	**0**	**0**	**0**	**0**	**0**	**129**	**1763**
1015	1	265	117	0	17	4	0	3	2	0	0	0	0	0	28	437
1030	2	233	87	0	20	8	4	7	5	1	0	0	0	0	36	403
1045	3	241	90	2	13	2	0	4	1	0	0	0	0	0	27	383
1100	0	264	95	0	10	3	1	4	3	0	0	0	0	0	38	418
Hourly Total	**6**	**1003**	**389**	**2**	**60**	**17**	**5**	**18**	**11**	**1**	**0**	**0**	**0**	**0**	**129**	**1641**
1115	3	260	110	0	18	6	2	11	1	0	0	0	0	0	28	439
1130	0	259	90	0	13	4	0	8	2	1	0	0	0	0	30	407
1145	2	279	102	1	12	6	0	2	2	2	1	0	0	0	23	432
1200	4	241	104	1	12	6	2	4	1	0	0	0	0	0	29	404
Hourly Total	**9**	**1039**	**406**	**2**	**55**	**22**	**4**	**25**	**6**	**3**	**1**	**0**	**0**	**0**	**110**	**1682**
1215	3	275	109	0	13	5	0	5	2	2	0	0	0	0	25	439
1230	1	240	96	1	21	3	0	5	2	0	0	0	0	0	30	399
1245	3	267	94	1	15	1	1	5	4	1	0	0	0	0	30	422
1300	2	254	81	0	17	5	3	8	7	0	0	0	1	0	24	402
Hourly Total	**9**	**1036**	**380**	**2**	**66**	**14**	**4**	**23**	**15**	**3**	**0**	**0**	**1**	**0**	**109**	**1662**
1315	4	256	97	0	11	4	2	3	3	0	0	0	0	0	24	404
1330	4	240	79	0	10	6	1	3	2	3	0	0	0	0	21	369
1345	2	306	83	1	7	5	2	4	6	1	0	0	0	0	20	437
1400	2	295	89	0	14	5	0	3	5	1	0	0	0	0	38	452
Hourly Total	**12**	**1097**	**348**	**1**	**42**	**20**	**5**	**13**	**16**	**5**	**0**	**0**	**0**	**0**	**103**	**1662**
1415	0	226	60	1	7	2	0	3	6	0	0	0	1	0	20	326
1430	2	247	91	1	13	0	1	5	1	1	0	0	0	0	25	387
1445	2	250	102	0	15	3	0	2	4	1	0	0	1	0	17	397
1500	1	261	100	0	11	2	0	7	3	0	0	0	0	0	25	410
Hourly Total	**5**	**984**	**353**	**2**	**46**	**7**	**1**	**17**	**14**	**2**	**0**	**0**	**2**	**0**	**87**	**1520**
1515	3	219	74	0	12	4	3	4	2	1	0	0	0	0	17	339
1530	4	232	70	2	10	2	0	8	2	0	0	0	0	0	21	351
1545	1	218	81	0	7	5	1	8	2	0	0	0	0	0	14	337

1600	4	224	86	0	10	3	0	5	0	0	0	0	0	0	22	354
Hourly Total	**12**	**893**	**311**	**2**	**39**	**14**	**4**	**25**	**6**	**1**	**0**	**0**	**0**	**0**	**74**	**1381**
1615	3	176	77	1	16	6	0	2	2	0	0	0	0	0	19	302
1630	1	214	77	0	5	2	0	4	2	0	0	0	0	0	24	329
1645	1	217	66	1	11	2	0	2	2	1	0	0	0	0	20	323
1700	3	226	61	1	14	4	1	10	3	0	0	0	0	0	17	340
Hourly Total	**8**	**833**	**281**	**3**	**46**	**14**	**1**	**18**	**9**	**1**	**0**	**0**	**0**	**0**	**80**	**1294**
1715	1	211	73	0	10	1	0	6	1	0	0	0	0	0	12	315
1730	4	198	62	0	8	0	1	1	0	0	0	0	0	0	21	295
1745	2	220	63	0	5	2	0	4	0	0	0	0	0	0	14	310
1800	1	208	77	1	9	0	0	3	1	0	0	0	0	0	18	318
Hourly Total	**8**	**837**	**275**	**1**	**32**	**3**	**1**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**65**	**1238**
1815	1	176	63	0	11	0	0	2	2	0	0	0	0	0	8	263
1830	3	194	43	0	11	1	0	3	3	0	0	0	0	0	14	272
1845	2	180	43	2	7	0	0	3	2	0	0	0	0	0	17	256
1900	1	164	60	0	5	3	0	0	0	0	0	0	0	0	14	247
Hourly Total	**7**	**714**	**209**	**2**	**34**	**4**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**53**	**1038**
1915	1	152	37	0	5	0	0	3	1	0	0	0	0	0	3	202
1930	2	139	32	0	1	0	0	3	0	0	0	0	0	0	10	187
1945	1	137	36	0	1	1	1	1	1	0	0	0	0	0	3	182
2000	0	119	22	1	3	0	0	1	1	0	0	0	0	0	5	152
Hourly Total	**4**	**547**	**127**	**1**	**10**	**1**	**1**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**21**	**723**
2015	0	92	29	0	3	0	0	1	1	0	0	0	0	0	7	133
2030	0	104	22	2	4	0	0	0	0	0	0	0	0	0	2	134
2045	2	90	27	0	2	0	0	1	1	0	0	0	0	0	4	127
2100	0	73	23	0	2	1	0	1	0	0	0	0	0	0	2	102
Hourly Total	**2**	**359**	**101**	**2**	**11**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**15**	**496**
2115	0	81	23	0	1	0	0	0	0	0	0	0	0	0	1	106
2130	0	83	15	0	0	0	0	0	1	0	0	0	0	0	1	100
2145	2	58	13	0	0	0	0	0	0	0	0	0	0	0	0	73
2200	0	47	16	0	2	0	0	2	0	0	0	0	0	0	1	68
Hourly Total	**2**	**269**	**67**	**0**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**347**
2215	0	48	14	0	3	1	0	0	0	0	0	0	0	0	1	67
2230	0	50	9	0	0	0	0	0	0	0	0	0	0	0	0	59
2245	0	33	3	0	1	0	0	0	0	0	0	0	0	0	0	37
2300	0	41	8	0	0	0	0	1	0	0	0	0	0	0	0	50
Hourly Total	**0**	**172**	**34**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**213**
2315	0	30	8	0	2	0	0	0	0	0	0	0	0	0	0	40
2330	0	20	3	0	1	1	0	1	0	0	0	0	0	0	0	26
2345	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
2400	0	23	7	0	0	0	0	0	0	0	1	0	0	0	0	31
Hourly Total	**0**	**94**	**22**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**123**
DAILY TOTAL	**123**	**14338**	**5165**	**34**	**717**	**180**	**44**	**293**	**144**	**18**	**2**	**0**	**4**	**0**	**1292**	**22354**
Percentages	**0.6%**	**64.1%**	**23.1%**	**0.2%**	**3.2%**	**0.8%**	**0.2%**	**1.3%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.8%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race T City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	35	10	0	2	0	0	0	1	0	0	0	0	0	0	49
30	0	29	3	0	0	0	0	1	0	0	0	0	0	0	0	33
45	0	23	8	0	0	0	0	0	1	0	1	0	0	0	0	33
100	0	30	8	0	1	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	**1**	**117**	**29**	**0**	**3**	**0**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**154**
115	1	13	5	0	2	0	0	0	0	0	0	0	0	0	0	21
130	0	20	7	0	2	0	0	0	0	0	0	0	0	0	1	30
145	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
200	0	26	6	0	1	0	0	0	1	0	0	0	0	0	0	34
Hourly Total	**1**	**70**	**26**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**104**
215	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
230	0	17	4	0	0	0	0	0	2	0	0	0	0	0	0	23
245	0	9	3	0	1	0	0	0	1	0	0	0	0	0	0	14
300	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**55**	**14**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
315	0	8	3	0	0	0	0	2	1	0	0	0	0	0	0	14
330	0	13	5	0	0	0	0	0	2	0	0	0	0	0	0	20
345	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0	16
400	0	21	0	0	1	0	0	1	0	0	0	0	0	0	0	23
Hourly Total	**0**	**52**	**13**	**0**	**1**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
415	0	26	4	0	0	0	0	1	3	0	0	0	0	0	0	34
430	0	27	9	0	0	0	0	2	2	0	0	0	0	0	1	41
445	0	24	18	0	1	2	0	2	3	0	0	0	0	0	0	50
500	2	42	21	0	2	1	0	4	2	0	0	0	0	0	1	75
Hourly Total	**2**	**119**	**52**	**0**	**3**	**3**	**0**	**9**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**200**
515	1	64	16	0	2	2	0	0	1	0	0	0	0	0	1	87
530	0	68	27	0	0	0	0	1	3	0	0	0	0	0	1	100
545	2	98	37	0	2	0	0	1	1	0	0	0	0	0	2	143
600	0	113	42	1	5	1	0	3	1	1	0	0	0	0	6	173
Hourly Total	**3**	**343**	**122**	**1**	**9**	**3**	**0**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**10**	**503**
615	1	155	82	1	12	1	1	3	2	0	0	0	0	0	1	259
630	4	220	119	4	13	9	0	6	2	1	0	0	0	0	11	389
645	1	284	135	1	30	7	0	10	3	1	0	0	0	0	28	500
700	4	313	184	1	34	12	2	7	6	0	0	0	0	0	35	598
Hourly Total	**10**	**972**	**520**	**7**	**89**	**29**	**3**	**26**	**13**	**2**	**0**	**0**	**0**	**0**	**75**	**1746**
715	2	306	193	0	30	15	1	14	5	0	0	0	0	0	20	586
730	4	407	207	2	46	8	2	17	1	1	0	0	1	0	37	733
745	1	472	201	0	17	6	2	15	6	0	0	0	0	0	36	756
800	4	517	203	2	23	13	3	12	6	0	0	0	0	0	46	829
Hourly Total	**11**	**1702**	**804**	**4**	**116**	**42**	**8**	**58**	**18**	**1**	**0**	**0**	**1**	**0**	**139**	**2904**
815	4	540	210	3	23	8	3	14	3	0	0	0	0	0	47	855
830	5	494	213	2	29	7	1	15	10	0	0	0	0	0	45	821
845	1	479	211	2	25	4	0	13	7	0	0	0	0	0	43	785
900	3	505	207	3	32	5	1	13	6	0	0	0	0	0	48	823
Hourly Total	**13**	**2018**	**841**	**10**	**109**	**24**	**5**	**55**	**26**	**0**	**0**	**0**	**0**	**0**	**183**	**3284**
915	3	441	174	2	28	8	1	8	9	0	0	0	0	0	48	722
930	6	473	165	3	22	5	1	12	5	0	0	0	0	0	43	735
945	4	499	176	0	17	4	2	9	6	0	0	0	0	0	58	775
1000	4	494	188	2	27	3	0	6	9	0	0	0	0	0	46	779
Hourly Total	**17**	**1907**	**703**	**7**	**94**	**20**	**4**	**35**	**29**	**0**	**0**	**0**	**0**	**0**	**195**	**3011**
1015	1	459	196	1	29	6	0	4	9	0	0	0	0	0	37	742
1030	3	482	188	0	30	13	4	9	7	1	0	0	0	0	53	790
1045	4	466	179	2	26	4	0	10	5	0	0	0	0	0	45	741
1100	5	508	175	0	21	9	1	9	6	0	0	0	1	0	51	786
Hourly Total	**13**	**1915**	**738**	**3**	**106**	**32**	**5**	**32**	**27**	**1**	**0**	**0**	**1**	**0**	**186**	**3059**
1115	3	500	214	0	25	15	2	18	4	1	0	0	0	0	31	813
1130	1	502	170	0	19	5	1	13	4	1	0	0	0	0	49	765
1145	9	559	181	2	23	9	1	6	3	2	1	0	0	0	41	837
1200	6	494	196	1	23	13	3	10	4	0	0	0	0	0	50	800
Hourly Total	**19**	**2055**	**761**	**3**	**90**	**42**	**7**	**47**	**15**	**4**	**1**	**0**	**0**	**0**	**171**	**3215**
1215	3	542	181	0	21	9	0	12	7	2	0	0	0	0	56	833
1230	2	533	188	1	32	11	1	7	5	0	0	0	0	0	48	828
1245	6	508	182	1	27	5	1	11	10	1	0	0	0	0	50	802
1300	3	499	173	0	31	9	5	12	7	0	0	0	1	0	36	776
Hourly Total	**14**	**2082**	**724**	**2**	**111**	**34**	**7**	**42**	**29**	**3**	**0**	**0**	**1**	**0**	**190**	**3239**
1315	7	539	187	0	23	12	2	5	10	0	0	0	0	0	46	831
1330	6	550	171	0	20	9	1	7	8	3	0	0	0	0	36	811
1345	3	585	163	1	15	7	2	7	11	2	0	0	0	0	35	831
1400	5	594	166	0	23	9	1	9	11	1	0	0	0	0	52	871
Hourly Total	**21**	**2268**	**687**	**1**	**81**	**37**	**6**	**28**	**40**	**6**	**0**	**0**	**0**	**0**	**169**	**3344**
1415	2	508	158	1	15	7	0	4	11	0	0	0	1	0	40	747
1430	6	516	179	2	24	9	1	11	4	1	0	0	0	0	43	796
1445	6	543	198	2	21	8	0	7	12	1	0	0	1	0	48	847
1500	2	570	186	0	21	5	0	12	10	0	0	0	0	0	46	852
Hourly Total	**16**	**2137**	**721**	**5**	**81**	**29**	**1**	**34**	**37**	**2**	**0**	**0**	**2**	**0**	**177**	**3242**
1515	7	519	174	0	23	7	4	7	6	1	0	0	0	0	58	806
1530	5	588	182	2	28	5	1	11	8	0	0	0	0	0	60	890
1545	10	595	199	2	22	10	2	18	6	0	0	0	1	0	68	933

1600	6	571	200	0	20	5	2	12	2	0	0	0	0	0	51	869
Hourly Total	**28**	**2273**	**755**	**4**	**93**	**27**	**9**	**48**	**22**	**1**	**0**	**0**	**1**	**0**	**237**	**3498**
1615	3	532	198	3	26	9	1	9	3	1	0	0	0	0	57	842
1630	5	594	207	1	17	3	0	9	6	0	0	0	0	0	51	893
1645	2	601	189	2	24	3	1	6	4	1	0	0	0	0	56	889
1700	4	592	185	1	33	7	1	13	7	0	0	0	0	0	52	895
Hourly Total	**14**	**2319**	**779**	**7**	**100**	**22**	**3**	**37**	**20**	**2**	**0**	**0**	**0**	**0**	**216**	**3519**
1715	7	648	196	0	19	3	1	17	1	0	0	0	0	0	57	949
1730	10	574	174	0	16	1	2	4	1	0	0	0	0	0	53	835
1745	4	617	168	1	13	3	0	7	1	0	0	0	0	0	48	862
1800	5	543	171	2	17	1	1	10	1	0	0	0	0	0	40	791
Hourly Total	**26**	**2382**	**709**	**3**	**65**	**8**	**4**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**198**	**3437**
1815	2	473	153	0	18	1	0	6	5	0	0	0	0	0	24	682
1830	4	456	128	0	14	1	0	4	5	0	0	0	0	0	34	646
1845	4	390	101	2	11	0	0	5	3	0	0	0	0	0	23	539
1900	2	357	99	0	9	3	0	1	1	0	0	0	0	0	25	497
Hourly Total	**12**	**1676**	**481**	**2**	**52**	**5**	**0**	**16**	**14**	**0**	**0**	**0**	**0**	**0**	**106**	**2364**
1915	2	334	82	0	14	1	0	6	2	0	0	0	0	0	14	455
1930	3	320	74	0	3	1	0	6	0	0	0	0	0	0	18	425
1945	4	290	77	0	1	1	1	2	2	0	0	0	0	0	9	387
2000	1	289	55	1	5	0	0	4	1	0	0	0	0	0	12	368
Hourly Total	**10**	**1233**	**288**	**1**	**23**	**3**	**1**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**53**	**1635**
2015	3	271	60	0	4	0	0	2	2	0	0	0	0	0	16	358
2030	2	279	53	2	7	2	1	1	0	0	0	0	0	0	16	363
2045	2	243	58	0	5	1	1	2	2	0	0	0	0	0	7	321
2100	3	219	56	0	3	2	0	1	0	0	0	0	0	0	3	287
Hourly Total	**10**	**1012**	**227**	**2**	**19**	**5**	**2**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**42**	**1329**
2115	1	243	45	0	1	0	0	0	0	0	0	0	0	0	5	295
2130	0	204	40	0	5	0	0	0	1	0	1	0	0	0	3	254
2145	3	179	34	0	2	0	0	1	1	0	0	0	0	0	7	227
2200	1	131	33	0	4	0	0	3	0	0	0	0	0	0	6	178
Hourly Total	**5**	**757**	**152**	**0**	**12**	**0**	**0**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**21**	**954**
2215	0	139	39	0	3	2	0	0	1	0	0	0	0	0	3	187
2230	0	145	27	0	1	0	0	0	0	0	0	0	0	0	3	176
2245	0	110	20	0	1	0	0	2	0	0	0	0	0	0	2	135
2300	0	106	14	0	0	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	**0**	**500**	**100**	**0**	**5**	**2**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**619**
2315	0	91	19	0	4	0	0	0	0	0	0	0	0	0	1	115
2330	0	63	8	0	1	2	0	1	0	0	0	0	0	0	0	75
2345	0	63	7	0	1	0	0	0	0	0	0	0	0	0	0	71
2400	0	47	11	0	1	0	0	0	0	0	1	0	0	0	0	60
Hourly Total	**0**	**264**	**45**	**0**	**7**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**321**
DAILY TOTAL	**246**	**30228**	**10291**	**62**	**1276**	**369**	**65**	**546**	**332**	**23**	**4**	**0**	**6**	**0**	**2380**	**45828**
Percentages	**0.5%**	**66.0%**	**22.5%**	**0.1%**	**2.8%**	**0.8%**	**0.1%**	**1.2%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.2%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	23	6	0	1	1	0	0	0	0	0	0	0	0	0	32
30	0	17	3	0	0	0	0	1	0	0	0	0	0	0	0	21
45	0	8	2	0	0	0	0	0	0	0	1	0	0	0	0	11
100	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	**1**	**55**	**13**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**74**
115	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	23	1	0	1	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	**1**	**44**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
215	0	8	2	0	1	0	0	0	2	0	0	0	0	0	0	13
230	0	12	0	0	0	0	0	0	1	0	0	0	0	0	0	13
245	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
300	0	6	3	0	0	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	**0**	**31**	**8**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
315	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
345	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**0**	**29**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
415	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
430	0	16	2	0	0	0	0	0	0	0	0	0	0	0	1	19
445	0	12	7	0	1	2	0	2	1	0	0	0	0	0	0	25
500	0	24	8	0	0	1	0	2	0	0	0	0	0	0	1	36
Hourly Total	**0**	**69**	**18**	**0**	**1**	**3**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**98**
515	1	29	8	0	0	3	0	0	0	0	0	0	0	0	0	41
530	0	29	7	0	0	0	0	0	1	0	0	0	0	0	0	37
545	1	52	18	0	0	1	0	2	1	0	0	0	0	0	2	77
600	0	39	13	0	3	0	0	1	1	0	0	0	0	0	1	58
Hourly Total	**2**	**149**	**46**	**0**	**3**	**4**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**213**
615	0	69	25	1	6	0	0	2	1	0	0	0	0	0	1	105
630	0	74	40	1	5	5	0	3	1	0	0	0	0	0	3	132
645	0	120	54	0	12	1	0	2	2	0	0	0	0	0	7	198
700	0	124	61	0	8	3	0	4	2	0	0	0	0	0	7	209
Hourly Total	**0**	**387**	**180**	**2**	**31**	**9**	**0**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**18**	**644**
715	1	122	79	0	7	7	0	6	3	0	0	0	0	0	3	228
730	0	158	79	2	11	6	0	11	0	0	0	0	0	0	8	275
745	0	177	78	0	3	1	0	6	2	0	0	0	0	0	4	271
800	0	175	65	0	15	4	4	6	4	0	0	0	0	0	15	288
Hourly Total	**1**	**632**	**301**	**2**	**36**	**18**	**4**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**30**	**1062**
815	0	204	86	2	11	2	1	7	0	0	0	0	0	0	11	324
830	3	152	95	0	11	3	0	5	5	0	0	0	0	0	14	288
845	0	168	79	1	11	3	0	5	6	0	0	0	0	0	9	282
900	2	148	90	1	11	2	0	4	6	0	0	0	0	0	13	277
Hourly Total	**5**	**672**	**350**	**4**	**44**	**10**	**1**	**21**	**17**	**0**	**0**	**0**	**0**	**0**	**47**	**1171**
915	0	187	87	1	17	4	2	1	2	0	0	0	0	0	14	315
930	3	208	75	1	6	1	0	4	0	0	0	0	0	0	14	312
945	1	206	83	0	6	3	0	1	3	0	0	0	0	0	18	321
1000	1	204	83	0	7	1	0	1	2	0	0	0	0	0	16	315
Hourly Total	**5**	**805**	**328**	**2**	**36**	**9**	**2**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**62**	**1263**
1015	0	194	81	1	11	4	0	1	6	0	0	0	0	0	9	307
1030	2	247	101	0	7	3	0	4	0	0	0	0	0	0	17	381
1045	1	228	73	0	15	2	0	4	1	0	0	0	0	0	18	342
1100	5	252	84	0	11	4	0	3	4	0	0	0	1	0	14	378
Hourly Total	**8**	**921**	**339**	**1**	**44**	**13**	**0**	**12**	**11**	**0**	**0**	**0**	**1**	**0**	**58**	**1408**
1115	1	240	97	0	8	5	0	5	2	0	0	0	0	0	3	361
1130	2	263	80	0	10	1	1	4	3	0	0	0	0	0	19	383
1145	9	285	91	1	12	7	1	4	1	0	0	0	0	0	18	429
1200	1	244	89	1	11	6	1	5	2	0	0	0	0	0	21	381
Hourly Total	**13**	**1032**	**357**	**2**	**41**	**19**	**3**	**18**	**8**	**0**	**0**	**0**	**0**	**0**	**61**	**1554**
1215	1	268	91	0	10	3	0	1	5	0	0	0	0	0	32	411
1230	0	285	79	0	10	9	1	5	5	0	0	0	0	0	18	412
1245	5	234	86	0	11	6	2	5	5	0	0	0	0	0	20	374
1300	0	244	92	0	11	4	1	2	1	0	0	0	0	0	12	367
Hourly Total	**6**	**1031**	**348**	**0**	**42**	**22**	**4**	**13**	**16**	**0**	**0**	**0**	**0**	**0**	**82**	**1564**
1315	3	285	78	0	9	4	0	3	8	0	0	0	0	0	22	412
1330	1	282	80	0	7	3	0	3	6	0	0	0	0	0	16	398
1345	1	277	84	0	10	1	0	3	7	0	0	0	0	0	16	399
1400	3	288	82	0	13	5	0	6	7	0	0	0	0	0	14	418
Hourly Total	**8**	**1132**	**324**	**0**	**39**	**13**	**0**	**15**	**28**	**0**	**0**	**0**	**0**	**0**	**68**	**1627**
1415	4	287	96	1	7	5	1	3	4	0	0	0	0	0	19	427
1430	2	292	93	1	12	3	0	2	3	0	0	0	0	0	18	426
1445	1	319	84	1	8	3	0	1	5	0	0	0	0	0	31	453
1500	0	300	90	0	11	3	0	5	4	0	0	0	0	0	21	434
Hourly Total	**7**	**1198**	**363**	**3**	**38**	**14**	**1**	**11**	**16**	**0**	**0**	**0**	**0**	**0**	**89**	**1740**
1515	3	317	99	0	10	2	1	6	2	0	0	0	0	0	44	484
1530	1	350	107	0	19	3	3	1	4	0	0	0	0	0	39	527
1545	9	376	118	1	12	7	1	8	2	0	0	0	1	0	54	589

1600	2	362	121	0	8	2	2	7	1	0	0	0	0	0	29	534
Hourly Total	**15**	**1405**	**445**	**1**	**49**	**14**	**7**	**22**	**9**	**0**	**0**	**0**	**1**	**0**	**166**	**2134**
1615	0	379	124	1	11	4	1	3	2	0	0	0	0	0	39	564
1630	3	346	121	1	10	3	0	6	2	0	0	0	0	0	27	519
1645	0	367	112	1	11	1	1	6	4	0	0	0	0	0	36	539
1700	1	371	122	1	15	3	0	2	3	0	0	0	0	0	35	553
Hourly Total	**4**	**1463**	**479**	**4**	**47**	**11**	**2**	**17**	**11**	**0**	**0**	**0**	**0**	**0**	**137**	**2175**
1715	8	422	114	0	9	2	1	10	0	0	0	0	0	0	44	610
1730	3	394	103	0	6	1	1	3	0	0	0	0	0	0	32	543
1745	2	418	104	1	6	1	0	4	3	0	0	0	0	0	34	573
1800	5	306	101	1	9	1	1	7	0	0	0	0	0	0	22	453
Hourly Total	**18**	**1540**	**422**	**2**	**30**	**5**	**3**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**132**	**2179**
1815	1	297	82	1	7	1	0	4	2	0	0	0	0	0	17	412
1830	1	270	81	0	5	0	0	4	2	0	0	0	0	0	20	383
1845	2	219	53	0	5	0	0	0	0	0	0	0	0	0	6	285
1900	1	197	47	0	5	0	0	3	0	0	0	0	0	0	11	264
Hourly Total	**5**	**983**	**263**	**1**	**22**	**1**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**54**	**1344**
1915	1	185	40	0	6	1	0	3	2	0	0	0	0	0	11	249
1930	2	197	33	0	4	0	0	3	1	0	0	0	0	0	8	248
1945	0	148	47	0	1	0	0	1	1	0	0	0	0	0	6	204
2000	1	189	37	0	0	0	0	3	1	0	0	0	0	0	7	238
Hourly Total	**4**	**719**	**157**	**0**	**11**	**1**	**0**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**32**	**939**
2015	3	183	35	0	2	0	0	0	0	0	0	0	0	0	9	232
2030	2	191	30	0	3	2	1	1	0	0	0	0	0	0	14	244
2045	0	158	28	0	3	1	1	1	1	0	0	0	0	0	3	196
2100	2	159	34	0	1	1	0	0	1	0	0	0	0	0	1	199
Hourly Total	**7**	**691**	**127**	**0**	**9**	**4**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**27**	**871**
2115	1	166	33	0	1	0	0	0	1	0	0	0	0	0	4	206
2130	0	120	23	0	5	0	0	0	0	0	1	0	0	0	2	151
2145	3	122	21	0	3	0	1	1	0	0	0	0	0	0	7	158
2200	0	90	16	0	2	0	0	1	1	0	0	0	0	0	6	116
Hourly Total	**4**	**498**	**93**	**0**	**11**	**0**	**1**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**19**	**631**
2215	0	96	24	0	0	0	0	0	1	0	0	0	0	0	2	123
2230	0	97	24	0	0	0	1	0	0	0	0	0	0	0	2	124
2245	0	68	19	0	0	0	0	1	1	0	0	0	0	0	2	91
2300	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	**0**	**321**	**74**	**0**	**1**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**406**
2315	0	54	14	0	1	1	0	0	0	0	0	0	0	0	1	71
2330	0	41	7	0	1	1	0	0	1	0	0	0	0	0	0	51
2345	0	38	2	0	0	0	0	0	1	0	0	0	0	0	0	41
2400	0	26	3	0	2	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	**0**	**159**	**26**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**194**
DAILY TOTAL	**114**	**15966**	**5075**	**24**	**544**	**173**	**31**	**235**	**167**	**0**	**2**	**0**	**2**	**0**	**1094**	**23427**
Percentages	**0.5%**	**68.2%**	**21.7%**	**0.1%**	**2.3%**	**0.7%**	**0.1%**	**1.0%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.7%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	15	9	0	1	0	0	0	1	0	0	0	0	0	1	27
30	0	21	2	0	2	0	0	0	0	0	0	0	0	0	2	27
45	0	12	3	0	1	1	0	0	0	0	0	0	0	0	0	17
100	0	13	1	0	1	0	0	0	0	0	0	0	0	0	1	16
Hourly Total	**0**	**61**	**15**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**87**
115	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
130	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
145	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
200	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	**1**	**40**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
215	0	8	1	0	0	0	0	0	0	0	0	0	0	0	2	11
230	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
245	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	**0**	**17**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**27**
315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
345	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	**0**	**24**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
415	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	11	0	0	0	0	0	0	2	0	0	0	0	0	0	13
445	0	14	9	0	1	0	0	0	1	1	0	0	0	0	0	26
500	1	22	11	0	1	1	1	0	2	0	0	0	0	0	0	39
Hourly Total	**1**	**50**	**23**	**0**	**2**	**1**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**84**
515	0	30	10	0	2	0	1	1	0	0	0	0	0	0	0	44
530	0	32	14	0	1	0	0	2	0	0	0	0	0	0	1	50
545	1	49	32	0	1	1	0	0	0	0	0	0	0	0	2	86
600	0	66	38	0	3	0	0	2	1	1	0	0	0	0	2	113
Hourly Total	**1**	**177**	**94**	**0**	**7**	**1**	**1**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**293**
615	0	73	50	0	4	0	0	2	1	0	0	0	0	0	9	139
630	2	134	85	1	8	3	1	1	4	0	0	0	0	0	11	250
645	1	157	94	0	11	1	0	1	4	0	0	0	0	0	19	288
700	4	209	113	0	19	2	0	6	0	0	0	0	0	0	33	386
Hourly Total	**7**	**573**	**342**	**1**	**42**	**6**	**1**	**10**	**9**	**0**	**0**	**0**	**0**	**0**	**72**	**1063**
715	1	191	107	0	28	2	0	11	1	0	0	0	0	0	36	377
730	1	222	121	1	17	4	1	7	1	0	0	0	0	0	34	409
745	1	293	119	1	15	3	0	5	1	0	0	0	0	0	43	481
800	2	320	121	1	18	2	1	9	5	0	0	0	0	0	39	518
Hourly Total	**5**	**1026**	**468**	**3**	**78**	**11**	**2**	**32**	**8**	**0**	**0**	**0**	**0**	**0**	**152**	**1785**
815	1	280	120	5	20	5	1	7	4	0	0	0	0	0	39	482
830	3	313	127	1	20	5	1	8	2	0	0	0	0	0	41	521
845	0	319	87	0	21	5	0	7	3	0	0	0	0	0	39	481
900	3	335	122	2	11	5	0	8	2	0	0	0	0	0	32	520
Hourly Total	**7**	**1247**	**456**	**8**	**72**	**20**	**2**	**30**	**11**	**0**	**0**	**0**	**0**	**0**	**151**	**2004**
915	2	301	88	0	19	5	0	7	3	0	0	0	0	0	36	461
930	2	301	109	2	24	5	2	8	1	1	0	0	0	0	31	486
945	6	275	99	1	17	3	1	9	1	0	0	0	0	0	29	441
1000	3	289	102	0	15	5	0	4	2	0	0	0	0	0	23	443
Hourly Total	**13**	**1166**	**398**	**3**	**75**	**18**	**3**	**28**	**7**	**1**	**0**	**0**	**0**	**0**	**119**	**1831**
1015	3	301	80	0	13	1	0	3	0	0	0	0	1	0	17	419
1030	6	267	91	0	14	3	0	2	1	0	0	0	0	0	24	408
1045	3	235	98	2	12	5	2	7	4	0	0	0	0	0	34	402
1100	2	265	79	0	12	6	1	4	2	1	0	0	0	0	34	406
Hourly Total	**14**	**1068**	**348**	**2**	**51**	**15**	**3**	**16**	**7**	**1**	**0**	**0**	**1**	**0**	**109**	**1635**
1115	0	258	92	0	15	6	0	5	3	1	0	0	0	0	25	405
1130	5	238	92	0	13	2	0	6	3	0	0	0	0	0	23	382
1145	4	265	114	0	4	6	1	3	2	0	0	0	0	0	33	432
1200	3	302	93	0	11	5	2	5	4	2	0	0	1	0	24	452
Hourly Total	**12**	**1063**	**391**	**0**	**43**	**19**	**3**	**19**	**12**	**3**	**0**	**0**	**1**	**0**	**105**	**1671**
1215	2	260	93	1	15	6	1	6	1	0	0	0	0	0	18	403
1230	3	294	89	0	10	3	1	7	2	1	0	0	1	0	26	437
1245	3	247	94	0	12	2	2	5	2	1	0	0	0	0	22	390
1300	4	232	73	0	22	7	0	3	6	1	0	0	0	0	29	377
Hourly Total	**12**	**1033**	**349**	**1**	**59**	**18**	**4**	**21**	**11**	**3**	**0**	**0**	**1**	**0**	**95**	**1607**
1315	0	253	78	1	11	4	0	8	1	1	0	0	0	0	20	377
1330	3	246	80	2	10	10	2	4	5	2	0	0	0	0	22	386
1345	2	254	76	1	13	4	0	4	1	1	0	0	0	0	24	380
1400	6	255	69	2	14	4	1	4	2	2	0	0	0	0	26	385
Hourly Total	**11**	**1008**	**303**	**6**	**48**	**22**	**3**	**20**	**9**	**6**	**0**	**0**	**0**	**0**	**92**	**1528**
1415	4	213	70	1	13	2	2	3	3	1	0	0	0	0	7	319
1430	5	226	69	1	11	4	0	4	4	1	0	0	0	0	24	349
1445	1	244	85	1	13	4	2	1	2	2	0	0	0	0	27	382
1500	4	256	83	0	11	2	1	3	2	0	0	0	0	0	22	384
Hourly Total	**14**	**939**	**307**	**3**	**48**	**12**	**5**	**11**	**11**	**4**	**0**	**0**	**0**	**0**	**80**	**1434**
1515	0	246	81	1	6	5	1	6	3	0	0	0	0	0	15	364
1530	4	227	87	1	6	1	1	3	1	1	0	0	0	0	16	348
1545	1	228	73	1	17	6	1	5	3	0	0	0	0	0	20	355

1600	4	209	67	0	15	2	2	2	2	0	0	0	0	0	27	330
Hourly Total	**9**	**910**	**308**	**3**	**44**	**14**	**5**	**16**	**9**	**1**	**0**	**0**	**0**	**0**	**78**	**1397**
1615	3	197	72	1	10	1	0	3	3	0	0	0	0	0	18	308
1630	1	199	84	0	15	5	0	5	2	0	0	0	0	0	21	332
1645	0	233	67	2	10	2	0	3	0	0	0	0	0	0	16	333
1700	2	199	56	1	13	3	0	2	0	0	0	0	0	0	16	292
Hourly Total	**6**	**828**	**279**	**4**	**48**	**11**	**0**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**71**	**1265**
1715	4	239	69	0	13	2	0	3	0	0	0	0	0	0	25	355
1730	2	233	64	1	14	2	0	2	1	0	0	0	0	0	15	334
1745	0	235	62	0	5	0	0	3	0	0	0	0	0	0	17	322
1800	1	251	67	2	6	1	0	2	0	0	0	0	0	0	23	353
Hourly Total	**7**	**958**	**262**	**3**	**38**	**5**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**80**	**1364**
1815	1	207	72	1	5	1	1	5	2	0	0	0	0	0	20	315
1830	1	199	53	0	8	2	0	4	2	0	0	0	0	0	18	287
1845	3	202	46	0	4	0	0	0	1	0	0	0	0	0	16	272
1900	1	188	51	0	7	0	0	1	1	0	0	0	0	0	13	262
Hourly Total	**6**	**796**	**222**	**1**	**24**	**3**	**1**	**10**	**6**	**0**	**0**	**0**	**0**	**0**	**67**	**1136**
1915	3	126	30	0	8	0	0	1	0	0	0	0	0	0	4	172
1930	1	146	39	0	4	0	0	2	1	0	0	0	0	0	6	199
1945	0	129	33	0	4	0	0	1	0	0	0	0	0	0	4	171
2000	0	122	46	0	2	0	0	1	2	0	0	0	0	0	5	178
Hourly Total	**4**	**523**	**148**	**0**	**18**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**19**	**720**
2015	0	123	25	1	3	1	0	0	1	0	0	0	0	0	3	157
2030	1	106	29	0	2	1	0	0	1	0	0	0	0	0	5	145
2045	0	82	28	0	2	1	0	0	1	0	0	0	0	0	3	117
2100	3	103	18	1	3	1	0	0	1	0	0	0	0	0	10	140
Hourly Total	**4**	**414**	**100**	**2**	**10**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**21**	**559**
2115	0	65	21	0	0	0	0	0	0	0	0	0	0	0	7	93
2130	0	69	12	0	3	0	0	0	0	0	0	0	0	0	4	88
2145	0	69	17	0	0	1	0	0	1	0	0	0	0	0	2	90
2200	0	51	20	1	2	0	0	0	2	0	0	0	0	0	4	80
Hourly Total	**0**	**254**	**70**	**1**	**5**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**17**	**351**
2215	1	50	16	0	0	0	0	0	0	0	0	0	0	0	2	69
2230	1	39	6	0	0	1	0	0	1	0	0	0	0	0	2	50
2245	0	49	7	0	2	0	0	0	1	0	0	0	0	0	1	60
2300	0	34	6	0	0	1	0	0	1	0	0	0	0	0	2	44
Hourly Total	**2**	**172**	**35**	**0**	**2**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**223**
2315	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
2330	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
2345	0	26	8	0	1	0	0	0	1	0	1	0	0	0	0	37
2400	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	**0**	**94**	**23**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**120**
DAILY TOTAL	**136**	**14441**	**4963**	**41**	**721**	**184**	**34**	**246**	**130**	**21**	**2**	**0**	**3**	**0**	**1346**	**22268**
Percentages	**0.6%**	**64.9%**	**22.3%**	**0.2%**	**3.2%**	**0.8%**	**0.2%**	**1.1%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**6.0%**	**100.0%**

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race T City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/17/2019 Start Time: 00:00
Stop Date: 4/17/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	38	15	0	2	1	0	0	1	0	0	0	0	0	1	59
30	0	38	5	0	2	0	0	1	0	0	0	0	0	0	2	48
45	0	20	5	0	1	1	0	0	0	0	1	0	0	0	0	28
100	0	20	3	0	2	0	0	0	0	0	0	0	0	0	1	26
Hourly Total	**1**	**116**	**28**	**0**	**7**	**2**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**161**
115	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	32
130	0	19	5	0	0	0	0	0	2	0	0	0	0	0	0	26
145	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
200	1	31	3	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**2**	**84**	**16**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**106**
215	0	16	3	0	1	0	0	0	2	0	0	0	0	0	2	24
230	0	18	1	0	1	0	0	0	2	0	0	0	0	0	0	22
245	0	7	5	0	1	0	0	0	0	0	1	0	0	0	0	14
300	0	7	4	0	0	0	0	1	0	0	0	0	0	0	0	12
Hourly Total	**0**	**48**	**13**	**0**	**3**	**0**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**72**
315	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
330	0	18	4	0	0	0	0	0	1	0	0	0	0	0	0	23
345	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
400	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**53**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
415	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
430	0	27	2	0	0	0	0	0	2	0	0	0	0	0	1	32
445	0	26	16	0	2	2	0	2	2	1	0	0	0	0	0	51
500	1	46	19	0	1	2	1	2	2	0	0	0	0	0	1	75
Hourly Total	**1**	**119**	**41**	**0**	**3**	**4**	**1**	**4**	**6**	**1**	**0**	**0**	**0**	**0**	**2**	**182**
515	1	59	18	0	2	3	1	1	0	0	0	0	0	0	0	85
530	0	61	21	0	1	0	0	2	1	0	0	0	0	0	1	87
545	2	101	50	0	1	2	0	2	1	0	0	0	0	0	4	163
600	0	105	51	0	6	0	0	3	2	1	0	0	0	0	3	171
Hourly Total	**3**	**326**	**140**	**0**	**10**	**5**	**1**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**8**	**506**
615	0	142	75	1	10	0	0	4	2	0	0	0	0	0	10	244
630	2	208	125	2	13	8	1	4	5	0	0	0	0	0	14	382
645	1	277	148	0	23	2	0	3	6	0	0	0	0	0	26	486
700	4	333	174	0	27	5	0	10	2	0	0	0	0	0	40	595
Hourly Total	**7**	**960**	**522**	**3**	**73**	**15**	**1**	**21**	**15**	**0**	**0**	**0**	**0**	**0**	**90**	**1707**
715	2	313	186	0	35	9	0	17	4	0	0	0	0	0	39	605
730	1	380	200	3	28	10	1	18	1	0	0	0	0	0	42	684
745	1	470	197	1	18	4	0	11	3	0	0	0	0	0	47	752
800	2	495	186	1	33	6	5	15	9	0	0	0	0	0	54	806
Hourly Total	**6**	**1658**	**769**	**5**	**114**	**29**	**6**	**61**	**17**	**0**	**0**	**0**	**0**	**0**	**182**	**2847**
815	1	484	206	7	31	7	2	14	4	0	0	0	0	0	50	806
830	6	465	222	1	31	8	1	13	7	0	0	0	0	0	55	809
845	0	487	166	1	32	8	0	12	9	0	0	0	0	0	48	763
900	5	483	212	3	22	7	0	12	8	0	0	0	0	0	45	797
Hourly Total	**12**	**1919**	**806**	**12**	**116**	**30**	**3**	**51**	**28**	**0**	**0**	**0**	**0**	**0**	**198**	**3175**
915	2	488	175	1	36	9	2	8	5	0	0	0	0	0	50	776
930	5	509	184	3	30	6	2	12	1	1	0	0	0	0	45	798
945	7	481	182	1	23	6	1	10	4	0	0	0	0	0	47	762
1000	4	493	185	0	22	6	0	5	4	0	0	0	0	0	39	758
Hourly Total	**18**	**1971**	**726**	**5**	**111**	**27**	**5**	**35**	**14**	**1**	**0**	**0**	**0**	**0**	**181**	**3094**
1015	3	495	161	1	24	5	0	4	6	0	0	0	1	0	26	726
1030	8	514	192	0	21	6	0	6	1	0	0	0	0	0	41	789
1045	4	463	171	2	27	7	2	11	5	0	0	0	0	0	52	744
1100	7	517	163	0	23	10	1	7	6	1	0	0	1	0	48	784
Hourly Total	**22**	**1989**	**687**	**3**	**95**	**28**	**3**	**28**	**18**	**1**	**0**	**0**	**2**	**0**	**167**	**3043**
1115	1	498	189	0	23	11	0	10	5	1	0	0	0	0	28	766
1130	7	501	172	0	23	3	1	10	6	0	0	0	0	0	42	765
1145	13	550	205	1	16	13	2	7	3	0	0	0	0	0	51	861
1200	4	546	182	1	22	11	3	10	6	2	0	0	1	0	45	833
Hourly Total	**25**	**2095**	**748**	**2**	**84**	**38**	**6**	**37**	**20**	**3**	**0**	**0**	**1**	**0**	**166**	**3225**
1215	3	528	184	1	25	9	1	7	6	0	0	0	0	0	50	814
1230	3	579	168	0	20	12	2	12	7	1	0	0	1	0	44	849
1245	8	481	180	0	23	8	4	10	7	1	0	0	0	0	42	764
1300	4	476	165	0	33	11	1	5	7	1	0	0	0	0	41	744
Hourly Total	**18**	**2064**	**697**	**1**	**101**	**40**	**8**	**34**	**27**	**3**	**0**	**0**	**1**	**0**	**177**	**3171**
1315	3	538	156	1	20	8	0	11	9	1	0	0	0	0	42	789
1330	4	528	160	2	17	13	2	7	11	2	0	0	0	0	38	784
1345	3	531	160	1	23	5	0	7	8	1	0	0	0	0	40	779
1400	9	543	151	2	27	9	1	10	9	2	0	0	0	0	40	803
Hourly Total	**19**	**2140**	**627**	**6**	**87**	**35**	**3**	**35**	**37**	**6**	**0**	**0**	**0**	**0**	**160**	**3155**
1415	8	500	166	2	20	7	3	6	7	1	0	0	0	0	26	746
1430	7	518	162	2	23	7	0	6	7	1	0	0	0	0	42	775
1445	2	563	169	2	21	7	2	2	7	2	0	0	0	0	58	835
1500	4	556	173	0	22	5	1	8	6	0	0	0	0	0	43	818
Hourly Total	**21**	**2137**	**670**	**6**	**86**	**26**	**6**	**22**	**27**	**4**	**0**	**0**	**0**	**0**	**169**	**3174**
1515	3	563	180	1	16	7	2	12	5	0	0	0	0	0	59	848
1530	5	577	194	1	25	4	4	4	5	1	0	0	0	0	55	875
1545	10	604	191	2	29	13	2	13	5	0	0	0	1	0	74	944

1600	6	571	188	0	23	4	4	9	3	0	0	0	0	0	56	864
Hourly Total	**24**	**2315**	**753**	**4**	**93**	**28**	**12**	**38**	**18**	**1**	**0**	**0**	**1**	**0**	**244**	**3531**
1615	3	576	196	2	21	5	1	6	5	0	0	0	0	0	57	872
1630	4	545	205	1	25	8	0	11	4	0	0	0	0	0	48	851
1645	0	600	179	3	21	3	1	9	4	0	0	0	0	0	52	872
1700	3	570	178	2	28	6	0	4	3	0	0	0	0	0	51	845
Hourly Total	**10**	**2291**	**758**	**8**	**95**	**22**	**2**	**30**	**16**	**0**	**0**	**0**	**0**	**0**	**208**	**3440**
1715	12	661	183	0	22	4	1	13	0	0	0	0	0	0	69	965
1730	5	627	167	1	20	3	1	5	1	0	0	0	0	0	47	877
1745	2	653	166	1	11	1	0	7	3	0	0	0	0	0	51	895
1800	6	557	168	3	15	2	1	9	0	0	0	0	0	0	45	806
Hourly Total	**25**	**2498**	**684**	**5**	**68**	**10**	**3**	**34**	**4**	**0**	**0**	**0**	**0**	**0**	**212**	**3543**
1815	2	504	154	2	12	2	1	9	4	0	0	0	0	0	37	727
1830	2	469	134	0	13	2	0	8	4	0	0	0	0	0	38	670
1845	5	421	99	0	9	0	0	0	1	0	0	0	0	0	22	557
1900	2	385	98	0	12	0	0	4	1	0	0	0	0	0	24	526
Hourly Total	**11**	**1779**	**485**	**2**	**46**	**4**	**1**	**21**	**10**	**0**	**0**	**0**	**0**	**0**	**121**	**2480**
1915	4	311	70	0	14	1	0	4	2	0	0	0	0	0	15	421
1930	3	343	72	0	8	0	0	5	2	0	0	0	0	0	14	447
1945	0	277	80	0	5	0	0	2	1	0	0	0	0	0	10	375
2000	1	311	83	0	2	0	0	4	3	0	0	0	0	0	12	416
Hourly Total	**8**	**1242**	**305**	**0**	**29**	**1**	**0**	**15**	**8**	**0**	**0**	**0**	**0**	**0**	**51**	**1659**
2015	3	306	60	1	5	1	0	0	1	0	0	0	0	0	12	389
2030	3	297	59	0	5	3	1	1	1	0	0	0	0	0	19	389
2045	0	240	56	0	5	2	1	1	2	0	0	0	0	0	6	313
2100	5	262	52	1	4	2	0	0	2	0	0	0	0	0	11	339
Hourly Total	**11**	**1105**	**227**	**2**	**19**	**8**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**48**	**1430**
2115	1	231	54	0	1	0	0	0	1	0	0	0	0	0	11	299
2130	0	189	35	0	8	0	0	0	0	0	1	0	0	0	6	239
2145	3	191	38	0	3	1	1	1	1	0	0	0	0	0	9	248
2200	0	141	36	1	4	0	0	1	3	0	0	0	0	0	10	196
Hourly Total	**4**	**752**	**163**	**1**	**16**	**1**	**1**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**36**	**982**
2215	1	146	40	0	0	0	0	0	1	0	0	0	0	0	4	192
2230	1	136	30	0	0	1	1	0	1	0	0	0	0	0	4	174
2245	0	117	26	0	2	0	0	1	2	0	0	0	0	0	3	151
2300	0	94	13	0	1	1	0	0	1	0	0	0	0	0	2	112
Hourly Total	**2**	**493**	**109**	**0**	**3**	**2**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**13**	**629**
2315	0	82	17	0	1	1	0	0	0	0	0	0	0	0	1	102
2330	0	64	15	0	1	1	0	0	1	0	0	0	0	0	0	82
2345	0	64	10	0	1	0	0	0	2	0	1	0	0	0	0	78
2400	0	43	7	0	2	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	**0**	**253**	**49**	**0**	**5**	**2**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**314**
DAILY TOTAL	**250**	**30407**	**10038**	**65**	**1265**	**357**	**65**	**481**	**297**	**21**	**4**	**0**	**5**	**0**	**2440**	**45695**
Percentages	**0.5%**	**66.5%**	**22.0%**	**0.1%**	**2.8%**	**0.8%**	**0.1%**	**1.1%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.3%**	**100.0%**

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
07:00 AM	43	62	10	14	129	140	214	24	8	386	16	19	13	49	97	8	124	8	13	153	765
07:15 AM	50	67	5	10	132	89	222	22	11	344	17	11	23	49	100	12	137	8	9	166	742
07:30 AM	62	70	5	15	152	123	246	19	15	403	27	18	24	45	114	16	146	20	13	195	864
07:45 AM	72	80	12	22	186	147	345	20	24	536	19	22	47	48	136	10	152	24	6	192	1050
Total	227	279	32	61	599	499	1027	85	58	1669	79	70	107	191	447	46	559	60	41	706	3421
08:00 AM	49	81	5	14	149	138	282	28	25	473	20	18	23	55	116	14	164	13	19	210	948
08:15 AM	41	67	9	13	130	117	326	16	15	474	27	29	28	76	160	14	135	17	10	176	940
08:30 AM	30	74	8	17	129	126	316	22	17	481	22	30	40	51	143	22	156	15	18	211	964
08:45 AM	46	79	16	21	162	131	319	22	17	489	26	27	35	60	148	13	174	14	18	219	1018
Total	166	301	38	65	570	512	1243	88	74	1917	95	104	126	242	567	63	629	59	65	816	3870
09:00 AM	35	49	8	11	103	147	301	33	10	491	35	24	36	48	143	27	186	14	14	241	978
09:15 AM	45	51	12	17	125	89	244	28	4	365	24	35	41	43	143	25	170	13	13	221	854
09:30 AM	38	49	18	15	120	109	261	28	9	407	44	48	36	36	164	27	197	19	18	261	952
09:45 AM	30	45	11	10	96	113	286	35	12	446	20	32	48	59	159	34	188	8	18	248	949
Total	148	194	49	53	444	458	1092	124	35	1709	123	139	161	186	609	113	741	54	63	971	3733
10:00 AM	51	53	18	14	136	80	251	25	9	365	29	23	56	46	154	22	191	17	12	242	897
10:15 AM	34	46	9	11	100	108	254	20	10	392	27	29	42	57	155	22	215	11	11	259	906
10:30 AM	36	37	14	16	103	96	275	20	12	403	38	39	34	55	166	23	222	13	18	276	948
10:45 AM	32	37	10	23	102	97	268	29	13	407	27	30	35	48	140	26	210	13	12	261	910
Total	153	173	51	64	441	381	1048	94	44	1567	121	121	167	206	615	93	838	54	53	1038	3661
11:00 AM	34	45	16	14	109	102	269	34	6	411	31	35	36	51	153	23	244	6	19	292	965
11:15 AM	26	30	7	14	77	84	248	19	23	374	39	33	74	47	193	26	247	9	19	301	945
11:30 AM	34	46	17	16	113	83	275	20	18	396	38	44	61	49	192	36	235	11	19	301	1002
11:45 AM	50	51	17	15	133	106	279	21	20	426	37	41	44	50	172	35	274	9	25	343	1074
Total	144	172	57	59	432	375	1071	94	67	1607	145	153	215	197	710	120	1000	35	82	1237	3986
12:00 PM	46	31	15	12	104	72	244	14	20	350	49	41	45	49	184	46	252	12	22	332	970
12:15 PM	43	32	12	14	101	85	216	25	14	340	35	51	45	47	178	34	234	9	20	297	916
12:30 PM	29	51	10	10	100	88	288	19	10	405	36	37	49	32	154	33	235	11	12	291	950
12:45 PM	34	31	14	16	95	118	292	31	17	458	27	37	58	46	168	39	238	14	17	308	1029
Total	152	145	51	52	400	363	1040	89	61	1553	147	166	197	174	684	152	959	46	71	1228	3865
01:00 PM	48	49	8	15	120	72	196	14	10	292	39	42	42	49	172	29	268	11	20	328	912
01:15 PM	50	36	12	11	109	100	227	20	16	363	44	38	44	66	192	24	246	14	33	317	981
01:30 PM	35	47	13	11	106	84	272	21	16	393	32	44	55	51	182	39	254	16	17	326	1007
01:45 PM	31	49	12	20	112	92	241	19	7	359	24	56	51	59	190	32	228	9	22	291	952
Total	164	181	45	57	447	348	936	74	49	1407	139	180	192	225	736	124	996	50	92	1262	3852
02:00 PM	42	34	11	12	99	86	232	26	16	360	25	42	67	51	185	39	279	7	25	350	994
02:15 PM	42	42	5	17	106	74	208	30	12	324	32	45	72	57	206	39	266	8	17	330	966
02:30 PM	38	47	10	16	111	91	229	25	23	368	24	39	56	53	172	38	300	4	17	359	1010
02:45 PM	41	47	14	15	117	89	200	31	26	346	27	52	53	62	194	33	256	5	17	311	968
Total	163	170	40	60	433	340	869	112	77	1398	108	178	248	223	757	149	1101	24	76	1350	3938

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
03:00 PM	32	30	5	14	81	83	219	29	14	345	43	46	73	49	211	51	302	10	8	371	1008
03:15 PM	61	36	8	11	116	80	204	26	20	330	38	58	78	70	244	40	288	6	20	354	1044
03:30 PM	62	40	12	15	129	92	201	21	15	329	32	63	77	73	245	32	302	6	16	356	1059
03:45 PM	39	40	10	16	105	81	221	11	19	332	35	62	85	68	250	40	276	12	14	342	1029
Total	194	146	35	56	431	336	845	87	68	1336	148	229	313	260	950	163	1168	34	58	1423	4140
04:00 PM	41	35	12	17	105	74	215	18	20	327	39	61	83	77	260	33	299	8	19	359	1051
04:15 PM	48	49	12	17	126	54	213	17	26	310	38	72	82	60	252	24	293	7	9	333	1021
04:30 PM	51	51	10	23	135	77	197	27	26	327	41	57	81	81	260	31	295	7	13	346	1068
04:45 PM	45	37	4	19	105	70	191	18	22	301	36	59	77	86	258	29	267	7	9	312	976
Total	185	172	38	76	471	275	816	80	94	1265	154	249	323	304	1030	117	1154	29	50	1350	4116
05:00 PM	53	31	7	18	109	94	211	16	25	346	32	70	84	69	255	28	318	11	10	367	1077
05:15 PM	50	30	2	21	103	97	205	19	14	335	32	61	77	90	260	26	305	8	16	355	1053
05:30 PM	29	31	6	10	76	76	190	12	27	305	48	90	79	75	292	32	308	6	12	358	1031
05:45 PM	34	19	4	27	84	72	236	12	18	338	24	46	55	72	197	32	236	4	12	284	903
Total	166	111	19	76	372	339	842	59	84	1324	136	267	295	306	1004	118	1167	29	50	1364	4064
06:00 PM	33	26	5	21	85	70	192	18	14	294	39	56	75	80	250	37	209	11	9	266	895
06:15 PM	38	26	3	17	84	81	176	13	13	283	25	57	51	53	186	41	212	5	6	264	817
06:30 PM	30	26	6	11	73	51	174	20	38	283	15	38	25	50	128	36	183	2	12	233	717
06:45 PM	26	24	3	20	73	55	176	8	13	252	19	29	25	59	132	25	175	7	13	220	677
Total	127	102	17	69	315	257	718	59	78	1112	98	180	176	242	696	139	779	25	40	983	3106
Grand Total	1989	2146	472	748	5355	4483	11547	1045	789	17864	1493	2036	2520	2756	8805	1397	11091	499	741	13728	45752
Apprch %	37.1	40.1	8.8	14		25.1	64.6	5.8	4.4		17	23.1	28.6	31.3		10.2	80.8	3.6	5.4		
Total %	4.3	4.7	1	1.6	11.7	9.8	25.2	2.3	1.7	39	3.3	4.5	5.5	6	19.2	3.1	24.2	1.1	1.6	30	
Passenger Vehicles	1896	2084	457	728	5165	4105	11254	996	753	17108	1427	1978	2341	2533	8279	1238	10800	490	715	13243	43795
% Passenger Vehicles	95.3	97.1	96.8	97.3	96.5	91.6	97.5	95.3	95.4	95.8	95.6	97.2	92.9	91.9	94	88.6	97.4	98.2	96.5	96.5	95.7
Heavy Vehicles	93	62	15	20	190	359	293	49	36	737	48	58	179	223	508	42	291	9	26	368	1803
% Heavy Vehicles	4.7	2.9	3.2	2.7	3.5	8	2.5	4.7	4.6	4.1	3.2	2.8	7.1	8.1	5.8	3	2.6	1.8	3.5	2.7	3.9
UTurns	0	0	0	0	0	19	0	0	0	19	18	0	0	0	18	117	0	0	0	117	154
% UTurns	0	0	0	0	0	0.4	0	0	0	0.1	1.2	0	0	0	0.2	8.4	0	0	0	0.9	0.3

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	61	36	8	11	116	80	204	26	20	330	38	58	78	70	244	40	288	6	20	354	1044
03:30 PM	62	40	12	15	129	92	201	21	15	329	32	63	77	73	245	32	302	6	16	356	1059
03:45 PM	39	40	10	16	105	81	221	11	19	332	35	62	85	68	250	40	276	12	14	342	1029
04:00 PM	41	35	12	17	105	74	215	18	20	327	39	61	83	77	260	33	299	8	19	359	1051
Total Volume	203	151	42	59	455	327	841	76	74	1318	144	244	323	288	999	145	1165	32	69	1411	4183
% App. Total	44.6	33.2	9.2	13		24.8	63.8	5.8	5.6		14.4	24.4	32.3	28.8		10.3	82.6	2.3	4.9		
PHF	.819	.944	.875	.868	.882	.889	.951	.731	.925	.992	.923	.968	.950	.935	.961	.906	.964	.667	.863	.983	.987
Passenger Vehicles	194	150	41	55	440	293	827	73	70	1263	140	242	305	268	955	129	1141	31	67	1368	4026
% Passenger Vehicles	95.6	99.3	97.6	93.2	96.7	89.6	98.3	96.1	94.6	95.8	97.2	99.2	94.4	93.1	95.6	89.0	97.9	96.9	97.1	97.0	96.2
Heavy Vehicles	9	1	1	4	15	34	14	3	4	55	4	2	18	20	44	3	24	1	2	30	144
% Heavy Vehicles	4.4	0.7	2.4	6.8	3.3	10.4	1.7	3.9	5.4	4.2	2.8	0.8	5.6	6.9	4.4	2.1	2.1	3.1	2.9	2.1	3.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.0	0	0	0	0.9	0.3

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					04:45 PM					03:00 PM				
+0 mins.	50	67	5	10	132	147	345	20	24	536	36	59	77	86	258	51	302	10	8	371
+15 mins.	62	70	5	15	152	138	282	28	25	473	32	70	84	69	255	40	288	6	20	354
+30 mins.	72	80	12	22	186	117	326	16	15	474	32	61	77	90	260	32	302	6	16	356
+45 mins.	49	81	5	14	149	126	316	22	17	481	48	90	79	75	292	40	276	12	14	342
Total Volume	233	298	27	61	619	528	1269	86	81	1964	148	280	317	320	1065	163	1168	34	58	1423
% App. Total	37.6	48.1	4.4	9.9		26.9	64.6	4.4	4.1		13.9	26.3	29.8	30		11.5	82.1	2.4	4.1	
PHF	.809	.920	.563	.693	.832	.898	.920	.768	.810	.916	.771	.778	.943	.889	.912	.799	.967	.708	.725	.959
Passenger Vehicles	223	287	26	60	596	492	1220	80	74	1866	147	275	305	308	1035	145	1139	34	57	1375
% Passenger Vehicles	95.7	96.3	96.3	98.4	96.3	93.2	96.1	93	91.4	95	99.3	98.2	96.2	96.2	97.2	89	97.5	100	98.3	96.6
Heavy Vehicles	10	11	1	1	23	32	49	6	7	94	1	5	12	12	30	4	29	0	1	34
% Heavy Vehicles	4.3	3.7	3.7	1.6	3.7	6.1	3.9	7	8.6	4.8	0.7	1.8	3.8	3.8	2.8	2.5	2.5	0	1.7	2.4
UTurns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	14	0	0	0	14
% UTurns	0	0	0	0	0	0.8	0	0	0	0.2	0	0	0	0	0	8.6	0	0	0	1

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019
Page No : 1

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
07:00 AM	40	57	10	13	120	126	204	20	8	358	15	17	11	38	81	5	119	8	13	145	704
07:15 AM	45	65	5	10	125	81	206	19	9	315	13	11	19	42	85	11	128	7	9	155	680
07:30 AM	61	69	5	15	150	111	241	19	14	385	24	16	21	38	99	13	144	20	13	190	824
07:45 AM	70	74	11	21	176	137	333	18	22	510	19	21	44	38	122	7	146	24	5	182	990
Total	216	265	31	59	571	455	984	76	53	1568	71	65	95	156	387	36	537	59	40	672	3198
08:00 AM	47	79	5	14	145	130	266	25	23	444	20	18	23	46	107	13	159	13	18	203	899
08:15 AM	34	66	9	12	121	105	312	16	14	447	22	26	25	64	137	12	133	17	8	170	875
08:30 AM	27	69	7	17	120	120	309	21	15	465	20	29	35	45	129	16	144	15	17	192	906
08:45 AM	42	79	16	21	158	125	305	19	17	466	23	26	32	55	136	12	168	14	18	212	972
Total	150	293	37	64	544	480	1192	81	69	1822	85	99	115	210	509	53	604	59	61	777	3652
09:00 AM	31	47	8	10	96	132	291	33	10	466	29	22	28	40	119	24	181	13	12	230	911
09:15 AM	43	51	12	15	121	86	237	26	4	353	22	35	36	36	129	22	166	13	13	214	817
09:30 AM	37	47	18	15	117	101	251	27	9	388	43	48	31	35	157	26	190	19	18	253	915
09:45 AM	28	44	11	10	93	104	281	34	12	431	18	31	44	53	146	31	181	7	18	237	907
Total	139	189	49	50	427	423	1060	120	35	1638	112	136	139	164	551	103	718	52	61	934	3550
10:00 AM	49	48	18	14	129	66	241	24	8	339	29	21	50	40	140	17	184	17	12	230	838
10:15 AM	31	45	9	11	96	95	248	18	9	370	24	28	41	56	149	22	203	11	10	246	861
10:30 AM	35	35	14	16	100	86	270	18	12	386	35	38	30	51	154	20	212	13	16	261	901
10:45 AM	30	35	10	23	98	91	265	28	12	396	24	28	33	44	129	23	206	13	11	253	876
Total	145	163	51	64	423	338	1024	88	41	1491	112	115	154	191	572	82	805	54	49	990	3476
11:00 AM	32	44	16	14	106	87	258	31	6	382	29	34	29	46	138	21	234	6	19	280	906
11:15 AM	26	28	7	14	75	77	239	18	23	357	39	32	64	45	180	22	241	9	18	290	902
11:30 AM	32	45	16	16	109	82	268	19	17	386	37	43	57	45	182	28	230	11	19	288	965
11:45 AM	50	49	17	14	130	95	273	21	18	407	37	39	39	45	160	27	264	9	24	324	1021
Total	140	166	56	58	420	341	1038	89	64	1532	142	148	189	181	660	98	969	35	80	1182	3794
12:00 PM	44	31	15	12	102	64	239	14	20	337	47	41	41	46	175	39	247	11	22	319	933
12:15 PM	39	32	11	14	96	77	214	23	12	326	34	49	41	41	165	31	228	9	20	288	875
12:30 PM	27	50	8	10	95	74	278	19	10	381	36	36	45	30	147	31	230	11	12	284	907
12:45 PM	33	31	13	16	93	102	276	28	17	423	26	36	53	42	157	30	231	14	16	291	964
Total	143	144	47	52	386	317	1007	84	59	1467	143	162	180	159	644	131	936	45	70	1182	3679
01:00 PM	47	48	8	15	118	64	192	14	9	279	36	39	37	42	154	28	261	10	19	318	869
01:15 PM	46	34	12	10	102	86	220	19	15	340	42	35	40	61	178	21	244	14	32	311	931
01:30 PM	32	47	12	11	102	73	268	21	16	378	29	43	51	46	169	36	245	16	17	314	963
01:45 PM	30	48	12	18	108	86	239	18	6	349	23	55	45	54	177	28	222	9	21	280	914
Total	155	177	44	54	430	309	919	72	46	1346	130	172	173	203	678	113	972	49	89	1223	3677
02:00 PM	39	31	9	11	90	77	228	24	15	344	22	39	63	48	172	33	271	7	25	336	942
02:15 PM	41	37	4	16	98	68	203	30	11	312	30	43	68	52	193	35	261	7	17	320	923
02:30 PM	38	47	10	16	111	84	226	25	23	358	24	38	56	47	165	36	292	4	15	347	981
02:45 PM	40	46	13	14	113	81	195	29	26	331	27	52	48	54	181	32	249	4	16	301	926
Total	158	161	36	57	412	310	852	108	75	1345	103	172	235	201	711	136	1073	22	73	1304	3772

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
03:00 PM	30	29	5	14	78	77	215	28	14	334	43	45	69	49	206	45	294	10	8	357	975
03:15 PM	56	36	8	10	110	70	199	26	18	313	36	58	75	63	232	36	279	6	20	341	996
03:30 PM	60	39	12	15	126	85	200	20	14	319	31	62	73	67	233	29	296	6	15	346	1024
03:45 PM	39	40	10	13	102	72	215	10	19	316	34	61	80	65	240	35	270	12	14	331	989
Total	185	144	35	52	416	304	829	84	65	1282	144	226	297	244	911	145	1139	34	57	1375	3984
04:00 PM	39	35	11	17	102	66	213	17	19	315	39	61	77	73	250	29	296	7	18	350	1017
04:15 PM	46	49	11	17	123	51	211	17	26	305	38	67	78	54	237	23	284	7	9	323	988
04:30 PM	49	49	10	22	130	71	194	27	24	316	40	57	80	77	254	26	285	7	13	331	1031
04:45 PM	43	36	4	19	102	68	189	17	22	296	36	57	76	81	250	25	264	6	8	303	951
Total	177	169	36	75	457	256	807	78	91	1232	153	242	311	285	991	103	1129	27	48	1307	3987
05:00 PM	50	31	7	18	106	89	205	15	24	333	32	70	81	67	250	25	315	11	10	361	1050
05:15 PM	50	30	2	21	103	92	201	19	10	322	32	59	74	87	252	25	302	8	16	351	1028
05:30 PM	28	31	6	10	75	74	189	12	27	302	47	89	74	73	283	27	300	6	12	345	1005
05:45 PM	34	19	4	26	83	71	234	12	18	335	24	45	55	72	196	30	231	4	12	277	891
Total	162	111	19	75	367	326	829	58	79	1292	135	263	284	299	981	107	1148	29	50	1334	3974
06:00 PM	32	26	5	20	83	66	190	18	14	288	38	54	72	80	244	32	206	11	8	257	872
06:15 PM	38	26	2	17	83	80	174	13	13	280	25	57	48	52	182	39	208	5	6	258	803
06:30 PM	30	26	6	11	73	49	174	19	37	279	15	38	25	49	127	35	182	2	11	230	709
06:45 PM	26	24	3	20	73	51	175	8	12	246	19	29	24	59	131	25	174	7	12	218	668
Total	126	102	16	68	312	246	713	58	76	1093	97	178	169	240	684	131	770	25	37	963	3052
Grand Total	1896	2084	457	728	5165	4105	11254	996	753	17108	1427	1978	2341	2533	8279	1238	10800	490	715	13243	43795
Apprch %	36.7	40.3	8.8	14.1		24	65.8	5.8	4.4		17.2	23.9	28.3	30.6		9.3	81.6	3.7	5.4		
Total %	4.3	4.8	1	1.7	11.8	9.4	25.7	2.3	1.7	39.1	3.3	4.5	5.3	5.8	18.9	2.8	24.7	1.1	1.6	30.2	

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	49	49	10	22	130	71	194	27	24	316	40	57	80	77	254	26	285	7	13	331	1031
04:45 PM	43	36	4	19	102	68	189	17	22	296	36	57	76	81	250	25	264	6	8	303	951
05:00 PM	50	31	7	18	106	89	205	15	24	333	32	70	81	67	250	25	315	11	10	361	1050
05:15 PM	50	30	2	21	103	92	201	19	10	322	32	59	74	87	252	25	302	8	16	351	1028
Total Volume	192	146	23	80	441	320	789	78	80	1267	140	243	311	312	1006	101	1166	32	47	1346	4060
% App. Total	43.5	33.1	5.2	18.1		25.3	62.3	6.2	6.3		13.9	24.2	30.9	31		7.5	86.6	2.4	3.5		
PHF	.960	.745	.575	.909	.848	.870	.962	.722	.833	.951	.875	.868	.960	.897	.990	.971	.925	.727	.734	.932	.967

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019
Page No : 3

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:45 AM					04:45 PM					03:00 PM					
+0 mins.	45	65	5	10	125	137	333	18	22	510	36	57	76	81	250	45	294	10	8	357	
+15 mins.	61	69	5	15	150	130	266	25	23	444	32	70	81	67	250	36	279	6	20	341	
+30 mins.	70	74	11	21	176	105	312	16	14	447	32	59	74	87	252	29	296	6	15	346	
+45 mins.	47	79	5	14	145	120	309	21	15	465	47	89	74	73	283	35	270	12	14	331	
Total Volume	223	287	26	60	596	492	1220	80	74	1866	147	275	305	308	1035	145	1139	34	57	1375	
% App. Total	37.4	48.2	4.4	10.1		26.4	65.4	4.3	4		14.2	26.6	29.5	29.8		10.5	82.8	2.5	4.1		
PHF	.796	.908	.591	.714	.847	.898	.916	.800	.804	.915	.782	.772	.941	.885	.914	.806	.962	.708	.713	.963	

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019
Page No : 1

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
07:00 AM	3	5	0	1	9	14	10	4	0	28	1	2	2	11	16	2	5	0	0	7	60
07:15 AM	5	2	0	0	7	8	16	3	2	29	2	0	4	7	13	1	9	1	0	11	60
07:30 AM	1	1	0	0	2	11	5	0	1	17	3	2	3	7	15	0	2	0	0	2	36
07:45 AM	2	6	1	1	10	9	12	2	2	25	0	1	3	10	14	0	6	0	1	7	56
Total	11	14	1	2	28	42	43	9	5	99	6	5	12	35	58	3	22	1	1	27	212
08:00 AM	2	2	0	0	4	8	16	3	2	29	0	0	0	9	9	0	5	0	1	6	48
08:15 AM	7	1	0	1	9	9	14	0	1	24	4	3	3	12	22	1	2	0	2	5	60
08:30 AM	3	5	1	0	9	6	7	1	2	16	2	1	5	6	14	5	12	0	1	18	57
08:45 AM	4	0	0	0	4	6	14	3	0	23	1	1	3	5	10	1	6	0	0	7	44
Total	16	8	1	1	26	29	51	7	5	92	7	5	11	32	55	7	25	0	4	36	209
09:00 AM	4	2	0	1	7	15	10	0	0	25	4	2	8	8	22	1	5	1	2	9	63
09:15 AM	2	0	0	2	4	3	7	2	0	12	1	0	5	7	13	1	4	0	0	5	34
09:30 AM	1	2	0	0	3	8	10	1	0	19	1	0	5	1	7	0	7	0	0	7	36
09:45 AM	2	1	0	0	3	8	5	1	0	14	2	1	4	6	13	2	7	1	0	10	40
Total	9	5	0	3	17	34	32	4	0	70	8	3	22	22	55	4	23	2	2	31	173
10:00 AM	2	5	0	0	7	14	10	1	1	26	0	2	6	6	14	1	7	0	0	8	55
10:15 AM	3	1	0	0	4	13	6	2	1	22	2	1	1	1	5	0	12	0	1	13	44
10:30 AM	1	2	0	0	3	10	5	2	0	17	1	1	4	4	10	0	10	0	2	12	42
10:45 AM	2	2	0	0	4	5	3	1	1	10	1	2	2	4	9	1	4	0	1	6	29
Total	8	10	0	0	18	42	24	6	3	75	4	6	13	15	38	2	33	0	4	39	170
11:00 AM	2	1	0	0	3	13	11	3	0	27	1	1	7	5	14	0	10	0	0	10	54
11:15 AM	0	2	0	0	2	7	9	1	0	17	0	1	10	2	13	1	6	0	1	8	40
11:30 AM	2	1	1	0	4	1	7	1	1	10	1	1	4	4	10	4	5	0	0	9	33
11:45 AM	0	2	0	1	3	10	6	0	2	18	0	2	5	5	12	1	10	0	1	12	45
Total	4	6	1	1	12	31	33	5	3	72	2	5	26	16	49	6	31	0	2	39	172
12:00 PM	2	0	0	0	2	8	5	0	0	13	2	0	4	3	9	0	5	1	0	6	30
12:15 PM	4	0	1	0	5	6	2	2	2	12	1	2	4	6	13	2	6	0	0	8	38
12:30 PM	2	1	2	0	5	13	10	0	0	23	0	1	4	2	7	1	5	0	0	6	41
12:45 PM	1	0	1	0	2	16	16	3	0	35	1	1	5	4	11	2	7	0	1	10	58
Total	9	1	4	0	14	43	33	5	2	83	4	4	17	15	40	5	23	1	1	30	167
01:00 PM	1	1	0	0	2	7	4	0	1	12	2	3	5	7	17	0	7	1	1	9	40
01:15 PM	4	2	0	1	7	12	7	1	1	21	1	3	4	5	13	1	2	0	1	4	45
01:30 PM	3	0	1	0	4	11	4	0	0	15	3	1	4	5	13	0	9	0	0	9	41
01:45 PM	1	1	0	2	4	6	2	1	1	10	1	1	6	5	13	1	6	0	1	8	35
Total	9	4	1	3	17	36	17	2	3	58	7	8	19	22	56	2	24	1	3	30	161
02:00 PM	3	3	2	1	9	9	4	2	1	16	2	3	4	3	12	1	8	0	0	9	46
02:15 PM	1	5	1	1	8	6	5	0	1	12	1	2	4	5	12	1	5	1	0	7	39
02:30 PM	0	0	0	0	0	7	3	0	0	10	0	1	0	6	7	0	8	0	2	10	27
02:45 PM	1	1	1	1	4	8	5	2	0	15	0	0	5	8	13	1	7	1	1	10	42
Total	5	9	4	3	21	30	17	4	2	53	3	6	13	22	44	3	28	2	3	36	154

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
03:00 PM	2	1	0	0	3	6	4	1	0	11	0	1	4	0	5	1	8	0	0	9	28
03:15 PM	5	0	0	1	6	10	5	0	2	17	2	0	3	7	12	2	9	0	0	11	46
03:30 PM	2	1	0	0	3	7	1	1	1	10	1	1	4	6	12	0	6	0	1	7	32
03:45 PM	0	0	0	3	3	9	6	1	0	16	1	1	5	3	10	1	6	0	0	7	36
Total	9	2	0	4	15	32	16	3	3	54	4	3	16	16	39	4	29	0	1	34	142
04:00 PM	2	0	1	0	3	8	2	1	1	12	0	0	6	4	10	0	3	1	1	5	30
04:15 PM	2	0	1	0	3	3	2	0	0	5	0	5	4	6	15	0	9	0	0	9	32
04:30 PM	2	2	0	1	5	4	3	0	2	9	1	0	1	4	6	1	10	0	0	11	31
04:45 PM	2	1	0	0	3	2	2	1	0	5	0	2	1	5	8	2	3	1	1	7	23
Total	8	3	2	1	14	17	9	2	3	31	1	7	12	19	39	3	25	2	2	32	116
05:00 PM	3	0	0	0	3	5	6	1	1	13	0	0	3	2	5	0	3	0	0	3	24
05:15 PM	0	0	0	0	0	4	4	0	4	12	0	2	3	3	8	0	3	0	0	3	23
05:30 PM	1	0	0	0	1	2	1	0	0	3	1	1	5	2	9	2	8	0	0	10	23
05:45 PM	0	0	0	1	1	1	2	0	0	3	0	1	0	0	1	0	5	0	0	5	10
Total	4	0	0	1	5	12	13	1	5	31	1	4	11	7	23	2	19	0	0	21	80
06:00 PM	1	0	0	1	2	4	2	0	0	6	1	2	3	0	6	0	3	0	1	4	18
06:15 PM	0	0	1	0	1	1	2	0	0	3	0	0	3	1	4	0	4	0	0	4	12
06:30 PM	0	0	0	0	0	2	0	1	1	4	0	0	0	1	1	1	1	0	1	3	8
06:45 PM	0	0	0	0	0	4	1	0	1	6	0	0	1	0	1	0	1	0	1	2	9
Total	1	0	1	1	3	11	5	1	2	19	1	2	7	2	12	1	9	0	3	13	47
Grand Total	93	62	15	20	190	359	293	49	36	737	48	58	179	223	508	42	291	9	26	368	1803
Apprch %	48.9	32.6	7.9	10.5		48.7	39.8	6.6	4.9		9.4	11.4	35.2	43.9		11.4	79.1	2.4	7.1		
Total %	5.2	3.4	0.8	1.1	10.5	19.9	16.3	2.7	2	40.9	2.7	3.2	9.9	12.4	28.2	2.3	16.1	0.5	1.4	20.4	

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	7	1	0	1	9	9	14	0	1	24	4	3	3	12	22	1	2	0	2	5	60
08:30 AM	3	5	1	0	9	6	7	1	2	16	2	1	5	6	14	5	12	0	1	18	57
08:45 AM	4	0	0	0	4	6	14	3	0	23	1	1	3	5	10	1	6	0	0	7	44
09:00 AM	4	2	0	1	7	15	10	0	0	25	4	2	8	8	22	1	5	1	2	9	63
Total Volume	18	8	1	2	29	36	45	4	3	88	11	7	19	31	68	8	25	1	5	39	224
% App. Total	62.1	27.6	3.4	6.9		40.9	51.1	4.5	3.4		16.2	10.3	27.9	45.6		20.5	64.1	2.6	12.8		
PHF	.643	.400	.250	.500	.806	.600	.804	.333	.375	.880	.688	.583	.594	.646	.773	.400	.521	.250	.625	.542	.889

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019
Page No : 3

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:15 AM					08:15 AM					09:45 AM					
+0 mins.	2	6	1	1	10	8	16	3	2	29	4	3	3	12	22	2	7	1	0	10	
+15 mins.	2	2	0	0	4	11	5	0	1	17	2	1	5	6	14	1	7	0	0	8	
+30 mins.	7	1	0	1	9	9	12	2	2	25	1	1	3	5	10	0	12	0	1	13	
+45 mins.	3	5	1	0	9	8	16	3	2	29	4	2	8	8	22	0	10	0	2	12	
Total Volume	14	14	2	2	32	36	49	8	7	100	11	7	19	31	68	3	36	1	3	43	
% App. Total	43.8	43.8	6.2	6.2		36	49	8	7		16.2	10.3	27.9	45.6		7	83.7	2.3	7		
PHF	.500	.583	.500	.500	.800	.818	.766	.667	.875	.862	.688	.583	.594	.646	.773	.375	.750	.250	.375	.827	

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019
Page No : 1

Groups Printed- UTurns

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
Total	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	7	0	0	0	7	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	3	0	0	0	3	9
09:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:45 AM	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	1	0	0	0	1	3	0	0	0	3	6	0	0	0	6	10
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
10:45 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	2	0	0	0	2	5
Total	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	9	0	0	0	9	15
11:00 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
Total	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	16	0	0	0	16	20
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
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	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	16	0	0	0	16	19
01:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
01:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	9	0	0	0	9	14
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	6
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	0	0	0	10	12

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

Groups Printed- UTurns

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11	0	0	0	11	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Grand Total	0	0	0	0	0	19	0	0	0	19	18	0	0	0	18	117	0	0	0	117	154
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	12.3	0	0	0	12.3	11.7	0	0	0	11.7	76	0	0	0	76	

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	21	0	0	0	21	22
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.688

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Lee
Comments:

File Name : BonitaBeach&OldUS41
Site Code : 18035
Start Date : 4/18/2019

	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					10:15 AM					11:15 AM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	
+15 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	0	0	0	7	
+45 mins.	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	7	0	0	0	7	
Total Volume	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	21	0	0	0	21	
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.750	.000	.000	.000	.750	.750	.000	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

Date: 4/18/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Bonita Beach Road at Old US 41 Road

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

Peds/Bikes Crossing North Leg

	7:00-8:00	8:00-9:00	9:00-10:00	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	6:00-7:00
PED			1		D							
BIKE	1	4	3		2	2			2			
PED												
BIKE			1		1				1			

Hour

N

Peds/Bikes Crossing West Leg

	PED	BIKE		
7:00-8:00		2		
8:00-9:00		1		1
9:00-10:00	1			
10:00-11:00				
11:00-12:00		1		
12:00-1:00				4
1:00-2:00				1
2:00-3:00	1	1		3
3:00-4:00			2	1
4:00-5:00	1	1		1
5:00-6:00				
6:00-7:00		3		
	PED	BIKE		

Peds/Bikes Crossing East Leg

	PED	BIKE		
7:00-8:00				
8:00-9:00				
9:00-10:00				
10:00-11:00		1		1
11:00-12:00				
12:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00				2
4:00-5:00				
5:00-6:00				
6:00-7:00				
	PED	BIKE		

Bonita Beach

Old US 41

Peds/Bikes Crossing South Leg

	7:00-8:00	8:00-9:00	9:00-10:00	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	6:00-7:00
PED										1		
BIKE	1						2		2	1		
PED		2										1
BIKE	1				3	4	1			1	1	2

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	63	319	0	382	30	0	3	13	46	0	162	24	23	209	637
07:15 AM	71	358	0	429	31	0	4	20	55	0	208	45	19	272	756
07:30 AM	89	411	0	500	33	0	4	18	55	0	180	35	10	225	780
07:45 AM	77	416	0	493	54	0	5	9	68	0	260	72	35	367	928
Total	300	1504	0	1804	148	0	16	60	224	0	810	176	87	1073	3101
08:00 AM	61	442	0	503	63	0	10	17	90	1	266	22	22	311	904
08:15 AM	75	475	0	550	44	0	3	9	56	0	208	40	16	264	870
08:30 AM	64	436	0	500	25	0	13	14	52	1	226	31	11	269	821
08:45 AM	70	461	0	531	26	0	8	11	45	0	218	17	16	251	827
Total	270	1814	0	2084	158	0	34	51	243	2	918	110	65	1095	3422
09:00 AM	64	351	0	415	33	0	6	11	50	0	246	27	11	284	749
09:15 AM	50	366	0	416	25	0	9	11	45	0	252	23	8	283	744
09:30 AM	57	409	0	466	29	0	7	7	43	1	266	32	10	309	818
09:45 AM	50	391	0	441	24	0	6	9	39	0	283	30	13	326	806
Total	221	1517	0	1738	111	0	28	38	177	1	1047	112	42	1202	3117
10:00 AM	46	377	0	423	28	0	9	11	48	3	241	22	13	279	750
10:15 AM	37	359	0	396	25	0	5	14	44	3	331	31	7	372	812
10:30 AM	38	339	0	377	21	0	4	13	38	2	289	24	13	328	743
10:45 AM	39	380	0	419	32	0	11	12	55	0	301	24	7	332	806
Total	160	1455	0	1615	106	0	29	50	185	8	1162	101	40	1311	3111
11:00 AM	41	385	0	426	22	0	2	17	41	0	309	35	11	355	822
11:15 AM	44	347	0	391	37	0	6	10	53	1	311	22	14	348	792
11:30 AM	32	382	0	414	27	0	3	6	36	0	331	25	12	368	818
11:45 AM	36	349	0	385	32	0	12	10	54	1	282	29	10	322	761
Total	153	1463	0	1616	118	0	23	43	184	2	1233	111	47	1393	3193
12:00 PM	39	371	0	410	39	0	20	13	72	1	323	41	9	374	856
12:15 PM	52	315	0	367	29	0	11	11	51	0	355	42	16	413	831
12:30 PM	49	371	0	420	26	0	10	13	49	1	314	30	9	354	823
12:45 PM	50	339	0	389	34	0	12	16	62	0	309	45	14	368	819
Total	190	1396	0	1586	128	0	53	53	234	2	1301	158	48	1509	3329
01:00 PM	38	352	0	390	22	0	13	26	61	2	358	35	14	409	860
01:15 PM	44	325	0	369	19	0	4	18	41	2	331	33	10	376	786
01:30 PM	43	389	0	432	30	0	4	17	51	1	302	35	6	344	827
01:45 PM	44	389	0	433	35	0	12	8	55	1	291	26	8	326	814
Total	169	1455	0	1624	106	0	33	69	208	6	1282	129	38	1455	3287
02:00 PM	19	292	0	311	31	0	15	19	65	2	322	26	6	356	732
02:15 PM	29	354	0	383	19	0	11	13	43	1	323	23	6	353	779
02:30 PM	30	299	0	329	29	0	20	16	65	2	357	24	13	396	790
02:45 PM	44	360	0	404	32	0	15	26	73	0	317	33	15	365	842
Total	122	1305	0	1427	111	0	61	74	246	5	1319	106	40	1470	3143
03:00 PM	37	292	0	329	29	0	15	11	55	0	370	38	16	424	808
03:15 PM	40	295	0	335	60	0	37	21	118	0	385	26	23	434	887
03:30 PM	30	280	0	310	44	0	27	19	90	1	420	26	8	455	855
03:45 PM	36	312	0	348	25	0	39	23	87	2	396	32	5	435	870
Total	143	1179	0	1322	158	0	118	74	350	3	1571	122	52	1748	3420
04:00 PM	24	278	0	302	34	0	24	28	86	1	424	37	16	478	866
04:15 PM	37	270	0	307	28	0	24	25	77	0	437	32	10	479	863
04:30 PM	29	266	0	295	30	0	9	22	61	1	447	37	7	492	848
04:45 PM	37	289	0	326	28	0	15	17	60	0	428	26	15	469	855
Total	127	1103	0	1230	120	0	72	92	284	2	1736	132	48	1918	3432
05:00 PM	30	283	0	313	41	0	43	24	108	0	469	32	13	514	935
05:15 PM	17	265	0	282	28	0	8	7	43	2	474	23	11	510	835
05:30 PM	41	263	0	304	35	0	12	9	56	0	454	24	11	489	849
05:45 PM	22	275	0	297	22	0	16	22	60	0	374	23	5	402	759
Total	110	1086	0	1196	126	0	79	62	267	2	1771	102	40	1915	3378

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	12	221	0	233	15	0	14	17	46	0	367	32	5	404	683
06:15 PM	28	237	0	265	18	0	4	18	40	1	308	19	7	335	640
06:30 PM	20	218	0	238	10	0	3	11	24	0	247	15	3	265	527
06:45 PM	25	212	0	237	8	0	4	9	21	0	198	27	3	228	486
Total	85	888	0	973	51	0	25	55	131	1	1120	93	18	1232	2336
Grand Total	2050	16165	0	18215	1441	0	571	721	2733	34	15270	1452	565	17321	38269
Apprch %	11.3	88.7	0		52.7	0	20.9	26.4		0.2	88.2	8.4	3.3		
Total %	5.4	42.2	0	47.6	3.8	0	1.5	1.9	7.1	0.1	39.9	3.8	1.5	45.3	
Passenger Vehicles	1676	15577	0	17253	1361	0	525	665	2551	0	14655	1358	518	16531	36335
% Passenger Vehicles	81.8	96.4	0	94.7	94.4	0	91.9	92.2	93.3	0	96	93.5	91.7	95.4	94.9
Heavy Vehicles	128	588	0	716	80	0	46	56	182	0	615	94	47	756	1654
% Heavy Vehicles	6.2	3.6	0	3.9	5.6	0	8.1	7.8	6.7	0	4	6.5	8.3	4.4	4.3
UTurns	246	0	0	246	0	0	0	0	0	34	0	0	0	34	280
% UTurns	12	0	0	1.4	0	0	0	0	0	100	0	0	0	0.2	0.7

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	77	416	0	493	54	0	5	9	68	0	260	72	35	367	928
08:00 AM	61	442	0	503	63	0	10	17	90	1	266	22	22	311	904
08:15 AM	75	475	0	550	44	0	3	9	56	0	208	40	16	264	870
08:30 AM	64	436	0	500	25	0	13	14	52	1	226	31	11	269	821
Total Volume	277	1769	0	2046	186	0	31	49	266	2	960	165	84	1211	3523
% App. Total	13.5	86.5	0		69.9	0	11.7	18.4		0.2	79.3	13.6	6.9		
PHF	.899	.931	.000	.930	.738	.000	.596	.721	.739	.500	.902	.573	.600	.825	.949
Passenger Vehicles	237	1719	0	1956	165	0	26	41	232	0	886	148	80	1114	3302
% Passenger Vehicles	85.6	97.2	0	95.6	88.7	0	83.9	83.7	87.2	0	92.3	89.7	95.2	92.0	93.7
Heavy Vehicles	8	50	0	58	21	0	5	8	34	0	74	17	4	95	187
% Heavy Vehicles	2.9	2.8	0	2.8	11.3	0	16.1	16.3	12.8	0	7.7	10.3	4.8	7.8	5.3
UTurns	32	0	0	32	0	0	0	0	0	2	0	0	0	2	34
% UTurns	11.6	0	0	1.6	0	0	0	0	0	100	0	0	0	0.2	1.0

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				03:15 PM					04:30 PM				
+0 mins.	61	442	0	503	60	0	37	21	118	1	447	37	7	492
+15 mins.	75	475	0	550	44	0	27	19	90	0	428	26	15	469
+30 mins.	64	436	0	500	25	0	39	23	87	0	469	32	13	514
+45 mins.	70	461	0	531	34	0	24	28	86	2	474	23	11	510
Total Volume	270	1814	0	2084	163	0	127	91	381	3	1818	118	46	1985
% App. Total	13	87	0		42.8	0	33.3	23.9		0.2	91.6	5.9	2.3	
PHF	.900	.955	.000	.947	.679	.000	.814	.813	.807	.375	.959	.797	.767	.965
Passenger Vehicles	211	1762	0	1973	156	0	122	87	365	0	1789	112	43	1944
% Passenger Vehicles	78.1	97.1	0	94.7	95.7	0	96.1	95.6	95.8	0	98.4	94.9	93.5	97.9
Heavy Vehicles	8	52	0	60	7	0	5	4	16	0	29	6	3	38
% Heavy Vehicles	3	2.9	0	2.9	4.3	0	3.9	4.4	4.2	0	1.6	5.1	6.5	1.9
UTurns	51	0	0	51	0	0	0	0	0	3	0	0	0	3
% UTurns	18.9	0	0	2.4	0	0	0	0	0	100	0	0	0	0.2

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Passenger Vehicles

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	60	298	0	358	28	0	3	11	42	0	151	21	19	191	591
07:15 AM	66	333	0	399	29	0	2	18	49	0	194	40	17	251	699
07:30 AM	80	401	0	481	31	0	4	17	52	0	174	32	9	215	748
07:45 AM	72	404	0	476	51	0	2	8	61	0	239	66	34	339	876
Total	278	1436	0	1714	139	0	11	54	204	0	758	159	79	996	2914
08:00 AM	52	424	0	476	60	0	9	14	83	0	242	20	21	283	842
08:15 AM	61	467	0	528	36	0	3	7	46	0	195	34	15	244	818
08:30 AM	52	424	0	476	18	0	12	12	42	0	210	28	10	248	766
08:45 AM	46	447	0	493	25	0	7	10	42	0	204	14	16	234	769
Total	211	1762	0	1973	139	0	31	43	213	0	851	96	62	1009	3195
09:00 AM	53	334	0	387	30	0	3	8	41	0	232	25	11	268	696
09:15 AM	45	349	0	394	23	0	6	11	40	0	245	22	7	274	708
09:30 AM	49	392	0	441	29	0	5	7	41	0	257	32	10	299	781
09:45 AM	43	376	0	419	24	0	5	9	38	0	269	26	12	307	764
Total	190	1451	0	1641	106	0	19	35	160	0	1003	105	40	1148	2949
10:00 AM	40	364	0	404	25	0	7	10	42	0	226	20	13	259	705
10:15 AM	31	340	0	371	25	0	3	12	40	0	317	29	7	353	764
10:30 AM	32	326	0	358	19	0	3	12	34	0	282	24	12	318	710
10:45 AM	32	366	0	398	30	0	11	11	52	0	282	24	5	311	761
Total	135	1396	0	1531	99	0	24	45	168	0	1107	97	37	1241	2940
11:00 AM	33	374	0	407	20	0	2	16	38	0	288	33	10	331	776
11:15 AM	31	335	0	366	35	0	6	8	49	0	302	18	12	332	747
11:30 AM	27	363	0	390	27	0	3	5	35	0	320	22	12	354	779
11:45 AM	24	339	0	363	29	0	8	8	45	0	266	29	9	304	712
Total	115	1411	0	1526	111	0	19	37	167	0	1176	102	43	1321	3014
12:00 PM	31	350	0	381	37	0	16	10	63	0	311	38	6	355	799
12:15 PM	41	309	0	350	28	0	9	11	48	0	336	40	14	390	788
12:30 PM	41	356	0	397	23	0	10	12	45	0	298	26	8	332	774
12:45 PM	40	311	0	351	31	0	12	14	57	0	295	45	13	353	761
Total	153	1326	0	1479	119	0	47	47	213	0	1240	149	41	1430	3122
01:00 PM	28	340	0	368	22	0	13	23	58	0	339	34	14	387	813
01:15 PM	38	314	0	352	17	0	3	17	37	0	314	31	10	355	744
01:30 PM	37	373	0	410	27	0	3	14	44	0	294	33	5	332	786
01:45 PM	32	372	0	404	34	0	11	6	51	0	277	23	8	308	763
Total	135	1399	0	1534	100	0	30	60	190	0	1224	121	37	1382	3106
02:00 PM	16	276	0	292	29	0	15	15	59	0	306	26	5	337	688
02:15 PM	25	343	0	368	19	0	11	10	40	0	305	20	6	331	739
02:30 PM	25	284	0	309	28	0	19	15	62	0	339	23	12	374	745
02:45 PM	39	348	0	387	31	0	15	25	71	0	300	31	13	344	802
Total	105	1251	0	1356	107	0	60	65	232	0	1250	100	36	1386	2974
03:00 PM	29	277	0	306	27	0	13	11	51	0	358	36	15	409	766
03:15 PM	33	282	0	315	56	0	35	21	112	0	371	26	20	417	844
03:30 PM	24	270	0	294	44	0	27	17	88	0	399	25	6	430	812
03:45 PM	31	302	0	333	23	0	38	21	82	0	382	29	5	416	831
Total	117	1131	0	1248	150	0	113	70	333	0	1510	116	46	1672	3253
04:00 PM	15	265	0	280	33	0	22	28	83	0	417	37	13	467	830
04:15 PM	24	267	0	291	28	0	24	25	77	0	415	28	9	452	820
04:30 PM	22	262	0	284	29	0	9	22	60	0	435	33	7	475	819
04:45 PM	24	278	0	302	26	0	14	17	57	0	420	25	13	458	817
Total	85	1072	0	1157	116	0	69	92	277	0	1687	123	42	1852	3286
05:00 PM	20	278	0	298	39	0	42	24	105	0	463	32	12	507	910
05:15 PM	7	259	0	266	28	0	8	7	43	0	471	22	11	504	813
05:30 PM	33	261	0	294	35	0	12	9	56	0	447	23	11	481	831
05:45 PM	20	270	0	290	22	0	16	22	60	0	370	22	4	396	746
Total	80	1068	0	1148	124	0	78	62	264	0	1751	99	38	1888	3300

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019
Page No : 2

Groups Printed- Passenger Vehicles

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	10	218	0	228	15	0	13	17	45	0	357	30	4	391	664
06:15 PM	24	233	0	257	18	0	4	18	40	0	302	19	7	328	625
06:30 PM	16	214	0	230	10	0	3	11	24	0	243	15	3	261	515
06:45 PM	22	209	0	231	8	0	4	9	21	0	196	27	3	226	478
Total	72	874	0	946	51	0	24	55	130	0	1098	91	17	1206	2282
Grand Total	1676	15577	0	17253	1361	0	525	665	2551	0	14655	1358	518	16531	36335
Apprch %	9.7	90.3	0		53.4	0	20.6	26.1		0	88.7	8.2	3.1		
Total %	4.6	42.9	0	47.5	3.7	0	1.4	1.8	7	0	40.3	3.7	1.4	45.5	

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM															
04:45 PM	24	278	0	302	26	0	14	17	57	0	420	25	13	458	817
05:00 PM	20	278	0	298	39	0	42	24	105	0	463	32	12	507	910
05:15 PM	7	259	0	266	28	0	8	7	43	0	471	22	11	504	813
05:30 PM	33	261	0	294	35	0	12	9	56	0	447	23	11	481	831
Total Volume	84	1076	0	1160	128	0	76	57	261	0	1801	102	47	1950	3371
% App. Total	7.2	92.8	0		49	0	29.1	21.8		0	92.4	5.2	2.4		
PHF	.636	.968	.000	.960	.821	.000	.452	.594	.621	.000	.956	.797	.904	.962	.926

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				03:15 PM					04:45 PM				
+0 mins.	52	424	0	476	56	0	35	21	112	0	420	25	13	458
+15 mins.	61	467	0	528	44	0	27	17	88	0	463	32	12	507
+30 mins.	52	424	0	476	23	0	38	21	82	0	471	22	11	504
+45 mins.	46	447	0	493	33	0	22	28	83	0	447	23	11	481
Total Volume	211	1762	0	1973	156	0	122	87	365	0	1801	102	47	1950
% App. Total	10.7	89.3	0		42.7	0	33.4	23.8		0	92.4	5.2	2.4	
PHF	.865	.943	.000	.934	.696	.000	.803	.777	.815	.000	.956	.797	.904	.962

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Heavy Vehicles

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	3	21	0	24	2	0	0	2	4	0	11	3	4	18	46
07:15 AM	2	25	0	27	2	0	2	2	6	0	14	5	2	21	54
07:30 AM	6	10	0	16	2	0	0	1	3	0	6	3	1	10	29
07:45 AM	2	12	0	14	3	0	3	1	7	0	21	6	1	28	49
Total	13	68	0	81	9	0	5	6	20	0	52	17	8	77	178
08:00 AM	3	18	0	21	3	0	1	3	7	0	24	2	1	27	55
08:15 AM	2	8	0	10	8	0	0	2	10	0	13	6	1	20	40
08:30 AM	1	12	0	13	7	0	1	2	10	0	16	3	1	20	43
08:45 AM	2	14	0	16	1	0	1	1	3	0	14	3	0	17	36
Total	8	52	0	60	19	0	3	8	30	0	67	14	3	84	174
09:00 AM	4	17	0	21	3	0	3	3	9	0	14	2	0	16	46
09:15 AM	3	17	0	20	2	0	3	0	5	0	7	1	1	9	34
09:30 AM	2	17	0	19	0	0	2	0	2	0	9	0	0	9	30
09:45 AM	2	15	0	17	0	0	1	0	1	0	14	4	1	19	37
Total	11	66	0	77	5	0	9	3	17	0	44	7	2	53	147
10:00 AM	2	13	0	15	3	0	2	1	6	0	15	2	0	17	38
10:15 AM	3	19	0	22	0	0	2	2	4	0	14	2	0	16	42
10:30 AM	2	13	0	15	2	0	1	1	4	0	7	0	1	8	27
10:45 AM	4	14	0	18	2	0	0	1	3	0	19	0	2	21	42
Total	11	59	0	70	7	0	5	5	17	0	55	4	3	62	149
11:00 AM	2	11	0	13	2	0	0	1	3	0	21	2	1	24	40
11:15 AM	5	12	0	17	2	0	0	2	4	0	9	4	2	15	36
11:30 AM	3	19	0	22	0	0	0	1	1	0	11	3	0	14	37
11:45 AM	3	10	0	13	3	0	4	2	9	0	16	0	1	17	39
Total	13	52	0	65	7	0	4	6	17	0	57	9	4	70	152
12:00 PM	3	21	0	24	2	0	4	3	9	0	12	3	3	18	51
12:15 PM	6	6	0	12	1	0	2	0	3	0	19	2	2	23	38
12:30 PM	4	15	0	19	3	0	0	1	4	0	16	4	1	21	44
12:45 PM	3	28	0	31	3	0	0	2	5	0	14	0	1	15	51
Total	16	70	0	86	9	0	6	6	21	0	61	9	7	77	184
01:00 PM	2	12	0	14	0	0	0	3	3	0	19	1	0	20	37
01:15 PM	4	11	0	15	2	0	1	1	4	0	17	2	0	19	38
01:30 PM	4	16	0	20	3	0	1	3	7	0	8	2	1	11	38
01:45 PM	2	17	0	19	1	0	1	2	4	0	14	3	0	17	40
Total	12	56	0	68	6	0	3	9	18	0	58	8	1	67	153
02:00 PM	1	16	0	17	2	0	0	4	6	0	16	0	1	17	40
02:15 PM	2	11	0	13	0	0	0	3	3	0	18	3	0	21	37
02:30 PM	3	15	0	18	1	0	1	1	3	0	18	1	1	20	41
02:45 PM	2	12	0	14	1	0	0	1	2	0	17	2	2	21	37
Total	8	54	0	62	4	0	1	9	14	0	69	6	4	79	155
03:00 PM	4	15	0	19	2	0	2	0	4	0	12	2	1	15	38
03:15 PM	3	13	0	16	4	0	2	0	6	0	14	0	3	17	39
03:30 PM	1	10	0	11	0	0	0	2	2	0	21	1	2	24	37
03:45 PM	2	10	0	12	2	0	1	2	5	0	14	3	0	17	34
Total	10	48	0	58	8	0	5	4	17	0	61	6	6	73	148
04:00 PM	5	13	0	18	1	0	2	0	3	0	7	0	3	10	31
04:15 PM	5	3	0	8	0	0	0	0	0	0	22	4	1	27	35
04:30 PM	4	4	0	8	1	0	0	0	1	0	12	4	0	16	25
04:45 PM	5	11	0	16	2	0	1	0	3	0	8	1	2	11	30
Total	19	31	0	50	4	0	3	0	7	0	49	9	6	64	121
05:00 PM	3	5	0	8	2	0	1	0	3	0	6	0	1	7	18
05:15 PM	3	6	0	9	0	0	0	0	0	0	3	1	0	4	13
05:30 PM	0	2	0	2	0	0	0	0	0	0	7	1	0	8	10
05:45 PM	0	5	0	5	0	0	0	0	0	0	4	1	1	6	11
Total	6	18	0	24	2	0	1	0	3	0	20	3	2	25	52

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019
Page No : 2

Groups Printed- Heavy Vehicles

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	3	0	3	0	0	1	0	1	0	10	2	1	13	17
06:15 PM	1	4	0	5	0	0	0	0	0	0	6	0	0	6	11
06:30 PM	0	4	0	4	0	0	0	0	0	0	4	0	0	4	8
06:45 PM	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	1	14	0	15	0	0	1	0	1	0	22	2	1	25	41
Grand Total	128	588	0	716	80	0	46	56	182	0	615	94	47	756	1654
Apprch %	17.9	82.1	0		44	0	25.3	30.8		0	81.3	12.4	6.2		
Total %	7.7	35.6	0	43.3	4.8	0	2.8	3.4	11	0	37.2	5.7	2.8	45.7	

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	2	25	0	27	2	0	2	2	6	0	14	5	2	21	54
07:30 AM	6	10	0	16	2	0	0	1	3	0	6	3	1	10	29
07:45 AM	2	12	0	14	3	0	3	1	7	0	21	6	1	28	49
08:00 AM	3	18	0	21	3	0	1	3	7	0	24	2	1	27	55
Total Volume	13	65	0	78	10	0	6	7	23	0	65	16	5	86	187
% App. Total	16.7	83.3	0		43.5	0	26.1	30.4		0	75.6	18.6	5.8		
PHF	.542	.650	.000	.722	.833	.000	.500	.583	.821	.000	.677	.667	.625	.768	.850

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				07:45 AM					07:45 AM				
+0 mins.	3	21	0	24	3	0	3	1	7	0	21	6	1	28
+15 mins.	6	6	0	12	3	0	1	3	7	0	24	2	1	27
+30 mins.	4	15	0	19	8	0	0	2	10	0	13	6	1	20
+45 mins.	3	28	0	31	7	0	1	2	10	0	16	3	1	20
Total Volume	16	70	0	86	21	0	5	8	34	0	74	17	4	95
% App. Total	18.6	81.4	0		61.8	0	14.7	23.5		0	77.9	17.9	4.2	
PHF	.667	.625	.000	.694	.656	.000	.417	.667	.850	.000	.771	.708	1.000	.848

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- UTurns

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***															
07:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	9	0	0	9	0	0	0	0	0	0	0	0	0	0	9
08:00 AM	6	0	0	6	0	0	0	0	0	1	0	0	0	1	7
08:15 AM	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	11	0	0	11	0	0	0	0	0	1	0	0	0	1	12
08:45 AM	22	0	0	22	0	0	0	0	0	0	0	0	0	0	22
Total	51	0	0	51	0	0	0	0	0	2	0	0	0	2	53
09:00 AM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	6	0	0	6	0	0	0	0	0	1	0	0	0	1	7
09:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	20	0	0	20	0	0	0	0	0	1	0	0	0	1	21
10:00 AM	4	0	0	4	0	0	0	0	0	3	0	0	0	3	7
10:15 AM	3	0	0	3	0	0	0	0	0	3	0	0	0	3	6
10:30 AM	4	0	0	4	0	0	0	0	0	2	0	0	0	2	6
10:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	14	0	0	14	0	0	0	0	0	8	0	0	0	8	22
11:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	8	0	0	8	0	0	0	0	0	1	0	0	0	1	9
11:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	9	0	0	9	0	0	0	0	0	1	0	0	0	1	10
Total	25	0	0	25	0	0	0	0	0	2	0	0	0	2	27
12:00 PM	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6
12:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
12:45 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Total	21	0	0	21	0	0	0	0	0	2	0	0	0	2	23
01:00 PM	8	0	0	8	0	0	0	0	0	2	0	0	0	2	10
01:15 PM	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
01:30 PM	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
01:45 PM	10	0	0	10	0	0	0	0	0	1	0	0	0	1	11
Total	22	0	0	22	0	0	0	0	0	6	0	0	0	6	28
02:00 PM	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
02:15 PM	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
02:30 PM	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
02:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	9	0	0	9	0	0	0	0	0	5	0	0	0	5	14
03:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6
03:45 PM	3	0	0	3	0	0	0	0	0	2	0	0	0	2	5
Total	16	0	0	16	0	0	0	0	0	3	0	0	0	3	19
04:00 PM	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
04:15 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
04:30 PM	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
04:45 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
Total	23	0	0	23	0	0	0	0	0	2	0	0	0	2	25
05:00 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	7	0	0	7	0	0	0	0	0	2	0	0	0	2	9
05:30 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	24	0	0	24	0	0	0	0	0	2	0	0	0	2	26

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : BonitaBeach&RaceTrack
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- UTurns

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
06:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	12	0	0	12	0	0	0	0	0	1	0	0	0	1	13
Grand Total	246	0	0	246	0	0	0	0	0	34	0	0	0	34	280
Apprch %	100	0	0		0	0	0	0		100	0	0	0		
Total %	87.9	0	0	87.9	0	0	0	0	0	12.1	0	0	0	12.1	

	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	6	0	0	6	0	0	0	0	0	1	0	0	0	1	7
08:15 AM	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	11	0	0	11	0	0	0	0	0	1	0	0	0	1	12
08:45 AM	22	0	0	22	0	0	0	0	0	0	0	0	0	0	22
Total Volume	51	0	0	51	0	0	0	0	0	2	0	0	0	2	53
% App. Total	100	0	0		0	0	0	0		100	0	0	0		
PHF	.580	.000	.000	.580	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.602

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:00 AM					09:45 AM				
+0 mins.	12	0	0	12	0	0	0	0	0	0	0	0	0	0
+15 mins.	11	0	0	11	0	0	0	0	0	3	0	0	0	3
+30 mins.	22	0	0	22	0	0	0	0	0	3	0	0	0	3
+45 mins.	7	0	0	7	0	0	0	0	0	2	0	0	0	2
Total Volume	52	0	0	52	0	0	0	0	0	8	0	0	0	8
% App. Total	100	0	0		0	0	0	0		100	0	0	0	
PHF	.591	.000	.000	.591	.000	.000	.000	.000	.000	.667	.000	.000	.000	.667

Intersection Pedestrian & Bicycle Count

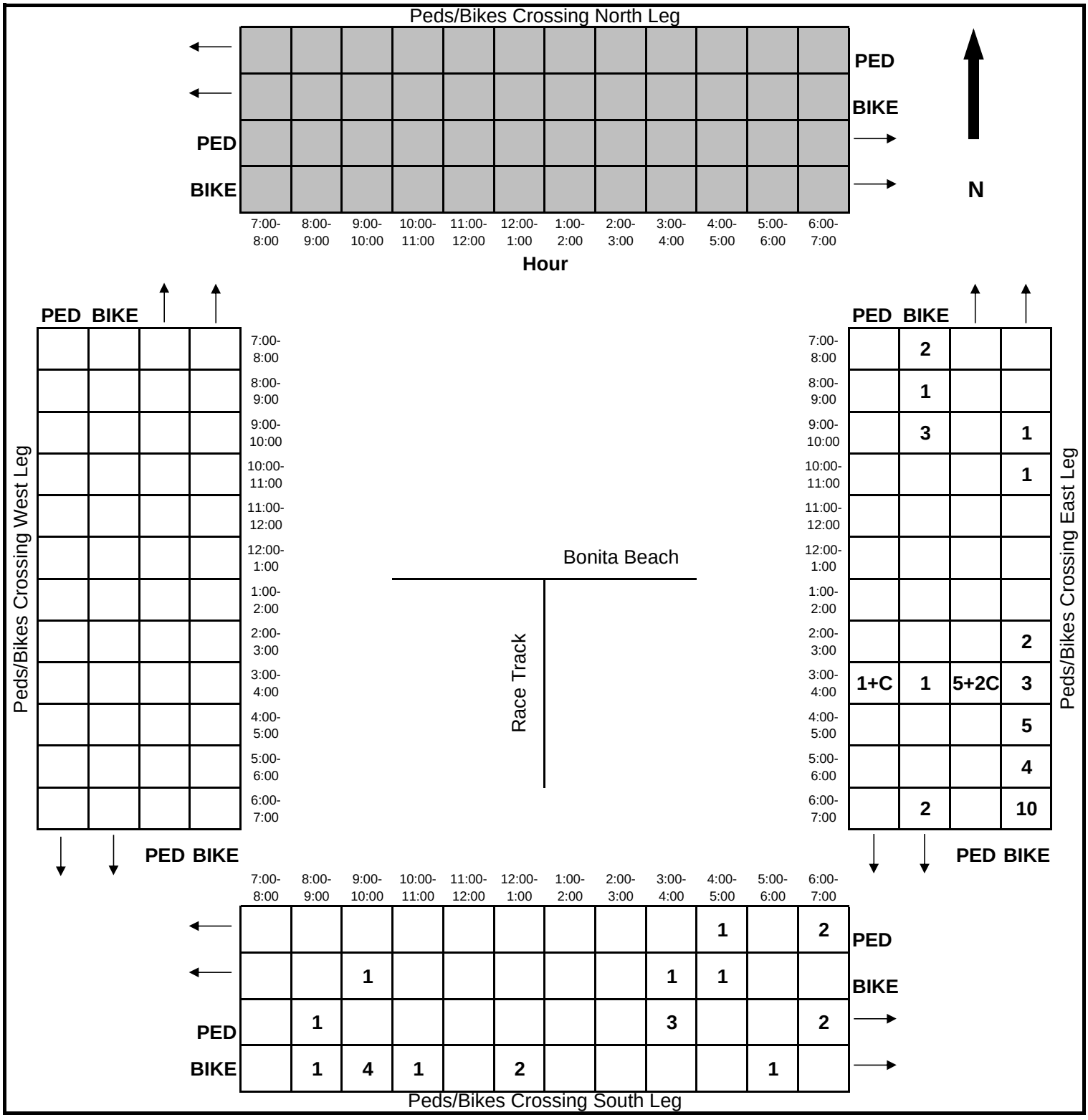
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: Bonita Beach Road at Race Track Road

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Hour	West Leg PED	West Leg BIKE	East Leg PED	East Leg BIKE
7:00-8:00				2
8:00-9:00				1
9:00-10:00				3
10:00-11:00				
11:00-12:00				
12:00-1:00				
1:00-2:00				
2:00-3:00				
3:00-4:00			5+2C	1
4:00-5:00				
5:00-6:00				
6:00-7:00				2

Hour	North Leg PED	North Leg BIKE	South Leg PED	South Leg BIKE
7:00-8:00				
8:00-9:00			1	1
9:00-10:00		1		4
10:00-11:00				1
11:00-12:00				
12:00-1:00				2
1:00-2:00				
2:00-3:00				
3:00-4:00		1	3	
4:00-5:00	1	1		
5:00-6:00				1
6:00-7:00	2		2	

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&CollierCenter
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	141	0	156	0	0	5	5	0	61	19	80	241
07:15 AM	21	165	0	186	5	0	5	10	0	66	34	100	296
07:30 AM	13	136	0	149	5	0	3	8	0	73	30	103	260
07:45 AM	18	206	0	224	8	0	6	14	1	104	20	125	363
Total	67	648	0	715	18	0	19	37	1	304	103	408	1160
08:00 AM	24	200	0	224	11	0	7	18	0	111	28	139	381
08:15 AM	14	161	0	175	14	0	9	23	0	101	33	134	332
08:30 AM	10	206	0	216	6	0	9	15	0	95	19	114	345
08:45 AM	18	165	0	183	12	0	4	16	0	120	17	137	336
Total	66	732	0	798	43	0	29	72	0	427	97	524	1394
09:00 AM	17	152	0	169	12	0	5	17	0	131	21	152	338
09:15 AM	9	157	0	166	9	0	12	21	0	112	18	130	317
09:30 AM	15	178	0	193	13	0	7	20	0	119	17	136	349
09:45 AM	8	178	0	186	9	0	8	17	1	109	15	125	328
Total	49	665	0	714	43	0	32	75	1	471	71	543	1332
10:00 AM	8	153	0	161	15	0	6	21	0	119	14	133	315
10:15 AM	12	159	0	171	12	0	11	23	0	124	15	139	333
10:30 AM	12	163	0	175	15	0	7	22	0	109	16	125	322
10:45 AM	11	141	0	152	13	0	13	26	0	110	7	117	295
Total	43	616	0	659	55	0	37	92	0	462	52	514	1265
11:00 AM	5	152	0	157	10	0	9	19	0	143	13	156	332
11:15 AM	5	151	0	156	15	0	3	18	0	125	9	134	308
11:30 AM	9	168	0	177	7	0	12	19	0	157	8	165	361
11:45 AM	5	160	0	165	23	0	11	34	1	143	16	160	359
Total	24	631	0	655	55	0	35	90	1	568	46	615	1360
12:00 PM	8	163	0	171	17	0	17	34	0	142	14	156	361
12:15 PM	10	167	0	177	17	0	11	28	0	157	18	175	380
12:30 PM	8	167	0	175	18	0	8	26	0	157	22	179	380
12:45 PM	4	150	0	154	21	0	12	33	0	160	16	176	363
Total	30	647	0	677	73	0	48	121	0	616	70	686	1484
01:00 PM	9	145	0	154	13	0	11	24	0	147	22	169	347
01:15 PM	8	137	0	145	10	0	9	19	0	169	20	189	353
01:30 PM	6	129	0	135	14	0	9	23	0	167	20	187	345
01:45 PM	11	151	0	162	12	0	13	25	0	159	18	177	364
Total	34	562	0	596	49	0	42	91	0	642	80	722	1409
02:00 PM	10	120	0	130	10	0	4	14	0	170	14	184	328
02:15 PM	4	131	0	135	15	0	6	21	0	173	9	182	338
02:30 PM	10	166	0	176	16	0	9	25	0	160	19	179	380
02:45 PM	4	139	0	143	15	0	8	23	0	169	14	183	349
Total	28	556	0	584	56	0	27	83	0	672	56	728	1395
03:00 PM	6	135	0	141	11	0	8	19	0	182	11	193	353
03:15 PM	3	128	0	131	14	0	4	18	0	183	13	196	345
03:30 PM	4	157	0	161	13	0	16	29	0	208	10	218	408
03:45 PM	1	135	0	136	14	0	7	21	0	163	11	174	331
Total	14	555	0	569	52	0	35	87	0	736	45	781	1437
04:00 PM	4	126	0	130	29	0	20	49	0	205	9	214	393
04:15 PM	3	135	0	138	13	0	14	27	0	186	12	198	363
04:30 PM	2	161	0	163	12	0	23	35	0	175	13	188	386
04:45 PM	6	134	0	140	17	0	16	33	0	203	8	211	384
Total	15	556	0	571	71	0	73	144	0	769	42	811	1526

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&CollierCenter
Site Code : 18035
Start Date : 4/16/2019
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	3	145	0	148	31	0	35	66	0	204	5	209	423
05:15 PM	3	135	0	138	18	0	16	34	0	241	4	245	417
05:30 PM	0	130	0	130	15	0	11	26	0	195	3	198	354
05:45 PM	4	125	0	129	16	0	10	26	0	206	5	211	366
Total	10	535	0	545	80	0	72	152	0	846	17	863	1560
06:00 PM	4	124	0	128	14	0	10	24	0	180	5	185	337
06:15 PM	0	97	0	97	2	0	8	10	0	170	4	174	281
06:30 PM	1	93	0	94	5	0	5	10	0	142	2	144	248
06:45 PM	2	76	0	78	5	0	4	9	0	121	4	125	212
Total	7	390	0	397	26	0	27	53	0	613	15	628	1078
Grand Total	387	7093	0	7480	621	0	476	1097	3	7126	694	7823	16400
Apprch %	5.2	94.8	0		56.6	0	43.4		0	91.1	8.9		
Total %	2.4	43.2	0	45.6	3.8	0	2.9	6.7	0	43.5	4.2	47.7	
Passenger Vehicles	357	6820	0	7177	582	0	445	1027	0	6824	651	7475	15679
% Passenger Vehicles	92.2	96.2	0	95.9	93.7	0	93.5	93.6	0	95.8	93.8	95.6	95.6
Heavy Vehicles	26	273	0	299	38	0	31	69	0	302	43	345	713
% Heavy Vehicles	6.7	3.8	0	4	6.1	0	6.5	6.3	0	4.2	6.2	4.4	4.3
UTurns	4	0	0	4	1	0	0	1	3	0	0	3	8
% UTurns	1	0	0	0.1	0.2	0	0	0.1	100	0	0	0	0

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	2	161	0	163	12	0	23	35	0	175	13	188	386
04:45 PM	6	134	0	140	17	0	16	33	0	203	8	211	384
05:00 PM	3	145	0	148	31	0	35	66	0	204	5	209	423
05:15 PM	3	135	0	138	18	0	16	34	0	241	4	245	417
Total Volume	14	575	0	589	78	0	90	168	0	823	30	853	1610
% App. Total	2.4	97.6	0		46.4	0	53.6		0	96.5	3.5		
PHF	.583	.893	.000	.903	.629	.000	.643	.636	.000	.854	.577	.870	.952

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				04:30 PM				04:45 PM			
+0 mins.	18	206	0	224	12	0	23	35	0	203	8	211
+15 mins.	24	200	0	224	17	0	16	33	0	204	5	209
+30 mins.	14	161	0	175	31	0	35	66	0	241	4	245
+45 mins.	10	206	0	216	18	0	16	34	0	195	3	198
Total Volume	66	773	0	839	78	0	90	168	0	843	20	863
% App. Total	7.9	92.1	0		46.4	0	53.6		0	97.7	2.3	
PHF	.688	.938	.000	.936	.629	.000	.643	.636	.000	.874	.625	.881

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

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Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	133	0	147	0	0	3	3	0	55	19	74	224
07:15 AM	19	159	0	178	5	0	5	10	0	57	34	91	279
07:30 AM	13	131	0	144	4	0	3	7	0	69	30	99	250
07:45 AM	18	197	0	215	5	0	6	11	0	100	18	118	344
Total	64	620	0	684	14	0	17	31	0	281	101	382	1097
08:00 AM	23	188	0	211	9	0	6	15	0	108	26	134	360
08:15 AM	14	151	0	165	12	0	9	21	0	98	31	129	315
08:30 AM	10	194	0	204	6	0	9	15	0	89	19	108	327
08:45 AM	17	160	0	177	12	0	3	15	0	116	17	133	325
Total	64	693	0	757	39	0	27	66	0	411	93	504	1327
09:00 AM	17	150	0	167	10	0	5	15	0	121	21	142	324
09:15 AM	8	151	0	159	9	0	9	18	0	104	16	120	297
09:30 AM	13	172	0	185	12	0	6	18	0	112	15	127	330
09:45 AM	7	167	0	174	7	0	6	13	0	102	13	115	302
Total	45	640	0	685	38	0	26	64	0	439	65	504	1253
10:00 AM	7	145	0	152	14	0	4	18	0	116	14	130	300
10:15 AM	11	151	0	162	10	0	11	21	0	121	13	134	317
10:30 AM	11	155	0	166	14	0	7	21	0	108	14	122	309
10:45 AM	11	136	0	147	13	0	11	24	0	106	7	113	284
Total	40	587	0	627	51	0	33	84	0	451	48	499	1210
11:00 AM	5	150	0	155	10	0	9	19	0	138	12	150	324
11:15 AM	5	133	0	138	12	0	3	15	0	118	8	126	279
11:30 AM	6	163	0	169	5	0	11	16	0	150	8	158	343
11:45 AM	5	152	0	157	22	0	10	32	0	134	15	149	338
Total	21	598	0	619	49	0	33	82	0	540	43	583	1284
12:00 PM	8	153	0	161	16	0	17	33	0	129	14	143	337
12:15 PM	10	163	0	173	16	0	11	27	0	150	17	167	367
12:30 PM	7	164	0	171	17	0	7	24	0	148	20	168	363
12:45 PM	4	145	0	149	21	0	11	32	0	156	16	172	353
Total	29	625	0	654	70	0	46	116	0	583	67	650	1420
01:00 PM	8	141	0	149	13	0	10	23	0	141	21	162	334
01:15 PM	7	130	0	137	10	0	9	19	0	164	20	184	340
01:30 PM	5	121	0	126	13	0	8	21	0	159	19	178	325
01:45 PM	9	142	0	151	12	0	11	23	0	153	17	170	344
Total	29	534	0	563	48	0	38	86	0	617	77	694	1343
02:00 PM	9	115	0	124	8	0	4	12	0	159	11	170	306
02:15 PM	4	125	0	129	13	0	5	18	0	163	8	171	318
02:30 PM	10	159	0	169	15	0	8	23	0	149	15	164	356
02:45 PM	4	135	0	139	14	0	7	21	0	159	14	173	333
Total	27	534	0	561	50	0	24	74	0	630	48	678	1313
03:00 PM	6	127	0	133	10	0	8	18	0	172	10	182	333
03:15 PM	3	121	0	124	14	0	3	17	0	171	12	183	324
03:30 PM	3	151	0	154	13	0	16	29	0	196	9	205	388
03:45 PM	1	133	0	134	12	0	6	18	0	159	9	168	320
Total	13	532	0	545	49	0	33	82	0	698	40	738	1365
04:00 PM	4	121	0	125	29	0	18	47	0	195	8	203	375
04:15 PM	3	134	0	137	13	0	14	27	0	175	12	187	351
04:30 PM	2	157	0	159	12	0	22	34	0	172	12	184	377
04:45 PM	3	132	0	135	17	0	16	33	0	199	7	206	374
Total	12	544	0	556	71	0	70	141	0	741	39	780	1477

Intersection Turning Movement Count

City/County: Naples/Collier
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Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	2	142	0	144	28	0	34	62	0	200	4	204	410
05:15 PM	3	131	0	134	18	0	16	34	0	236	4	240	408
05:30 PM	0	129	0	129	15	0	11	26	0	191	3	194	349
05:45 PM	4	124	0	128	16	0	10	26	0	201	5	206	360
Total	9	526	0	535	77	0	71	148	0	828	16	844	1527
06:00 PM	1	124	0	125	14	0	10	24	0	175	5	180	329
06:15 PM	0	97	0	97	2	0	8	10	0	170	3	173	280
06:30 PM	1	91	0	92	5	0	5	10	0	141	2	143	245
06:45 PM	2	75	0	77	5	0	4	9	0	119	4	123	209
Total	4	387	0	391	26	0	27	53	0	605	14	619	1063
Grand Total	357	6820	0	7177	582	0	445	1027	0	6824	651	7475	15679
Apprch %	5	95	0		56.7	0	43.3		0	91.3	8.7		
Total %	2.3	43.5	0	45.8	3.7	0	2.8	6.6	0	43.5	4.2	47.7	

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	2	157	0	159	12	0	22	34	0	172	12	184	377
04:45 PM	3	132	0	135	17	0	16	33	0	199	7	206	374
05:00 PM	2	142	0	144	28	0	34	62	0	200	4	204	410
05:15 PM	3	131	0	134	18	0	16	34	0	236	4	240	408
Total Volume	10	562	0	572	75	0	88	163	0	807	27	834	1569
% App. Total	1.7	98.3	0		46	0	54		0	96.8	3.2		
PHF	.833	.895	.000	.899	.670	.000	.647	.657	.000	.855	.563	.869	.957

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				04:30 PM				04:45 PM			
+0 mins.	18	197	0	215	12	0	22	34	0	199	7	206
+15 mins.	23	188	0	211	17	0	16	33	0	200	4	204
+30 mins.	14	151	0	165	28	0	34	62	0	236	4	240
+45 mins.	10	194	0	204	18	0	16	34	0	191	3	194
Total Volume	65	730	0	795	75	0	88	163	0	826	18	844
% App. Total	8.2	91.8	0		46	0	54		0	97.9	2.1	
PHF	.707	.926	.000	.924	.670	.000	.647	.657	.000	.875	.643	.879

Intersection Turning Movement Count

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Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	8	0	9	0	0	2	2	0	6	0	6	17
07:15 AM	2	6	0	8	0	0	0	0	0	9	0	9	17
07:30 AM	0	5	0	5	1	0	0	1	0	4	0	4	10
07:45 AM	0	9	0	9	3	0	0	3	0	4	2	6	18
Total	3	28	0	31	4	0	2	6	0	23	2	25	62
08:00 AM	0	12	0	12	2	0	1	3	0	3	2	5	20
08:15 AM	0	10	0	10	2	0	0	2	0	3	2	5	17
08:30 AM	0	12	0	12	0	0	0	0	0	6	0	6	18
08:45 AM	1	5	0	6	0	0	1	1	0	4	0	4	11
Total	1	39	0	40	4	0	2	6	0	16	4	20	66
09:00 AM	0	2	0	2	2	0	0	2	0	10	0	10	14
09:15 AM	1	6	0	7	0	0	3	3	0	8	2	10	20
09:30 AM	2	6	0	8	1	0	1	2	0	7	2	9	19
09:45 AM	1	11	0	12	2	0	2	4	0	7	2	9	25
Total	4	25	0	29	5	0	6	11	0	32	6	38	78
10:00 AM	1	8	0	9	1	0	2	3	0	3	0	3	15
10:15 AM	1	8	0	9	2	0	0	2	0	3	2	5	16
10:30 AM	1	8	0	9	1	0	0	1	0	1	2	3	13
10:45 AM	0	5	0	5	0	0	2	2	0	4	0	4	11
Total	3	29	0	32	4	0	4	8	0	11	4	15	55
11:00 AM	0	2	0	2	0	0	0	0	0	5	1	6	8
11:15 AM	0	18	0	18	3	0	0	3	0	7	1	8	29
11:30 AM	3	5	0	8	2	0	1	3	0	7	0	7	18
11:45 AM	0	8	0	8	1	0	1	2	0	9	1	10	20
Total	3	33	0	36	6	0	2	8	0	28	3	31	75
12:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	24
12:15 PM	0	4	0	4	1	0	0	1	0	7	1	8	13
12:30 PM	1	3	0	4	1	0	1	2	0	9	2	11	17
12:45 PM	0	5	0	5	0	0	1	1	0	4	0	4	10
Total	1	22	0	23	3	0	2	5	0	33	3	36	64
01:00 PM	1	4	0	5	0	0	1	1	0	6	1	7	13
01:15 PM	1	7	0	8	0	0	0	0	0	5	0	5	13
01:30 PM	1	8	0	9	1	0	1	2	0	8	1	9	20
01:45 PM	1	9	0	10	0	0	2	2	0	6	1	7	19
Total	4	28	0	32	1	0	4	5	0	25	3	28	65
02:00 PM	1	5	0	6	1	0	0	1	0	11	3	14	21
02:15 PM	0	6	0	6	2	0	1	3	0	10	1	11	20
02:30 PM	0	7	0	7	1	0	1	2	0	11	4	15	24
02:45 PM	0	4	0	4	1	0	1	2	0	10	0	10	16
Total	1	22	0	23	5	0	3	8	0	42	8	50	81
03:00 PM	0	8	0	8	1	0	0	1	0	10	1	11	20
03:15 PM	0	7	0	7	0	0	1	1	0	12	1	13	21
03:30 PM	1	6	0	7	0	0	0	0	0	12	1	13	20
03:45 PM	0	2	0	2	2	0	1	3	0	4	2	6	11
Total	1	23	0	24	3	0	2	5	0	38	5	43	72
04:00 PM	0	5	0	5	0	0	2	2	0	10	1	11	18
04:15 PM	0	1	0	1	0	0	0	0	0	11	0	11	12
04:30 PM	0	4	0	4	0	0	1	1	0	3	1	4	9
04:45 PM	2	2	0	4	0	0	0	0	0	4	1	5	9
Total	2	12	0	14	0	0	3	3	0	28	3	31	48

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
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Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	1	3	0	4	3	0	1	4	0	4	1	5	13
05:15 PM	0	4	0	4	0	0	0	0	0	5	0	5	9
05:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	5
05:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	1	9	0	10	3	0	1	4	0	18	1	19	33
06:00 PM	2	0	0	2	0	0	0	0	0	5	0	5	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
06:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
06:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	2	3	0	5	0	0	0	0	0	8	1	9	14
Grand Total	26	273	0	299	38	0	31	69	0	302	43	345	713
Apprch %	8.7	91.3	0		55.1	0	44.9		0	87.5	12.5		
Total %	3.6	38.3	0	41.9	5.3	0	4.3	9.7	0	42.4	6	48.4	

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	18	0	18	3	0	0	3	0	7	1	8	29
11:30 AM	3	5	0	8	2	0	1	3	0	7	0	7	18
11:45 AM	0	8	0	8	1	0	1	2	0	9	1	10	20
12:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	24
Total Volume	3	41	0	44	7	0	2	9	0	36	2	38	91
% App. Total	6.8	93.2	0		77.8	0	22.2		0	94.7	5.3		
PHF	.250	.569	.000	.611	.583	.000	.500	.750	.000	.692	.500	.731	.784

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM				09:15 AM				02:00 PM			
+0 mins.	0	18	0	18	0	0	3	3	0	11	3	14
+15 mins.	3	5	0	8	1	0	1	2	0	10	1	11
+30 mins.	0	8	0	8	2	0	2	4	0	11	4	15
+45 mins.	0	10	0	10	1	0	2	3	0	10	0	10
Total Volume	3	41	0	44	4	0	8	12	0	42	8	50
% App. Total	6.8	93.2	0		33.3	0	66.7		0	84	16	
PHF	.250	.569	.000	.611	.500	.000	.667	.750	.000	.955	.500	.833

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

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Groups Printed- UTurns

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
09:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
01:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	4	0	0	4	1	0	0	1	3	0	0	3	8
Apprch %	100	0	0		100	0	0		100	0	0		
Total %	50	0	0	50	12.5	0	0	12.5	37.5	0	0	37.5	

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1	2
% App. Total	100	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.500

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&CollierCenter
Site Code : 18035
Start Date : 4/16/2019
Page No : 2

	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				01:15 PM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	1	1	0	0	1	
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

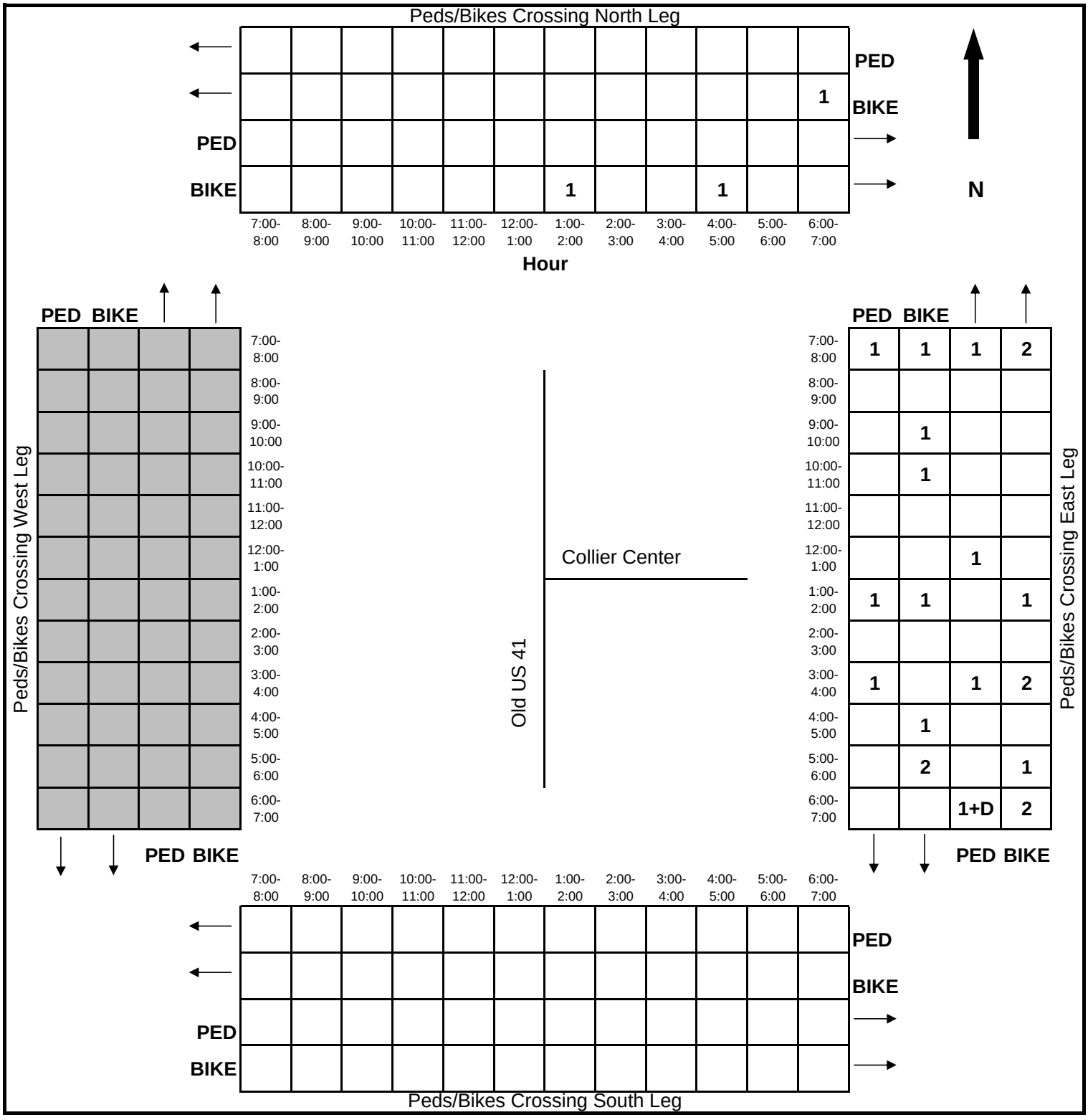
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Collier Center Way

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	144	0	144	8	0	2	10	0	90	3	93	247
07:15 AM	0	165	0	165	6	0	3	9	0	88	3	91	265
07:30 AM	1	142	0	143	7	0	3	10	0	100	2	102	255
07:45 AM	0	217	0	217	15	0	4	19	0	118	3	121	357
Total	1	668	0	669	36	0	12	48	0	396	11	407	1124
08:00 AM	6	204	0	210	12	0	7	19	0	134	1	135	364
08:15 AM	3	173	0	176	11	0	2	13	0	125	2	127	316
08:30 AM	3	204	0	207	6	0	3	9	0	120	2	122	338
08:45 AM	2	182	0	184	11	0	6	17	0	122	7	129	330
Total	14	763	0	777	40	0	18	58	0	501	12	513	1348
09:00 AM	1	162	0	163	7	0	6	13	0	147	1	148	324
09:15 AM	4	159	0	163	14	0	6	20	0	123	8	131	314
09:30 AM	5	190	0	195	12	0	5	17	0	131	7	138	350
09:45 AM	3	181	0	184	23	0	6	29	0	119	5	124	337
Total	13	692	0	705	56	0	23	79	0	520	21	541	1325
10:00 AM	2	164	0	166	8	0	7	15	0	126	9	135	316
10:15 AM	2	171	0	173	11	0	5	16	1	135	6	142	331
10:30 AM	5	172	0	177	8	0	4	12	0	120	11	131	320
10:45 AM	5	148	0	153	7	0	1	8	0	116	8	124	285
Total	14	655	0	669	34	0	17	51	1	497	34	532	1252
11:00 AM	2	159	0	161	11	0	4	15	0	155	12	167	343
11:15 AM	5	162	0	167	11	0	4	15	0	131	7	138	320
11:30 AM	5	169	0	174	13	0	1	14	0	159	14	173	361
11:45 AM	5	177	0	182	8	0	9	17	0	150	8	158	357
Total	17	667	0	684	43	0	18	61	0	595	41	636	1381
12:00 PM	2	180	0	182	7	0	6	13	0	150	10	160	355
12:15 PM	5	179	0	184	13	0	8	21	1	168	9	178	383
12:30 PM	3	177	0	180	13	0	1	14	0	179	16	195	389
12:45 PM	3	171	0	174	9	0	6	15	0	168	11	179	368
Total	13	707	0	720	42	0	21	63	1	665	46	712	1495
01:00 PM	9	149	0	158	8	0	3	11	0	169	11	180	349
01:15 PM	6	137	0	143	12	0	8	20	0	182	6	188	351
01:30 PM	5	142	0	147	14	0	8	22	0	177	13	190	359
01:45 PM	4	159	0	163	10	0	6	16	0	171	8	179	358
Total	24	587	0	611	44	0	25	69	0	699	38	737	1417
02:00 PM	4	124	0	128	8	0	5	13	0	179	8	187	328
02:15 PM	5	140	0	145	11	0	3	14	0	180	12	192	351
02:30 PM	5	177	0	182	11	0	2	13	0	176	15	191	386
02:45 PM	7	150	0	157	9	0	8	17	0	176	9	185	359
Total	21	591	0	612	39	0	18	57	0	711	44	755	1424
03:00 PM	6	137	0	143	9	0	1	10	0	191	10	201	354
03:15 PM	2	139	0	141	11	0	4	15	0	194	9	203	359
03:30 PM	7	167	0	174	13	0	1	14	0	219	11	230	418
03:45 PM	10	139	0	149	4	0	2	6	0	167	12	179	334
Total	25	582	0	607	37	0	8	45	0	771	42	813	1465
04:00 PM	5	149	0	154	3	0	3	6	0	211	19	230	390
04:15 PM	2	147	0	149	7	0	2	9	0	196	13	209	367
04:30 PM	4	169	0	173	8	0	5	13	0	190	18	208	394
04:45 PM	4	146	0	150	17	0	1	18	0	203	13	216	384
Total	15	611	0	626	35	0	11	46	0	800	63	863	1535
05:00 PM	4	173	0	177	6	0	6	12	0	205	15	220	409
05:15 PM	5	142	0	147	6	0	1	7	0	243	10	253	407
05:30 PM	6	142	0	148	7	0	3	10	0	194	9	203	361
05:45 PM	5	138	0	143	9	0	6	15	0	206	11	217	375
Total	20	595	0	615	28	0	16	44	0	848	45	893	1552

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	2	132	0	134	2	0	2	4	0	183	13	196	334
06:15 PM	1	102	0	103	8	0	1	9	0	173	14	187	299
06:30 PM	0	98	0	98	5	0	2	7	1	141	9	151	256
06:45 PM	5	74	0	79	6	0	1	7	0	125	5	130	216
Total	8	406	0	414	21	0	6	27	1	622	41	664	1105
Grand Total	185	7524	0	7709	455	0	193	648	3	7625	438	8066	16423
Apprch %	2.4	97.6	0		70.2	0	29.8		0	94.5	5.4		
Total %	1.1	45.8	0	46.9	2.8	0	1.2	3.9	0	46.4	2.7	49.1	
Passenger Vehicles	174	7219	0	7393	447	0	190	637	0	7283	435	7718	15748
% Passenger Vehicles	94.1	95.9	0	95.9	98.2	0	98.4	98.3	0	95.5	99.3	95.7	95.9
Heavy Vehicles	6	305	0	311	7	0	3	10	0	342	3	345	666
% Heavy Vehicles	3.2	4.1	0	4	1.5	0	1.6	1.5	0	4.5	0.7	4.3	4.1
UTurns	5	0	0	5	1	0	0	1	3	0	0	3	9
% UTurns	2.7	0	0	0.1	0.2	0	0	0.2	100	0	0	0	0.1

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	4	169	0	173	8	0	5	13	0	190	18	208	394
04:45 PM	4	146	0	150	17	0	1	18	0	203	13	216	384
05:00 PM	4	173	0	177	6	0	6	12	0	205	15	220	409
05:15 PM	5	142	0	147	6	0	1	7	0	243	10	253	407
Total Volume	17	630	0	647	37	0	13	50	0	841	56	897	1594
% App. Total	2.6	97.4	0		74	0	26		0	93.8	6.2		
PHF	.850	.910	.000	.914	.544	.000	.542	.694	.000	.865	.778	.886	.974
Passenger Vehicles	16	615	0	631	37	0	13	50	0	822	56	878	1559
% Passenger Vehicles	94.1	97.6	0	97.5	100	0	100	100	0	97.7	100	97.9	97.8
Heavy Vehicles	0	15	0	15	0	0	0	0	0	19	0	19	34
% Heavy Vehicles	0	2.4	0	2.3	0	0	0	0	0	2.3	0	2.1	2.1
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	5.9	0	0	0.2	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				09:15 AM				04:30 PM			
+0 mins.	0	217	0	217	14	0	6	20	0	190	18	208
+15 mins.	6	204	0	210	12	0	5	17	0	203	13	216
+30 mins.	3	173	0	176	23	0	6	29	0	205	15	220
+45 mins.	3	204	0	207	8	0	7	15	0	243	10	253
Total Volume	12	798	0	810	57	0	24	81	0	841	56	897
% App. Total	1.5	98.5	0		70.4	0	29.6		0	93.8	6.2	
PHF	.500	.919	.000	.933	.620	.000	.857	.698	.000	.865	.778	.886
Passenger Vehicles	11	750	0	761	53	0	23	76	0	822	56	878
% Passenger Vehicles	91.7	94	0	94	93	0	95.8	93.8	0	97.7	100	97.9
Heavy Vehicles	1	48	0	49	4	0	1	5	0	19	0	19
% Heavy Vehicles	8.3	6	0	6	7	0	4.2	6.2	0	2.3	0	2.1
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: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	136	0	136	8	0	2	10	0	83	3	86	232
07:15 AM	0	159	0	159	6	0	3	9	0	79	3	82	250
07:30 AM	1	136	0	137	7	0	3	10	0	97	2	99	246
07:45 AM	0	205	0	205	15	0	4	19	0	112	3	115	339
Total	1	636	0	637	36	0	12	48	0	371	11	382	1067
08:00 AM	5	191	0	196	12	0	7	19	0	129	1	130	345
08:15 AM	3	161	0	164	11	0	2	13	0	120	2	122	299
08:30 AM	3	193	0	196	6	0	3	9	0	114	2	116	321
08:45 AM	2	176	0	178	11	0	6	17	0	118	7	125	320
Total	13	721	0	734	40	0	18	58	0	481	12	493	1285
09:00 AM	1	158	0	159	7	0	6	13	0	137	1	138	310
09:15 AM	4	154	0	158	14	0	5	19	0	114	8	122	299
09:30 AM	3	183	0	186	9	0	5	14	0	122	5	127	327
09:45 AM	3	168	0	171	22	0	6	28	0	110	5	115	314
Total	11	663	0	674	52	0	22	74	0	483	19	502	1250
10:00 AM	2	155	0	157	8	0	7	15	0	123	9	132	304
10:15 AM	2	161	0	163	11	0	5	16	0	129	6	135	314
10:30 AM	4	164	0	168	8	0	4	12	0	118	11	129	309
10:45 AM	5	143	0	148	7	0	1	8	0	112	8	120	276
Total	13	623	0	636	34	0	17	51	0	482	34	516	1203
11:00 AM	2	157	0	159	10	0	4	14	0	149	12	161	334
11:15 AM	5	142	0	147	11	0	4	15	0	123	7	130	292
11:30 AM	5	161	0	166	13	0	1	14	0	152	14	166	346
11:45 AM	4	168	0	172	7	0	9	16	0	140	8	148	336
Total	16	628	0	644	41	0	18	59	0	564	41	605	1308
12:00 PM	2	170	0	172	7	0	6	13	0	137	10	147	332
12:15 PM	4	174	0	178	13	0	7	20	0	161	9	170	368
12:30 PM	3	173	0	176	12	0	1	13	0	168	16	184	373
12:45 PM	3	166	0	169	9	0	6	15	0	164	11	175	359
Total	12	683	0	695	41	0	20	61	0	630	46	676	1432
01:00 PM	9	145	0	154	8	0	3	11	0	162	11	173	338
01:15 PM	6	130	0	136	12	0	8	20	0	177	5	182	338
01:30 PM	4	134	0	138	14	0	7	21	0	169	13	182	341
01:45 PM	4	150	0	154	10	0	6	16	0	164	8	172	342
Total	23	559	0	582	44	0	24	68	0	672	37	709	1359
02:00 PM	3	118	0	121	7	0	5	12	0	165	8	173	306
02:15 PM	5	132	0	137	11	0	3	14	0	169	12	181	332
02:30 PM	5	169	0	174	11	0	2	13	0	161	15	176	363
02:45 PM	7	145	0	152	9	0	8	17	0	166	9	175	344
Total	20	564	0	584	38	0	18	56	0	661	44	705	1345
03:00 PM	6	128	0	134	9	0	1	10	0	180	10	190	334
03:15 PM	2	132	0	134	11	0	4	15	0	181	9	190	339
03:30 PM	7	161	0	168	13	0	1	14	0	205	11	216	398
03:45 PM	9	136	0	145	4	0	2	6	0	162	12	174	325
Total	24	557	0	581	37	0	8	45	0	728	42	770	1396
04:00 PM	5	144	0	149	3	0	3	6	0	200	19	219	374
04:15 PM	2	146	0	148	7	0	2	9	0	185	13	198	355
04:30 PM	4	165	0	169	8	0	5	13	0	186	18	204	386
04:45 PM	3	144	0	147	17	0	1	18	0	198	13	211	376
Total	14	599	0	613	35	0	11	46	0	769	63	832	1491
05:00 PM	4	167	0	171	6	0	6	12	0	200	15	215	398
05:15 PM	5	139	0	144	6	0	1	7	0	238	10	248	399
05:30 PM	6	140	0	146	7	0	3	10	0	190	9	199	355
05:45 PM	5	137	0	142	9	0	6	15	0	201	11	212	369
Total	20	583	0	603	28	0	16	44	0	829	45	874	1521

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	2	132	0	134	2	0	2	4	0	178	13	191	329
06:15 PM	1	102	0	103	8	0	1	9	0	172	14	186	298
06:30 PM	0	96	0	96	5	0	2	7	0	140	9	149	252
06:45 PM	4	73	0	77	6	0	1	7	0	123	5	128	212
Total	7	403	0	410	21	0	6	27	0	613	41	654	1091
Grand Total	174	7219	0	7393	447	0	190	637	0	7283	435	7718	15748
Apprch %	2.4	97.6	0		70.2	0	29.8		0	94.4	5.6		
Total %	1.1	45.8	0	46.9	2.8	0	1.2	4	0	46.2	2.8	49	

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	4	165	0	169	8	0	5	13	0	186	18	204	386
04:45 PM	3	144	0	147	17	0	1	18	0	198	13	211	376
05:00 PM	4	167	0	171	6	0	6	12	0	200	15	215	398
05:15 PM	5	139	0	144	6	0	1	7	0	238	10	248	399
Total Volume	16	615	0	631	37	0	13	50	0	822	56	878	1559
% App. Total	2.5	97.5	0		74	0	26		0	93.6	6.4		
PHF	.800	.921	.000	.923	.544	.000	.542	.694	.000	.863	.778	.885	.977

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				09:15 AM				04:30 PM			
+0 mins.	0	205	0	205	14	0	5	19	0	186	18	204
+15 mins.	5	191	0	196	9	0	5	14	0	198	13	211
+30 mins.	3	161	0	164	22	0	6	28	0	200	15	215
+45 mins.	3	193	0	196	8	0	7	15	0	238	10	248
Total Volume	11	750	0	761	53	0	23	76	0	822	56	878
% App. Total	1.4	98.6	0		69.7	0	30.3		0	93.6	6.4	
PHF	.550	.915	.000	.928	.602	.000	.821	.679	.000	.863	.778	.885

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	0	8	0	0	0	0	0	7	0	7	15
07:15 AM	0	6	0	6	0	0	0	0	0	9	0	9	15
07:30 AM	0	6	0	6	0	0	0	0	0	3	0	3	9
07:45 AM	0	12	0	12	0	0	0	0	0	6	0	6	18
Total	0	32	0	32	0	0	0	0	0	25	0	25	57
08:00 AM	1	13	0	14	0	0	0	0	0	5	0	5	19
08:15 AM	0	12	0	12	0	0	0	0	0	5	0	5	17
08:30 AM	0	11	0	11	0	0	0	0	0	6	0	6	17
08:45 AM	0	6	0	6	0	0	0	0	0	4	0	4	10
Total	1	42	0	43	0	0	0	0	0	20	0	20	63
09:00 AM	0	4	0	4	0	0	0	0	0	10	0	10	14
09:15 AM	0	5	0	5	0	0	1	1	0	9	0	9	15
09:30 AM	1	7	0	8	3	0	0	3	0	9	2	11	22
09:45 AM	0	13	0	13	1	0	0	1	0	9	0	9	23
Total	1	29	0	30	4	0	1	5	0	37	2	39	74
10:00 AM	0	9	0	9	0	0	0	0	0	3	0	3	12
10:15 AM	0	10	0	10	0	0	0	0	0	6	0	6	16
10:30 AM	1	8	0	9	0	0	0	0	0	2	0	2	11
10:45 AM	0	5	0	5	0	0	0	0	0	4	0	4	9
Total	1	32	0	33	0	0	0	0	0	15	0	15	48
11:00 AM	0	2	0	2	1	0	0	1	0	6	0	6	9
11:15 AM	0	20	0	20	0	0	0	0	0	8	0	8	28
11:30 AM	0	8	0	8	0	0	0	0	0	7	0	7	15
11:45 AM	0	9	0	9	1	0	0	1	0	10	0	10	20
Total	0	39	0	39	2	0	0	2	0	31	0	31	72
12:00 PM	0	10	0	10	0	0	0	0	0	13	0	13	23
12:15 PM	1	5	0	6	0	0	1	1	0	7	0	7	14
12:30 PM	0	4	0	4	0	0	0	0	0	11	0	11	15
12:45 PM	0	5	0	5	0	0	0	0	0	4	0	4	9
Total	1	24	0	25	0	0	1	1	0	35	0	35	61
01:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	11
01:15 PM	0	7	0	7	0	0	0	0	0	5	1	6	13
01:30 PM	1	8	0	9	0	0	1	1	0	8	0	8	18
01:45 PM	0	9	0	9	0	0	0	0	0	7	0	7	16
Total	1	28	0	29	0	0	1	1	0	27	1	28	58
02:00 PM	0	6	0	6	1	0	0	1	0	14	0	14	21
02:15 PM	0	8	0	8	0	0	0	0	0	11	0	11	19
02:30 PM	0	8	0	8	0	0	0	0	0	15	0	15	23
02:45 PM	0	5	0	5	0	0	0	0	0	10	0	10	15
Total	0	27	0	27	1	0	0	1	0	50	0	50	78
03:00 PM	0	9	0	9	0	0	0	0	0	11	0	11	20
03:15 PM	0	7	0	7	0	0	0	0	0	13	0	13	20
03:30 PM	0	6	0	6	0	0	0	0	0	14	0	14	20
03:45 PM	1	3	0	4	0	0	0	0	0	5	0	5	9
Total	1	25	0	26	0	0	0	0	0	43	0	43	69
04:00 PM	0	5	0	5	0	0	0	0	0	11	0	11	16
04:15 PM	0	1	0	1	0	0	0	0	0	11	0	11	12
04:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	8
04:45 PM	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	0	12	0	12	0	0	0	0	0	31	0	31	43
05:00 PM	0	6	0	6	0	0	0	0	0	5	0	5	11
05:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	6
05:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	12	0	12	0	0	0	0	0	19	0	19	31

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
06:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
06:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	3	0	3	0	0	0	0	0	9	0	9	12
Grand Total	6	305	0	311	7	0	3	10	0	342	3	345	666
Apprch %	1.9	98.1	0		70	0	30		0	99.1	0.9		
Total %	0.9	45.8	0	46.7	1.1	0	0.5	1.5	0	51.4	0.5	51.8	

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	20	0	20	0	0	0	0	0	8	0	8	28
11:30 AM	0	8	0	8	0	0	0	0	0	7	0	7	15
11:45 AM	0	9	0	9	1	0	0	1	0	10	0	10	20
12:00 PM	0	10	0	10	0	0	0	0	0	13	0	13	23
Total Volume	0	47	0	47	1	0	0	1	0	38	0	38	86
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.588	.000	.588	.250	.000	.000	.250	.000	.731	.000	.731	.768

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				09:00 AM				02:00 PM			
+0 mins.	0	12	0	12	0	0	0	0	0	14	0	14
+15 mins.	1	13	0	14	0	0	1	1	0	11	0	11
+30 mins.	0	12	0	12	3	0	0	3	0	15	0	15
+45 mins.	0	11	0	11	1	0	0	1	0	10	0	10
Total Volume	1	48	0	49	4	0	1	5	0	50	0	50
% App. Total	2	98	0		80	0	20		0	100	0	
PHF	.250	.923	.000	.875	.333	.000	.250	.417	.000	.833	.000	.833

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019

Groups Printed- UTurns

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
02:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	1	0	0	1	2
Grand Total	5	0	0	5	1	0	0	1	3	0	0	3	9
Apprch %	100	0	0		100	0	0		100	0	0		
Total %	55.6	0	0	55.6	11.1	0	0	11.1	33.3	0	0	33.3	

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	3
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	.750

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : oldus41&gulfcoast
Site Code : 18035
Start Date : 4/16/2019
Page No : 2

	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:45 AM				11:45 AM				09:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	1	1	0	0	1	
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

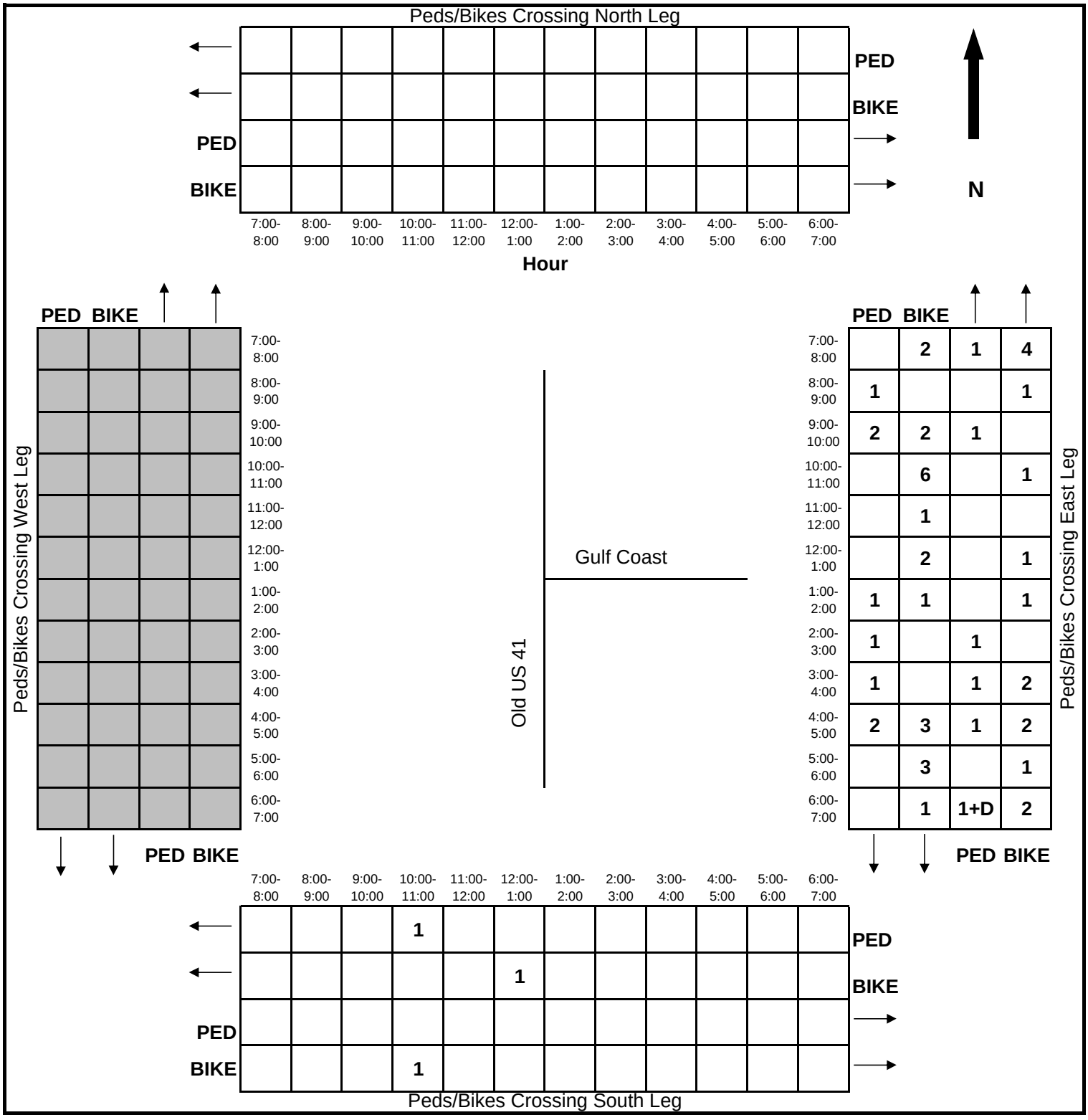
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Gulf Coast Drive

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Hour	Peds/Bikes Crossing West Leg PED	West Leg BIKE	Peds/Bikes Crossing East Leg PED	East Leg BIKE	Peds/Bikes Crossing North Leg PED	North Leg BIKE	Peds/Bikes Crossing South Leg PED	South Leg BIKE
7:00-8:00				2	1	4		
8:00-9:00			1			1		1
9:00-10:00			2	2	1			
10:00-11:00				6		1	1	
11:00-12:00				1				
12:00-1:00				2		1		1
1:00-2:00			1	1		1		
2:00-3:00			1		1			
3:00-4:00			1		1	2		
4:00-5:00			2	3	1	2		
5:00-6:00				3		1		
6:00-7:00				1	1+D	2		1

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	181	0	186	0	0	2	2	0	57	0	57	245
07:15 AM	6	178	0	184	3	0	7	10	0	94	5	99	293
07:30 AM	17	180	0	197	5	0	5	10	0	94	6	100	307
07:45 AM	13	191	0	204	4	0	8	12	0	115	6	121	337
Total	41	730	0	771	12	0	22	34	0	360	17	377	1182
08:00 AM	8	200	0	208	6	0	7	13	0	104	7	111	332
08:15 AM	18	168	0	186	3	0	6	9	0	123	15	138	333
08:30 AM	6	179	0	185	7	0	12	19	0	129	11	140	344
08:45 AM	10	185	0	195	9	0	12	21	0	128	7	135	351
Total	42	732	0	774	25	0	37	62	0	484	40	524	1360
09:00 AM	14	167	0	181	6	0	11	17	0	99	9	108	306
09:15 AM	13	153	0	166	17	0	14	31	0	112	6	118	315
09:30 AM	13	159	0	172	13	0	5	18	0	114	11	125	315
09:45 AM	8	166	0	174	16	0	13	29	0	123	8	131	334
Total	48	645	0	693	52	0	43	95	0	448	34	482	1270
10:00 AM	10	146	0	156	17	0	9	26	0	105	5	110	292
10:15 AM	7	129	0	136	9	0	11	20	0	129	13	142	298
10:30 AM	6	155	0	161	11	0	11	22	0	146	10	156	339
10:45 AM	10	155	0	165	16	0	12	28	0	118	16	134	327
Total	33	585	0	618	53	0	43	96	0	498	44	542	1256
11:00 AM	18	161	0	179	15	0	10	25	0	137	3	140	344
11:15 AM	9	137	0	146	16	0	15	31	0	143	9	152	329
11:30 AM	13	141	0	154	11	0	12	23	0	145	18	163	340
11:45 AM	13	155	0	168	9	0	20	29	0	150	14	164	361
Total	53	594	0	647	51	0	57	108	0	575	44	619	1374
12:00 PM	12	141	0	153	9	0	19	28	0	164	10	174	355
12:15 PM	8	156	0	164	14	0	10	24	0	137	13	150	338
12:30 PM	8	133	0	141	9	0	7	16	0	143	15	158	315
12:45 PM	18	154	0	172	14	0	13	27	0	137	22	159	358
Total	46	584	0	630	46	0	49	95	0	581	60	641	1366
01:00 PM	14	144	0	158	9	0	15	24	0	142	14	156	338
01:15 PM	14	146	0	160	12	0	10	22	0	155	19	174	356
01:30 PM	15	135	0	150	9	0	7	16	0	150	10	160	326
01:45 PM	9	145	0	154	17	0	6	23	0	154	20	174	351
Total	52	570	0	622	47	0	38	85	0	601	63	664	1371
02:00 PM	10	127	0	137	4	0	10	14	0	167	17	184	335
02:15 PM	15	130	0	145	14	0	7	21	0	144	10	154	320
02:30 PM	14	129	0	143	6	0	17	23	0	144	12	156	322
02:45 PM	9	155	0	164	16	0	15	31	0	166	8	174	369
Total	48	541	0	589	40	0	49	89	0	621	47	668	1346
03:00 PM	11	114	0	125	9	0	20	29	0	213	9	222	376
03:15 PM	15	125	0	140	6	0	8	14	0	230	7	237	391
03:30 PM	11	123	0	134	8	0	12	20	0	237	12	249	403
03:45 PM	14	132	0	146	4	0	5	9	0	214	4	218	373
Total	51	494	0	545	27	0	45	72	0	894	32	926	1543
04:00 PM	7	117	0	124	10	0	11	21	0	264	9	273	418
04:15 PM	10	114	0	124	9	0	13	22	0	229	13	242	388
04:30 PM	9	109	0	118	5	0	11	16	0	231	11	242	376
04:45 PM	9	116	0	125	11	0	5	16	0	216	11	227	368
Total	35	456	0	491	35	0	40	75	0	940	44	984	1550
05:00 PM	8	112	0	120	7	0	7	14	0	251	6	257	391
05:15 PM	9	133	0	142	6	0	11	17	0	215	5	220	379
05:30 PM	4	109	0	113	6	0	4	10	0	207	9	216	339
05:45 PM	3	88	0	91	7	0	13	20	0	172	5	177	288
Total	24	442	0	466	26	0	35	61	0	845	25	870	1397

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	1	83	0	84	6	0	8	14	0	154	6	160	258
06:15 PM	6	75	0	81	5	0	11	16	0	140	4	144	241
06:30 PM	4	76	0	80	8	0	13	21	0	125	6	131	232
06:45 PM	4	61	0	65	5	0	2	7	0	114	7	121	193
Total	15	295	0	310	24	0	34	58	0	533	23	556	924
Grand Total	488	6668	0	7156	438	0	492	930	0	7380	473	7853	15939
Apprch %	6.8	93.2	0		47.1	0	52.9		0	94	6		
Total %	3.1	41.8	0	44.9	2.7	0	3.1	5.8	0	46.3	3	49.3	
Passenger Vehicles	463	6259	0	6722	420	0	480	900	0	6954	461	7415	15037
% Passenger Vehicles	94.9	93.9	0	93.9	95.9	0	97.6	96.8	0	94.2	97.5	94.4	94.3
Heavy Vehicles	21	409	0	430	12	0	12	24	0	426	12	438	892
% Heavy Vehicles	4.3	6.1	0	6	2.7	0	2.4	2.6	0	5.8	2.5	5.6	5.6
UTurns	4	0	0	4	6	0	0	6	0	0	0	0	10
% UTurns	0.8	0	0	0.1	1.4	0	0	0.6	0	0	0	0	0.1

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	15	125	0	140	6	0	8	14	0	230	7	237	391
03:30 PM	11	123	0	134	8	0	12	20	0	237	12	249	403
03:45 PM	14	132	0	146	4	0	5	9	0	214	4	218	373
04:00 PM	7	117	0	124	10	0	11	21	0	264	9	273	418
Total Volume	47	497	0	544	28	0	36	64	0	945	32	977	1585
% App. Total	8.6	91.4	0		43.8	0	56.2		0	96.7	3.3		
PHF	.783	.941	.000	.932	.700	.000	.750	.762	.000	.895	.667	.895	.948
Passenger Vehicles	46	455	0	501	26	0	36	62	0	908	32	940	1503
% Passenger Vehicles	97.9	91.5	0	92.1	92.9	0	100	96.9	0	96.1	100	96.2	94.8
Heavy Vehicles	1	42	0	43	2	0	0	2	0	37	0	37	82
% Heavy Vehicles	2.1	8.5	0	7.9	7.1	0	0	3.1	0	3.9	0	3.8	5.2
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 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				11:15 AM				04:00 PM			
+0 mins.	17	180	0	197	16	0	15	31	0	264	9	273
+15 mins.	13	191	0	204	11	0	12	23	0	229	13	242
+30 mins.	8	200	0	208	9	0	20	29	0	231	11	242
+45 mins.	18	168	0	186	9	0	19	28	0	216	11	227
Total Volume	56	739	0	795	45	0	66	111	0	940	44	984
% App. Total	7	93	0		40.5	0	59.5		0	95.5	4.5	
PHF	.778	.924	.000	.956	.703	.000	.825	.895	.000	.890	.846	.901
Passenger Vehicles	53	706	0	759	44	0	61	105	0	901	44	945
% Passenger Vehicles	94.6	95.5	0	95.5	97.8	0	92.4	94.6	0	95.9	100	96
Heavy Vehicles	2	33	0	35	1	0	5	6	0	39	0	39
% Heavy Vehicles	3.6	4.5	0	4.4	2.2	0	7.6	5.4	0	4.1	0	4
UTurns	1	0	0	1	0	0	0	0	0	0	0	0
% UTurns	1.8	0	0	0.1	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	172	0	176	0	0	2	2	0	53	0	53	231
07:15 AM	4	164	0	168	3	0	7	10	0	78	5	83	261
07:30 AM	16	174	0	190	5	0	5	10	0	82	6	88	288
07:45 AM	13	186	0	199	4	0	7	11	0	106	6	112	322
Total	37	696	0	733	12	0	21	33	0	319	17	336	1102
08:00 AM	7	191	0	198	6	0	7	13	0	94	7	101	312
08:15 AM	17	155	0	172	3	0	6	9	0	110	15	125	306
08:30 AM	5	175	0	180	7	0	12	19	0	113	10	123	322
08:45 AM	9	177	0	186	9	0	12	21	0	109	6	115	322
Total	38	698	0	736	25	0	37	62	0	426	38	464	1262
09:00 AM	13	162	0	175	4	0	11	15	0	91	8	99	289
09:15 AM	13	142	0	155	16	0	14	30	0	107	4	111	296
09:30 AM	12	146	0	158	13	0	5	18	0	107	11	118	294
09:45 AM	7	161	0	168	15	0	13	28	0	117	8	125	321
Total	45	611	0	656	48	0	43	91	0	422	31	453	1200
10:00 AM	9	134	0	143	16	0	9	25	0	94	5	99	267
10:15 AM	6	121	0	127	9	0	11	20	0	122	13	135	282
10:30 AM	6	139	0	145	10	0	11	21	0	135	8	143	309
10:45 AM	9	143	0	152	16	0	12	28	0	112	16	128	308
Total	30	537	0	567	51	0	43	94	0	463	42	505	1166
11:00 AM	18	152	0	170	15	0	10	25	0	129	3	132	327
11:15 AM	9	124	0	133	16	0	14	30	0	131	9	140	303
11:30 AM	12	126	0	138	11	0	12	23	0	133	17	150	311
11:45 AM	13	142	0	155	8	0	18	26	0	140	14	154	335
Total	52	544	0	596	50	0	54	104	0	533	43	576	1276
12:00 PM	12	137	0	149	9	0	17	26	0	156	10	166	341
12:15 PM	8	148	0	156	14	0	10	24	0	127	13	140	320
12:30 PM	8	127	0	135	8	0	6	14	0	132	15	147	296
12:45 PM	16	147	0	163	13	0	13	26	0	126	22	148	337
Total	44	559	0	603	44	0	46	90	0	541	60	601	1294
01:00 PM	14	127	0	141	9	0	14	23	0	136	14	150	314
01:15 PM	13	134	0	147	12	0	10	22	0	139	17	156	325
01:30 PM	12	129	0	141	7	0	7	14	0	140	10	150	305
01:45 PM	9	136	0	145	16	0	6	22	0	142	20	162	329
Total	48	526	0	574	44	0	37	81	0	557	61	618	1273
02:00 PM	9	117	0	126	4	0	10	14	0	157	15	172	312
02:15 PM	15	124	0	139	14	0	6	20	0	136	10	146	305
02:30 PM	14	119	0	133	6	0	15	21	0	137	12	149	303
02:45 PM	8	146	0	154	14	0	15	29	0	153	8	161	344
Total	46	506	0	552	38	0	46	84	0	583	45	628	1264
03:00 PM	11	106	0	117	9	0	20	29	0	197	9	206	352
03:15 PM	15	117	0	132	6	0	8	14	0	221	7	228	374
03:30 PM	11	109	0	120	7	0	12	19	0	230	12	242	381
03:45 PM	14	118	0	132	4	0	5	9	0	206	4	210	351
Total	51	450	0	501	26	0	45	71	0	854	32	886	1458
04:00 PM	6	111	0	117	9	0	11	20	0	251	9	260	397
04:15 PM	10	105	0	115	8	0	13	21	0	221	13	234	370
04:30 PM	8	102	0	110	5	0	10	15	0	225	11	236	361
04:45 PM	9	110	0	119	10	0	5	15	0	204	11	215	349
Total	33	428	0	461	32	0	39	71	0	901	44	945	1477
05:00 PM	8	104	0	112	7	0	7	14	0	246	6	252	378
05:15 PM	9	130	0	139	6	0	11	17	0	210	5	215	371
05:30 PM	4	104	0	108	6	0	4	10	0	202	9	211	329
05:45 PM	3	83	0	86	7	0	13	20	0	170	5	175	281
Total	24	421	0	445	26	0	35	61	0	828	25	853	1359

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019
Page No : 2

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	1	79	0	80	6	0	8	14	0	154	6	160	254
06:15 PM	6	74	0	80	5	0	11	16	0	138	4	142	238
06:30 PM	4	73	0	77	8	0	13	21	0	125	6	131	229
06:45 PM	4	57	0	61	5	0	2	7	0	110	7	117	185
Total	15	283	0	298	24	0	34	58	0	527	23	550	906
Grand Total	463	6259	0	6722	420	0	480	900	0	6954	461	7415	15037
Apprch %	6.9	93.1	0		46.7	0	53.3		0	93.8	6.2		
Total %	3.1	41.6	0	44.7	2.8	0	3.2	6	0	46.2	3.1	49.3	

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	15	117	0	132	6	0	8	14	0	221	7	228	374
03:30 PM	11	109	0	120	7	0	12	19	0	230	12	242	381
03:45 PM	14	118	0	132	4	0	5	9	0	206	4	210	351
04:00 PM	6	111	0	117	9	0	11	20	0	251	9	260	397
Total Volume	46	455	0	501	26	0	36	62	0	908	32	940	1503
% App. Total	9.2	90.8	0		41.9	0	58.1		0	96.6	3.4		
PHF	.767	.964	.000	.949	.722	.000	.750	.775	.000	.904	.667	.904	.946

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				10:45 AM				03:30 PM			
+0 mins.	16	174	0	190	16	0	12	28	0	230	12	242
+15 mins.	13	186	0	199	15	0	10	25	0	206	4	210
+30 mins.	7	191	0	198	16	0	14	30	0	251	9	260
+45 mins.	17	155	0	172	11	0	12	23	0	221	13	234
Total Volume	53	706	0	759	58	0	48	106	0	908	38	946
% App. Total	7	93	0		54.7	0	45.3		0	96	4	
PHF	.779	.924	.000	.954	.906	.000	.857	.883	.000	.904	.731	.910

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	9	0	10	0	0	0	0	0	4	0	4	14
07:15 AM	2	14	0	16	0	0	0	0	0	16	0	16	32
07:30 AM	0	6	0	6	0	0	0	0	0	12	0	12	18
07:45 AM	0	5	0	5	0	0	1	1	0	9	0	9	15
Total	3	34	0	37	0	0	1	1	0	41	0	41	79
08:00 AM	1	9	0	10	0	0	0	0	0	10	0	10	20
08:15 AM	1	13	0	14	0	0	0	0	0	13	0	13	27
08:30 AM	1	4	0	5	0	0	0	0	0	16	1	17	22
08:45 AM	1	8	0	9	0	0	0	0	0	19	1	20	29
Total	4	34	0	38	0	0	0	0	0	58	2	60	98
09:00 AM	1	5	0	6	1	0	0	1	0	8	1	9	16
09:15 AM	0	11	0	11	1	0	0	1	0	5	2	7	19
09:30 AM	1	13	0	14	0	0	0	0	0	7	0	7	21
09:45 AM	0	5	0	5	0	0	0	0	0	6	0	6	11
Total	2	34	0	36	2	0	0	2	0	26	3	29	67
10:00 AM	1	12	0	13	1	0	0	1	0	11	0	11	25
10:15 AM	1	8	0	9	0	0	0	0	0	7	0	7	16
10:30 AM	0	16	0	16	1	0	0	1	0	11	2	13	30
10:45 AM	1	12	0	13	0	0	0	0	0	6	0	6	19
Total	3	48	0	51	2	0	0	2	0	35	2	37	90
11:00 AM	0	9	0	9	0	0	0	0	0	8	0	8	17
11:15 AM	0	13	0	13	0	0	1	1	0	12	0	12	26
11:30 AM	0	15	0	15	0	0	0	0	0	12	1	13	28
11:45 AM	0	13	0	13	1	0	2	3	0	10	0	10	26
Total	0	50	0	50	1	0	3	4	0	42	1	43	97
12:00 PM	0	4	0	4	0	0	2	2	0	8	0	8	14
12:15 PM	0	8	0	8	0	0	0	0	0	10	0	10	18
12:30 PM	0	6	0	6	0	0	1	1	0	11	0	11	18
12:45 PM	1	7	0	8	0	0	0	0	0	11	0	11	19
Total	1	25	0	26	0	0	3	3	0	40	0	40	69
01:00 PM	0	17	0	17	0	0	1	1	0	6	0	6	24
01:15 PM	1	12	0	13	0	0	0	0	0	16	2	18	31
01:30 PM	3	6	0	9	2	0	0	2	0	10	0	10	21
01:45 PM	0	9	0	9	1	0	0	1	0	12	0	12	22
Total	4	44	0	48	3	0	1	4	0	44	2	46	98
02:00 PM	1	10	0	11	0	0	0	0	0	10	2	12	23
02:15 PM	0	6	0	6	0	0	1	1	0	8	0	8	15
02:30 PM	0	10	0	10	0	0	2	2	0	7	0	7	19
02:45 PM	1	9	0	10	1	0	0	1	0	13	0	13	24
Total	2	35	0	37	1	0	3	4	0	38	2	40	81
03:00 PM	0	8	0	8	0	0	0	0	0	16	0	16	24
03:15 PM	0	8	0	8	0	0	0	0	0	9	0	9	17
03:30 PM	0	14	0	14	1	0	0	1	0	7	0	7	22
03:45 PM	0	14	0	14	0	0	0	0	0	8	0	8	22
Total	0	44	0	44	1	0	0	1	0	40	0	40	85
04:00 PM	1	6	0	7	1	0	0	1	0	13	0	13	21
04:15 PM	0	9	0	9	0	0	0	0	0	8	0	8	17
04:30 PM	1	7	0	8	0	0	1	1	0	6	0	6	15
04:45 PM	0	6	0	6	1	0	0	1	0	12	0	12	19
Total	2	28	0	30	2	0	1	3	0	39	0	39	72
05:00 PM	0	8	0	8	0	0	0	0	0	5	0	5	13
05:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	10
05:45 PM	0	5	0	5	0	0	0	0	0	2	0	2	7
Total	0	21	0	21	0	0	0	0	0	17	0	17	38

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
06:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
06:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	12	0	12	0	0	0	0	0	6	0	6	18
Grand Total	21	409	0	430	12	0	12	24	0	426	12	438	892
Apprch %	4.9	95.1	0		50	0	50		0	97.3	2.7		
Total %	2.4	45.9	0	48.2	1.3	0	1.3	2.7	0	47.8	1.3	49.1	

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	9	0	10	0	0	0	0	0	10	0	10	20
08:15 AM	1	13	0	14	0	0	0	0	0	13	0	13	27
08:30 AM	1	4	0	5	0	0	0	0	0	16	1	17	22
08:45 AM	1	8	0	9	0	0	0	0	0	19	1	20	29
Total Volume	4	34	0	38	0	0	0	0	0	58	2	60	98
% App. Total	10.5	89.5	0		0	0	0		0	96.7	3.3		
PHF	1.00	.654	.000	.679	.000	.000	.000	.000	.000	.763	.500	.750	.845

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				11:15 AM				08:00 AM			
+0 mins.	1	12	0	13	0	0	1	1	0	10	0	10
+15 mins.	1	8	0	9	0	0	0	0	0	13	0	13
+30 mins.	0	16	0	16	1	0	2	3	0	16	1	17
+45 mins.	1	12	0	13	0	0	2	2	0	19	1	20
Total Volume	3	48	0	51	1	0	5	6	0	58	2	60
% App. Total	5.9	94.1	0		16.7	0	83.3		0	96.7	3.3	
PHF	.750	.750	.000	.797	.250	.000	.625	.500	.000	.763	.500	.750

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&Mediterra
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- UTurns

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
09:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	3
*** BREAK ***													
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	3
*** BREAK ***													
02:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
04:15 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	4	0	0	4	6	0	0	6	0	0	0	0	10
Apprch %	100	0	0		100	0	0		0	0	0		
Total %	40	0	0	40	60	0	0	60	0	0	0	0	

	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:00 AM													
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total Volume	1	0	0	1	2	0	0	2	0	0	0	0	3
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.375

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				09:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	1	0	0	1	2	0	0	2	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0	
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

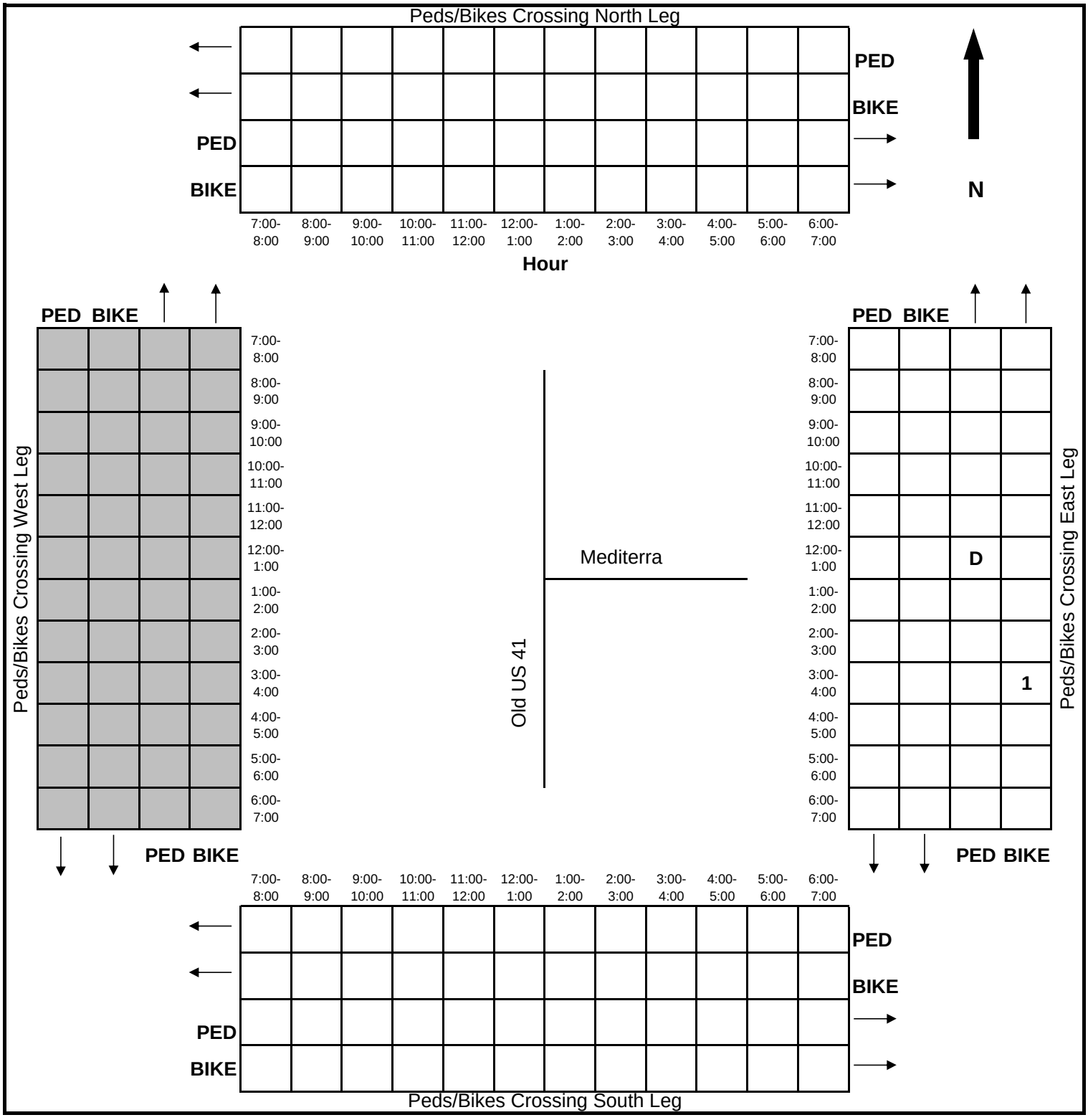
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Mediterra Drive

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	36	144	0	180	7	0	11	18	0	50	22	72	270
07:15 AM	41	149	0	190	14	0	22	36	0	62	20	82	308
07:30 AM	29	159	0	188	11	0	14	25	0	73	14	87	300
07:45 AM	30	164	0	194	16	0	11	27	0	98	25	123	344
Total	136	616	0	752	48	0	58	106	0	283	81	364	1222
08:00 AM	34	152	0	186	12	0	21	33	0	88	17	105	324
08:15 AM	27	144	0	171	23	0	31	54	0	99	16	115	340
08:30 AM	25	163	0	188	17	0	24	41	0	117	10	127	356
08:45 AM	19	175	0	194	12	0	20	32	0	108	20	128	354
Total	105	634	0	739	64	0	96	160	0	412	63	475	1374
09:00 AM	18	153	0	171	15	0	13	28	0	96	14	110	309
09:15 AM	16	150	0	166	14	0	16	30	0	94	19	113	309
09:30 AM	17	150	0	167	12	0	19	31	0	98	15	113	311
09:45 AM	23	171	0	194	13	0	17	30	0	97	12	109	333
Total	74	624	0	698	54	0	65	119	0	385	60	445	1262
10:00 AM	20	148	0	168	12	0	19	31	0	102	13	115	314
10:15 AM	26	127	0	153	10	0	20	30	0	114	10	124	307
10:30 AM	20	145	0	165	7	0	19	26	0	125	9	134	325
10:45 AM	19	164	0	183	15	0	19	34	0	117	10	127	344
Total	85	584	0	669	44	0	77	121	0	458	42	500	1290
11:00 AM	16	160	0	176	9	0	15	24	0	112	14	126	326
11:15 AM	17	114	0	131	19	0	31	50	0	115	15	130	311
11:30 AM	22	152	0	174	15	0	27	42	0	137	11	148	364
11:45 AM	25	129	0	154	16	0	26	42	0	131	21	152	348
Total	80	555	0	635	59	0	99	158	0	495	61	556	1349
12:00 PM	23	141	0	164	21	0	21	42	0	142	23	165	371
12:15 PM	23	144	0	167	20	0	20	40	0	131	18	149	356
12:30 PM	21	133	0	154	16	0	21	37	0	147	20	167	358
12:45 PM	19	134	0	153	19	0	22	41	0	151	25	176	370
Total	86	552	0	638	76	0	84	160	0	571	86	657	1455
01:00 PM	21	121	0	142	10	0	26	36	0	128	24	152	330
01:15 PM	18	145	0	163	15	0	14	29	0	159	17	176	368
01:30 PM	16	128	0	144	18	0	20	38	0	163	12	175	357
01:45 PM	18	152	0	170	10	0	13	23	0	154	15	169	362
Total	73	546	0	619	53	0	73	126	0	604	68	672	1417
02:00 PM	11	111	0	122	10	0	17	27	0	154	25	179	328
02:15 PM	21	123	0	144	14	0	20	34	0	138	14	152	330
02:30 PM	23	118	0	141	15	0	24	39	0	136	9	145	325
02:45 PM	21	155	0	176	12	0	20	32	0	159	12	171	379
Total	76	507	0	583	51	0	81	132	0	587	60	647	1362
03:00 PM	15	122	0	137	9	0	36	45	0	194	17	211	393
03:15 PM	15	121	0	136	21	0	26	47	0	217	18	235	418
03:30 PM	13	120	0	133	31	0	61	92	0	166	13	179	404
03:45 PM	13	117	0	130	14	0	32	46	0	187	14	201	377
Total	56	480	0	536	75	0	155	230	0	764	62	826	1592
04:00 PM	11	115	0	126	14	0	63	77	0	217	6	223	426
04:15 PM	20	110	0	130	20	0	43	63	0	212	21	233	426
04:30 PM	5	114	0	119	25	0	45	70	0	215	6	221	410
04:45 PM	9	132	0	141	18	0	34	52	0	191	8	199	392
Total	45	471	0	516	77	0	185	262	0	835	41	876	1654
05:00 PM	6	123	0	129	24	0	27	51	0	217	12	229	409
05:15 PM	10	127	0	137	11	0	29	40	0	195	3	198	375
05:30 PM	5	109	0	114	9	0	22	31	0	189	4	193	338
05:45 PM	6	82	0	88	4	0	12	16	0	165	1	166	270
Total	27	441	0	468	48	0	90	138	0	766	20	786	1392

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	8	82	0	90	2	0	6	8	0	148	6	154	252
06:15 PM	2	81	0	83	7	0	6	13	0	137	4	141	237
06:30 PM	3	81	0	84	4	0	8	12	0	132	5	137	233
06:45 PM	4	69	0	73	3	0	7	10	0	105	7	112	195
Total	17	313	0	330	16	0	27	43	0	522	22	544	917
Grand Total	860	6323	0	7183	665	0	1090	1755	0	6682	666	7348	16286
Apprch %	12	88	0		37.9	0	62.1		0	90.9	9.1		
Total %	5.3	38.8	0	44.1	4.1	0	6.7	10.8	0	41	4.1	45.1	
Passenger Vehicles	778	5982	0	6760	600	0	981	1581	0	6353	599	6952	15293
% Passenger Vehicles	90.5	94.6	0	94.1	90.2	0	90	90.1	0	95.1	89.9	94.6	93.9
Heavy Vehicles	80	341	0	421	64	0	109	173	0	329	67	396	990
% Heavy Vehicles	9.3	5.4	0	5.9	9.6	0	10	9.9	0	4.9	10.1	5.4	6.1
UTurns	2	0	0	2	1	0	0	1	0	0	0	0	3
% UTurns	0.2	0	0	0	0.2	0	0	0.1	0	0	0	0	0

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	11	115	0	126	14	0	63	77	0	217	6	223	426
04:15 PM	20	110	0	130	20	0	43	63	0	212	21	233	426
04:30 PM	5	114	0	119	25	0	45	70	0	215	6	221	410
04:45 PM	9	132	0	141	18	0	34	52	0	191	8	199	392
Total Volume	45	471	0	516	77	0	185	262	0	835	41	876	1654
% App. Total	8.7	91.3	0		29.4	0	70.6		0	95.3	4.7		
PHF	.563	.892	.000	.915	.770	.000	.734	.851	.000	.962	.488	.940	.971
Passenger Vehicles	39	452	0	491	74	0	180	254	0	804	33	837	1582
% Passenger Vehicles	86.7	96.0	0	95.2	96.1	0	97.3	96.9	0	96.3	80.5	95.5	95.6
Heavy Vehicles	5	19	0	24	3	0	5	8	0	31	8	39	71
% Heavy Vehicles	11.1	4.0	0	4.7	3.9	0	2.7	3.1	0	3.7	19.5	4.5	4.3
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	2.2	0	0	0.2	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				03:30 PM				04:15 PM			
+0 mins.	41	149	0	190	31	0	61	92	0	212	21	233
+15 mins.	29	159	0	188	14	0	32	46	0	215	6	221
+30 mins.	30	164	0	194	14	0	63	77	0	191	8	199
+45 mins.	34	152	0	186	20	0	43	63	0	217	12	229
Total Volume	134	624	0	758	79	0	199	278	0	835	47	882
% App. Total	17.7	82.3	0		28.4	0	71.6		0	94.7	5.3	
PHF	.817	.951	.000	.977	.637	.000	.790	.755	.000	.962	.560	.946
Passenger Vehicles	127	594	0	721	75	0	191	266	0	806	38	844
% Passenger Vehicles	94.8	95.2	0	95.1	94.9	0	96	95.7	0	96.5	80.9	95.7
Heavy Vehicles	7	30	0	37	4	0	8	12	0	29	9	38
% Heavy Vehicles	5.2	4.8	0	4.9	5.1	0	4	4.3	0	3.5	19.1	4.3
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: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	135	0	169	5	0	11	16	0	47	21	68	253
07:15 AM	38	139	0	177	11	0	20	31	0	53	19	72	280
07:30 AM	26	152	0	178	8	0	13	21	0	65	13	78	277
07:45 AM	30	155	0	185	14	0	8	22	0	92	24	116	323
Total	128	581	0	709	38	0	52	90	0	257	77	334	1133
08:00 AM	33	148	0	181	9	0	14	23	0	84	16	100	304
08:15 AM	25	131	0	156	15	0	24	39	0	95	14	109	304
08:30 AM	23	159	0	182	17	0	15	32	0	109	10	119	333
08:45 AM	17	167	0	184	11	0	10	21	0	98	19	117	322
Total	98	605	0	703	52	0	63	115	0	386	59	445	1263
09:00 AM	16	149	0	165	12	0	7	19	0	90	14	104	288
09:15 AM	14	141	0	155	13	0	14	27	0	92	18	110	292
09:30 AM	15	141	0	156	12	0	18	30	0	93	12	105	291
09:45 AM	21	165	0	186	10	0	15	25	0	92	11	103	314
Total	66	596	0	662	47	0	54	101	0	367	55	422	1185
10:00 AM	18	137	0	155	12	0	13	25	0	96	12	108	288
10:15 AM	24	118	0	142	10	0	19	29	0	107	8	115	286
10:30 AM	16	130	0	146	7	0	18	25	0	116	8	124	295
10:45 AM	18	149	0	167	11	0	16	27	0	111	10	121	315
Total	76	534	0	610	40	0	66	106	0	430	38	468	1184
11:00 AM	15	152	0	167	8	0	13	21	0	108	13	121	309
11:15 AM	16	104	0	120	16	0	26	42	0	105	13	118	280
11:30 AM	17	140	0	157	15	0	23	38	0	125	8	133	328
11:45 AM	24	119	0	143	12	0	26	38	0	123	21	144	325
Total	72	515	0	587	51	0	88	139	0	461	55	516	1242
12:00 PM	19	136	0	155	17	0	19	36	0	135	22	157	348
12:15 PM	21	137	0	158	19	0	18	37	0	123	16	139	334
12:30 PM	19	130	0	149	14	0	20	34	0	141	17	158	341
12:45 PM	18	128	0	146	18	0	19	37	0	145	25	170	353
Total	77	531	0	608	68	0	76	144	0	544	80	624	1376
01:00 PM	20	106	0	126	10	0	25	35	0	124	21	145	306
01:15 PM	16	137	0	153	13	0	11	24	0	141	17	158	335
01:30 PM	15	122	0	137	16	0	19	35	0	154	11	165	337
01:45 PM	17	143	0	160	10	0	13	23	0	142	13	155	338
Total	68	508	0	576	49	0	68	117	0	561	62	623	1316
02:00 PM	11	101	0	112	10	0	16	26	0	144	22	166	304
02:15 PM	19	118	0	137	12	0	19	31	0	132	13	145	313
02:30 PM	20	108	0	128	14	0	21	35	0	129	7	136	299
02:45 PM	20	148	0	168	12	0	18	30	0	147	10	157	355
Total	70	475	0	545	48	0	74	122	0	552	52	604	1271
03:00 PM	12	118	0	130	9	0	33	42	0	180	14	194	366
03:15 PM	12	117	0	129	17	0	24	41	0	209	15	224	394
03:30 PM	12	107	0	119	31	0	59	90	0	160	10	170	379
03:45 PM	12	109	0	121	12	0	30	42	0	181	12	193	356
Total	48	451	0	499	69	0	146	215	0	730	51	781	1495
04:00 PM	10	111	0	121	14	0	61	75	0	208	6	214	410
04:15 PM	16	105	0	121	18	0	41	59	0	205	14	219	399
04:30 PM	4	112	0	116	25	0	44	69	0	209	5	214	399
04:45 PM	9	124	0	133	17	0	34	51	0	182	8	190	374
Total	39	452	0	491	74	0	180	254	0	804	33	837	1582
05:00 PM	4	117	0	121	24	0	27	51	0	210	11	221	393
05:15 PM	9	125	0	134	11	0	28	39	0	192	2	194	367
05:30 PM	5	106	0	111	9	0	20	29	0	184	3	187	327
05:45 PM	6	79	0	85	4	0	12	16	0	160	1	161	262
Total	24	427	0	451	48	0	87	135	0	746	17	763	1349

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	6	81	0	87	2	0	6	8	0	147	6	153	248
06:15 PM	1	80	0	81	7	0	6	13	0	135	4	139	233
06:30 PM	3	78	0	81	4	0	8	12	0	132	5	137	230
06:45 PM	2	68	0	70	3	0	7	10	0	101	5	106	186
Total	12	307	0	319	16	0	27	43	0	515	20	535	897
Grand Total	778	5982	0	6760	600	0	981	1581	0	6353	599	6952	15293
Apprch %	11.5	88.5	0		38	0	62		0	91.4	8.6		
Total %	5.1	39.1	0	44.2	3.9	0	6.4	10.3	0	41.5	3.9	45.5	

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	10	111	0	121	14	0	61	75	0	208	6	214	410
04:15 PM	16	105	0	121	18	0	41	59	0	205	14	219	399
04:30 PM	4	112	0	116	25	0	44	69	0	209	5	214	399
04:45 PM	9	124	0	133	17	0	34	51	0	182	8	190	374
Total Volume	39	452	0	491	74	0	180	254	0	804	33	837	1582
% App. Total	7.9	92.1	0		29.1	0	70.9		0	96.1	3.9		
PHF	.609	.911	.000	.923	.740	.000	.738	.847	.000	.962	.589	.955	.965

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				03:30 PM				04:15 PM			
+0 mins.	38	139	0	177	31	0	59	90	0	205	14	219
+15 mins.	26	152	0	178	12	0	30	42	0	209	5	214
+30 mins.	30	155	0	185	14	0	61	75	0	182	8	190
+45 mins.	33	148	0	181	18	0	41	59	0	210	11	221
Total Volume	127	594	0	721	75	0	191	266	0	806	38	844
% App. Total	17.6	82.4	0		28.2	0	71.8		0	95.5	4.5	
PHF	.836	.958	.000	.974	.605	.000	.783	.739	.000	.960	.679	.955

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	9	0	11	2	0	0	2	0	3	1	4	17
07:15 AM	3	10	0	13	3	0	2	5	0	9	1	10	28
07:30 AM	3	7	0	10	3	0	1	4	0	8	1	9	23
07:45 AM	0	9	0	9	2	0	3	5	0	6	1	7	21
Total	8	35	0	43	10	0	6	16	0	26	4	30	89
08:00 AM	1	4	0	5	3	0	7	10	0	4	1	5	20
08:15 AM	2	13	0	15	8	0	7	15	0	4	2	6	36
08:30 AM	2	4	0	6	0	0	9	9	0	8	0	8	23
08:45 AM	2	8	0	10	1	0	10	11	0	10	1	11	32
Total	7	29	0	36	12	0	33	45	0	26	4	30	111
09:00 AM	2	4	0	6	3	0	6	9	0	6	0	6	21
09:15 AM	2	9	0	11	1	0	2	3	0	2	1	3	17
09:30 AM	2	9	0	11	0	0	1	1	0	5	3	8	20
09:45 AM	2	6	0	8	3	0	2	5	0	5	1	6	19
Total	8	28	0	36	7	0	11	18	0	18	5	23	77
10:00 AM	2	11	0	13	0	0	6	6	0	6	1	7	26
10:15 AM	2	9	0	11	0	0	1	1	0	7	2	9	21
10:30 AM	4	15	0	19	0	0	1	1	0	9	1	10	30
10:45 AM	0	15	0	15	4	0	3	7	0	6	0	6	28
Total	8	50	0	58	4	0	11	15	0	28	4	32	105
11:00 AM	1	8	0	9	1	0	2	3	0	4	1	5	17
11:15 AM	1	10	0	11	3	0	5	8	0	10	2	12	31
11:30 AM	5	12	0	17	0	0	4	4	0	12	3	15	36
11:45 AM	1	10	0	11	4	0	0	4	0	8	0	8	23
Total	8	40	0	48	8	0	11	19	0	34	6	40	107
12:00 PM	4	5	0	9	4	0	2	6	0	7	1	8	23
12:15 PM	2	7	0	9	1	0	2	3	0	8	2	10	22
12:30 PM	2	3	0	5	2	0	1	3	0	6	3	9	17
12:45 PM	1	6	0	7	1	0	3	4	0	6	0	6	17
Total	9	21	0	30	8	0	8	16	0	27	6	33	79
01:00 PM	1	15	0	16	0	0	1	1	0	4	3	7	24
01:15 PM	2	8	0	10	2	0	3	5	0	18	0	18	33
01:30 PM	1	6	0	7	2	0	1	3	0	9	1	10	20
01:45 PM	1	9	0	10	0	0	0	0	0	12	2	14	24
Total	5	38	0	43	4	0	5	9	0	43	6	49	101
02:00 PM	0	10	0	10	0	0	1	1	0	10	3	13	24
02:15 PM	2	5	0	7	2	0	1	3	0	6	1	7	17
02:30 PM	3	10	0	13	0	0	3	3	0	7	2	9	25
02:45 PM	1	7	0	8	0	0	2	2	0	12	2	14	24
Total	6	32	0	38	2	0	7	9	0	35	8	43	90
03:00 PM	3	4	0	7	0	0	3	3	0	14	3	17	27
03:15 PM	3	4	0	7	4	0	2	6	0	8	3	11	24
03:30 PM	1	13	0	14	0	0	2	2	0	6	3	9	25
03:45 PM	1	8	0	9	2	0	2	4	0	6	2	8	21
Total	8	29	0	37	6	0	9	15	0	34	11	45	97
04:00 PM	1	4	0	5	0	0	2	2	0	9	0	9	16
04:15 PM	3	5	0	8	2	0	2	4	0	7	7	14	26
04:30 PM	1	2	0	3	0	0	1	1	0	6	1	7	11
04:45 PM	0	8	0	8	1	0	0	1	0	9	0	9	18
Total	5	19	0	24	3	0	5	8	0	31	8	39	71
05:00 PM	2	6	0	8	0	0	0	0	0	7	1	8	16
05:15 PM	1	2	0	3	0	0	1	1	0	3	1	4	8
05:30 PM	0	3	0	3	0	0	2	2	0	5	1	6	11
05:45 PM	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	3	14	0	17	0	0	3	3	0	20	3	23	43

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	2	1	0	3	0	0	0	0	0	1	0	1	4
06:15 PM	1	1	0	2	0	0	0	0	0	2	0	2	4
06:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 PM	2	1	0	3	0	0	0	0	0	4	2	6	9
Total	5	6	0	11	0	0	0	0	0	7	2	9	20
Grand Total	80	341	0	421	64	0	109	173	0	329	67	396	990
Apprch %	19	81	0		37	0	63		0	83.1	16.9		
Total %	8.1	34.4	0	42.5	6.5	0	11	17.5	0	33.2	6.8	40	

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	1	10	0	11	3	0	5	8	0	10	2	12	31
11:30 AM	5	12	0	17	0	0	4	4	0	12	3	15	36
11:45 AM	1	10	0	11	4	0	0	4	0	8	0	8	23
12:00 PM	4	5	0	9	4	0	2	6	0	7	1	8	23
Total Volume	11	37	0	48	11	0	11	22	0	37	6	43	113
% App. Total	22.9	77.1	0		50	0	50		0	86	14		
PHF	.550	.771	.000	.706	.688	.000	.550	.688	.000	.771	.500	.717	.785

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				08:00 AM				01:15 PM			
+0 mins.	2	11	0	13	3	0	7	10	0	18	0	18
+15 mins.	2	9	0	11	8	0	7	15	0	9	1	10
+30 mins.	4	15	0	19	0	0	9	9	0	12	2	14
+45 mins.	0	15	0	15	1	0	10	11	0	10	3	13
Total Volume	8	50	0	58	12	0	33	45	0	49	6	55
% App. Total	13.8	86.2	0		26.7	0	73.3		0	89.1	10.9	
PHF	.500	.833	.000	.763	.375	.000	.825	.750	.000	.681	.500	.764

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&RailHead
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- UTurns

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
02:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Grand Total	2	0	0	2	1	0	0	1	0	0	0	0	3
Apprch %	100	0	0		100	0	0		0	0	0		
Total %	66.7	0	0	66.7	33.3	0	0	33.3	0	0	0	0	

	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 10:00 AM													
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				01:45 PM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

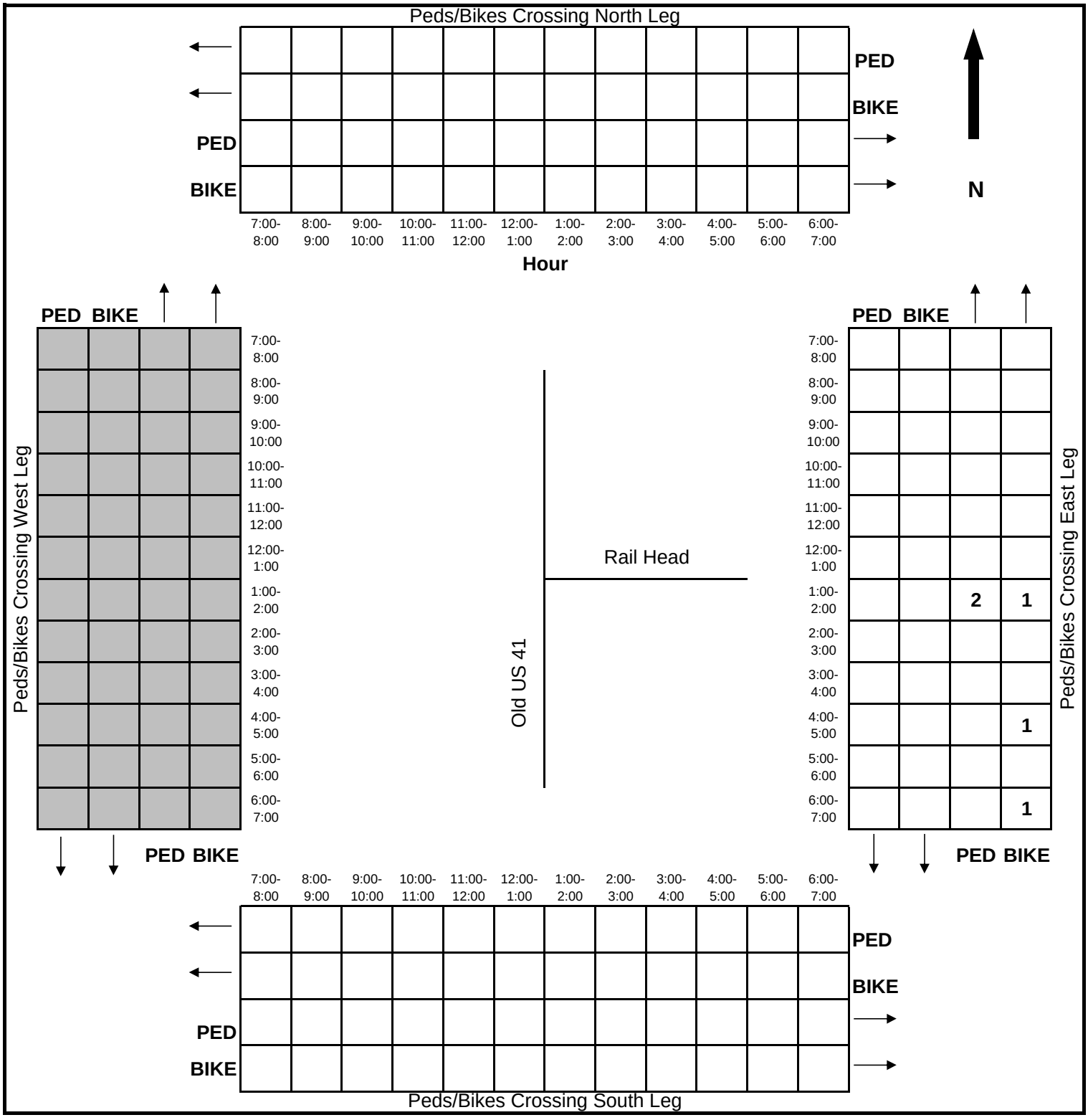
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Rail Head Boulevard

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
07:00 AM	14	132	2	148	4	0	3	7	0	60	8	68	2	0	7	9	232
07:15 AM	11	146	1	158	2	0	1	3	1	75	10	86	5	0	4	9	256
07:30 AM	12	148	0	160	9	0	12	21	0	73	7	80	3	0	9	12	273
07:45 AM	8	175	1	184	11	0	15	26	0	109	14	123	3	0	5	8	341
Total	45	601	4	650	26	0	31	57	1	317	39	357	13	0	25	38	1102
08:00 AM	12	153	0	165	9	0	7	16	1	105	11	117	2	0	6	8	306
08:15 AM	8	156	1	165	8	0	5	13	1	114	7	122	0	0	11	11	311
08:30 AM	9	165	2	176	4	0	6	10	2	117	5	124	6	0	10	16	326
08:45 AM	10	175	5	190	6	0	5	11	2	120	6	128	1	0	14	15	344
Total	39	649	8	696	27	0	23	50	6	456	29	491	9	0	41	50	1287
09:00 AM	9	161	2	172	9	0	11	20	1	99	7	107	2	0	6	8	307
09:15 AM	3	152	6	161	6	0	5	11	3	102	3	108	3	0	10	13	293
09:30 AM	7	162	0	169	8	0	8	16	2	102	10	114	5	0	8	13	312
09:45 AM	5	175	4	184	7	0	3	10	1	96	3	100	5	0	12	17	311
Total	24	650	12	686	30	0	27	57	7	399	23	429	15	0	36	51	1223
10:00 AM	5	152	0	157	3	0	2	5	3	111	8	122	2	0	12	14	298
10:15 AM	2	136	1	139	1	0	4	5	3	111	5	119	3	0	6	9	272
10:30 AM	8	145	3	156	5	0	2	7	1	123	3	127	6	0	7	13	303
10:45 AM	9	163	6	178	6	0	3	9	5	119	4	128	6	0	7	13	328
Total	24	596	10	630	15	0	11	26	12	464	20	496	17	0	32	49	1201
11:00 AM	8	156	3	167	8	0	6	14	1	115	3	119	5	0	8	13	313
11:15 AM	4	136	0	140	5	0	6	11	2	116	9	127	5	0	10	15	293
11:30 AM	9	154	3	166	7	0	10	17	8	147	6	161	5	1	13	19	363
11:45 AM	3	135	4	142	6	1	9	16	1	134	5	140	5	0	6	11	309
Total	24	581	10	615	26	1	31	58	12	512	23	547	20	1	37	58	1278
12:00 PM	5	152	2	159	7	0	7	14	5	143	6	154	8	0	6	14	341
12:15 PM	7	157	2	166	7	0	6	13	8	142	6	156	3	0	10	13	348
12:30 PM	5	136	1	142	3	0	10	13	1	150	8	159	2	0	9	11	325
12:45 PM	4	143	2	149	9	0	11	20	3	153	3	159	3	0	5	8	336
Total	21	588	7	616	26	0	34	60	17	588	23	628	16	0	30	46	1350
01:00 PM	6	122	1	129	4	0	5	9	2	142	8	152	4	0	11	15	305
01:15 PM	8	146	4	158	6	0	4	10	0	177	4	181	3	0	5	8	357
01:30 PM	8	134	4	146	6	0	5	11	1	158	12	171	3	0	9	12	340
01:45 PM	8	154	1	163	4	0	5	9	4	153	4	161	3	0	7	10	343
Total	30	556	10	596	20	0	19	39	7	630	28	665	13	0	32	45	1345
02:00 PM	3	117	2	122	5	0	7	12	0	163	5	168	6	0	13	19	321
02:15 PM	4	130	2	136	5	0	3	8	7	141	5	153	5	0	9	14	311
02:30 PM	4	124	2	130	3	0	8	11	6	139	3	148	4	0	8	12	301
02:45 PM	6	156	2	164	5	0	7	12	4	155	3	162	2	1	4	7	345
Total	17	527	8	552	18	0	25	43	17	598	16	631	17	1	34	52	1278
03:00 PM	2	121	3	126	5	0	11	16	5	198	7	210	3	0	1	4	356
03:15 PM	5	116	7	128	1	0	7	8	6	211	4	221	7	0	7	14	371
03:30 PM	3	153	1	157	3	0	7	10	8	167	14	189	4	0	7	11	367
03:45 PM	9	122	2	133	3	0	10	13	6	187	7	200	2	0	12	14	360
Total	19	512	13	544	12	0	35	47	25	763	32	820	16	0	27	43	1454
04:00 PM	1	124	2	127	11	0	9	20	5	227	4	236	1	0	4	5	388
04:15 PM	5	122	3	130	5	0	15	20	4	203	10	217	1	0	10	11	378
04:30 PM	0	136	3	139	12	0	5	17	1	218	5	224	3	0	5	8	388
04:45 PM	2	137	2	141	5	0	8	13	9	174	3	186	1	0	8	9	349
Total	8	519	10	537	33	0	37	70	19	822	22	863	6	0	27	33	1503
05:00 PM	6	143	2	151	5	0	6	11	8	211	3	222	1	0	8	9	393
05:15 PM	7	132	4	143	3	0	8	11	10	177	0	187	3	0	8	11	352
05:30 PM	1	115	1	117	9	0	10	19	5	181	3	189	4	0	7	11	336
05:45 PM	0	82	2	84	2	0	2	4	3	160	3	166	4	0	6	10	264
Total	14	472	9	495	19	0	26	45	26	729	9	764	12	0	29	41	1345

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
06:00 PM	0	84	1	85	0	0	4	4	8	143	5	156	2	0	5	7	252
06:15 PM	2	82	1	85	6	0	2	8	4	138	2	144	1	0	5	6	243
06:30 PM	1	85	1	87	0	0	2	2	8	132	0	140	2	0	8	10	239
06:45 PM	0	68	0	68	1	0	1	2	4	108	1	113	1	0	7	8	191
Total	3	319	3	325	7	0	9	16	24	521	8	553	6	0	25	31	925
Grand Total	268	6570	104	6942	259	1	308	568	173	6799	272	7244	160	2	375	537	15291
Apprch %	3.9	94.6	1.5		45.6	0.2	54.2		2.4	93.9	3.8		29.8	0.4	69.8		
Total %	1.8	43	0.7	45.4	1.7	0	2	3.7	1.1	44.5	1.8	47.4	1	0	2.5	3.5	
Passenger Vehicles	231	6250	104	6585	231	1	283	515	172	6478	254	6904	153	2	368	523	14527
% Passenger Vehicles	86.2	95.1	100	94.9	89.2	100	91.9	90.7	99.4	95.3	93.4	95.3	95.6	100	98.1	97.4	95
Heavy Vehicles	35	320	0	355	28	0	25	53	1	321	18	340	6	0	7	13	761
% Heavy Vehicles	13.1	4.9	0	5.1	10.8	0	8.1	9.3	0.6	4.7	6.6	4.7	3.8	0	1.9	2.4	5
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% UTurns	0.7	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.2	0

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	9	122	2	133	3	0	10	13	6	187	7	200	2	0	12	14	360
04:00 PM	1	124	2	127	11	0	9	20	5	227	4	236	1	0	4	5	388
04:15 PM	5	122	3	130	5	0	15	20	4	203	10	217	1	0	10	11	378
04:30 PM	0	136	3	139	12	0	5	17	1	218	5	224	3	0	5	8	388
Total Volume	15	504	10	529	31	0	39	70	16	835	26	877	7	0	31	38	1514
% App. Total	2.8	95.3	1.9		44.3	0	55.7		1.8	95.2	3		18.4	0	81.6		
PHF	.417	.926	.833	.951	.646	.000	.650	.875	.667	.920	.650	.929	.583	.000	.646	.679	.976
Passenger Vehicles	10	492	10	512	31	0	37	68	16	800	23	839	7	0	30	37	1456
% Passenger Vehicles	66.7	97.6	100	96.8	100	0	94.9	97.1	100	95.8	88.5	95.7	100	0	96.8	97.4	96.2
Heavy Vehicles	5	12	0	17	0	0	2	2	0	35	3	38	0	0	1	1	58
% Heavy Vehicles	33.3	2.4	0	3.2	0	0	5.1	2.9	0	4.2	11.5	4.3	0	0	3.2	2.6	3.8
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 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:30 AM				03:45 PM				10:45 AM				
+0 mins.	8	156	1	165	9	0	12	21	6	187	7	200	6	0	7	13	
+15 mins.	9	165	2	176	11	0	15	26	5	227	4	236	5	0	8	13	
+30 mins.	10	175	5	190	9	0	7	16	4	203	10	217	5	0	10	15	
+45 mins.	9	161	2	172	8	0	5	13	1	218	5	224	5	1	13	19	
Total Volume	36	657	10	703	37	0	39	76	16	835	26	877	21	1	38	60	
% App. Total	5.1	93.5	1.4		48.7	0	51.3		1.8	95.2	3		35	1.7	63.3		
PHF	.900	.939	.500	.925	.841	.000	.650	.731	.667	.920	.650	.929	.875	.250	.731	.789	
Passenger Vehicles	31	622	10	663	31	0	33	64	16	800	23	839	21	1	37	59	
% Passenger Vehicles	86.1	94.7	100	94.3	83.8	0	84.6	84.2	100	95.8	88.5	95.7	100	100	97.4	98.3	
Heavy Vehicles	4	35	0	39	6	0	6	12	0	35	3	38	0	0	1	1	
% Heavy Vehicles	11.1	5.3	0	5.5	16.2	0	15.4	15.8	0	4.2	11.5	4.3	0	0	2.6	1.7	
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	2.8	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
07:00 AM	13	123	2	138	2	0	2	4	0	56	7	63	2	0	7	9	214
07:15 AM	10	134	1	145	1	0	1	2	1	68	10	79	5	0	4	9	235
07:30 AM	10	141	0	151	8	0	10	18	0	63	7	70	3	0	9	12	251
07:45 AM	7	166	1	174	8	0	12	20	0	106	13	119	2	0	5	7	320
Total	40	564	4	608	19	0	25	44	1	293	37	331	12	0	25	37	1020
08:00 AM	11	145	0	156	7	0	7	14	1	101	11	113	2	0	6	8	291
08:15 AM	6	139	1	146	8	0	4	12	1	108	7	116	0	0	11	11	285
08:30 AM	8	162	2	172	4	0	6	10	2	114	5	121	5	0	10	15	318
08:45 AM	8	168	5	181	4	0	3	7	2	110	6	118	1	0	14	15	321
Total	33	614	8	655	23	0	20	43	6	433	29	468	8	0	41	49	1215
09:00 AM	9	153	2	164	8	0	10	18	1	94	6	101	2	0	6	8	291
09:15 AM	3	144	6	153	5	0	5	10	3	101	3	107	3	0	10	13	283
09:30 AM	6	153	0	159	7	0	8	15	2	96	10	108	5	0	8	13	295
09:45 AM	5	166	4	175	6	0	3	9	1	92	3	96	5	0	12	17	297
Total	23	616	12	651	26	0	26	52	7	383	22	412	15	0	36	51	1166
10:00 AM	4	142	0	146	3	0	2	5	3	105	7	115	1	0	12	13	279
10:15 AM	2	127	1	130	1	0	4	5	3	102	4	109	3	0	5	8	252
10:30 AM	7	133	3	143	5	0	2	7	1	113	3	117	6	0	7	13	280
10:45 AM	9	145	6	160	6	0	2	8	5	113	3	121	6	0	6	12	301
Total	22	547	10	579	15	0	10	25	12	433	17	462	16	0	30	46	1112
11:00 AM	6	153	3	162	8	0	6	14	1	110	2	113	5	0	8	13	302
11:15 AM	2	126	0	128	3	0	4	7	2	107	7	116	5	0	10	15	266
11:30 AM	6	145	3	154	6	0	8	14	8	137	6	151	5	1	13	19	338
11:45 AM	3	122	4	129	4	1	9	14	1	129	5	135	5	0	6	11	289
Total	17	546	10	573	21	1	27	49	12	483	20	515	20	1	37	58	1195
12:00 PM	3	146	2	151	5	0	7	12	5	138	5	148	7	0	6	13	324
12:15 PM	7	151	2	160	5	0	6	11	8	134	6	148	3	0	10	13	332
12:30 PM	5	134	1	140	3	0	7	10	1	144	6	151	2	0	9	11	312
12:45 PM	3	135	2	140	8	0	10	18	3	148	3	154	3	0	5	8	320
Total	18	566	7	591	21	0	30	51	17	564	20	601	15	0	30	45	1288
01:00 PM	6	108	1	115	3	0	5	8	2	132	7	141	4	0	10	14	278
01:15 PM	7	138	4	149	6	0	3	9	0	164	4	168	3	0	5	8	334
01:30 PM	6	130	4	140	5	0	3	8	1	150	12	163	3	0	9	12	323
01:45 PM	6	148	1	155	4	0	5	9	4	142	3	149	3	0	7	10	323
Total	25	524	10	559	18	0	16	34	7	588	26	621	13	0	31	44	1258
02:00 PM	3	109	2	114	5	0	6	11	0	150	5	155	6	0	13	19	299
02:15 PM	4	124	2	130	5	0	3	8	6	136	5	147	5	0	8	13	298
02:30 PM	4	115	2	121	2	0	8	10	6	130	3	139	3	0	8	11	281
02:45 PM	6	150	2	158	5	0	7	12	4	143	3	150	1	1	4	6	326
Total	17	498	8	523	17	0	24	41	16	559	16	591	15	1	33	49	1204
03:00 PM	2	118	3	123	5	0	11	16	5	181	7	193	3	0	1	4	336
03:15 PM	4	110	7	121	1	0	7	8	6	204	4	214	6	0	7	13	356
03:30 PM	3	142	1	146	3	0	7	10	8	159	13	180	4	0	6	10	346
03:45 PM	7	115	2	124	3	0	9	12	6	180	6	192	2	0	12	14	342
Total	16	485	13	514	12	0	34	46	25	724	30	779	15	0	26	41	1380
04:00 PM	1	122	2	125	11	0	9	20	5	217	2	224	1	0	4	5	374
04:15 PM	2	121	3	126	5	0	15	20	4	192	10	206	1	0	10	11	363
04:30 PM	0	134	3	137	12	0	4	16	1	211	5	217	3	0	4	7	377
04:45 PM	1	134	2	137	5	0	8	13	9	167	3	179	1	0	7	8	337
Total	4	511	10	525	33	0	36	69	19	787	20	826	6	0	25	31	1451
05:00 PM	5	140	2	147	5	0	6	11	8	208	3	219	1	0	8	9	386
05:15 PM	7	131	4	142	3	0	8	11	10	172	0	182	3	0	8	11	346
05:30 PM	1	111	1	113	9	0	10	19	5	177	3	185	4	0	7	11	328
05:45 PM	0	81	2	83	2	0	2	4	3	157	3	163	4	0	6	10	260
Total	13	463	9	485	19	0	26	45	26	714	9	749	12	0	29	41	1320

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
06:00 PM	0	83	1	84	0	0	4	4	8	142	5	155	2	0	5	7	250
06:15 PM	2	81	1	84	6	0	2	8	4	138	2	144	1	0	5	6	242
06:30 PM	1	85	1	87	0	0	2	2	8	132	0	140	2	0	8	10	239
06:45 PM	0	67	0	67	1	0	1	2	4	105	1	110	1	0	7	8	187
Total	3	316	3	322	7	0	9	16	24	517	8	549	6	0	25	31	918
Grand Total	231	6250	104	6585	231	1	283	515	172	6478	254	6904	153	2	368	523	14527
Apprch %	3.5	94.9	1.6		44.9	0.2	55		2.5	93.8	3.7		29.3	0.4	70.4		
Total %	1.6	43	0.7	45.3	1.6	0	1.9	3.5	1.2	44.6	1.7	47.5	1.1	0	2.5	3.6	

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	121	3	126	5	0	15	20	4	192	10	206	1	0	10	11	363
04:30 PM	0	134	3	137	12	0	4	16	1	211	5	217	3	0	4	7	377
04:45 PM	1	134	2	137	5	0	8	13	9	167	3	179	1	0	7	8	337
05:00 PM	5	140	2	147	5	0	6	11	8	208	3	219	1	0	8	9	386
Total Volume	8	529	10	547	27	0	33	60	22	778	21	821	6	0	29	35	1463
% App. Total	1.5	96.7	1.8		45	0	55		2.7	94.8	2.6		17.1	0	82.9		
PHF	.400	.945	.833	.930	.563	.000	.550	.750	.611	.922	.525	.937	.500	.000	.725	.795	.948

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				04:00 PM				03:45 PM				10:45 AM				
+0 mins.	8	162	2	172	11	0	9	20	6	180	6	192	6	0	6	12	
+15 mins.	8	168	5	181	5	0	15	20	5	217	2	224	5	0	8	13	
+30 mins.	9	153	2	164	12	0	4	16	4	192	10	206	5	0	10	15	
+45 mins.	3	144	6	153	5	0	8	13	1	211	5	217	5	1	13	19	
Total Volume	28	627	15	670	33	0	36	69	16	800	23	839	21	1	37	59	
% App. Total	4.2	93.6	2.2		47.8	0	52.2		1.9	95.4	2.7		35.6	1.7	62.7		
PHF	.778	.933	.625	.925	.688	.000	.600	.863	.667	.922	.575	.936	.875	.250	.712	.776	

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
07:00 AM	1	9	0	10	2	0	1	3	0	4	1	5	0	0	0	0	18
07:15 AM	1	12	0	13	1	0	0	1	0	7	0	7	0	0	0	0	21
07:30 AM	2	7	0	9	1	0	2	3	0	10	0	10	0	0	0	0	22
07:45 AM	1	9	0	10	3	0	3	6	0	3	1	4	1	0	0	1	21
Total	5	37	0	42	7	0	6	13	0	24	2	26	1	0	0	1	82
08:00 AM	1	8	0	9	2	0	0	2	0	4	0	4	0	0	0	0	15
08:15 AM	1	17	0	18	0	0	1	1	0	6	0	6	0	0	0	0	25
08:30 AM	1	3	0	4	0	0	0	0	0	3	0	3	1	0	0	1	8
08:45 AM	2	7	0	9	2	0	2	4	0	10	0	10	0	0	0	0	23
Total	5	35	0	40	4	0	3	7	0	23	0	23	1	0	0	1	71
09:00 AM	0	8	0	8	1	0	1	2	0	5	1	6	0	0	0	0	16
09:15 AM	0	8	0	8	1	0	0	1	0	1	0	1	0	0	0	0	10
09:30 AM	1	9	0	10	1	0	0	1	0	6	0	6	0	0	0	0	17
09:45 AM	0	9	0	9	1	0	0	1	0	4	0	4	0	0	0	0	14
Total	1	34	0	35	4	0	1	5	0	16	1	17	0	0	0	0	57
10:00 AM	0	10	0	10	0	0	0	0	0	6	1	7	1	0	0	1	18
10:15 AM	0	9	0	9	0	0	0	0	0	9	1	10	0	0	1	1	20
10:30 AM	1	12	0	13	0	0	0	0	0	10	0	10	0	0	0	0	23
10:45 AM	0	18	0	18	0	0	1	1	0	6	1	7	0	0	1	1	27
Total	1	49	0	50	0	0	1	1	0	31	3	34	1	0	2	3	88
11:00 AM	2	3	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
11:15 AM	2	10	0	12	2	0	2	4	0	9	2	11	0	0	0	0	27
11:30 AM	3	9	0	12	1	0	2	3	0	10	0	10	0	0	0	0	25
11:45 AM	0	13	0	13	2	0	0	2	0	5	0	5	0	0	0	0	20
Total	7	35	0	42	5	0	4	9	0	29	3	32	0	0	0	0	83
12:00 PM	2	6	0	8	2	0	0	2	0	5	1	6	1	0	0	1	17
12:15 PM	0	6	0	6	2	0	0	2	0	8	0	8	0	0	0	0	16
12:30 PM	0	2	0	2	0	0	3	3	0	6	2	8	0	0	0	0	13
12:45 PM	1	8	0	9	1	0	1	2	0	5	0	5	0	0	0	0	16
Total	3	22	0	25	5	0	4	9	0	24	3	27	1	0	0	1	62
01:00 PM	0	14	0	14	1	0	0	1	0	10	1	11	0	0	1	1	27
01:15 PM	1	8	0	9	0	0	1	1	0	13	0	13	0	0	0	0	23
01:30 PM	2	4	0	6	1	0	2	3	0	8	0	8	0	0	0	0	17
01:45 PM	2	6	0	8	0	0	0	0	0	11	1	12	0	0	0	0	20
Total	5	32	0	37	2	0	3	5	0	42	2	44	0	0	1	1	87
02:00 PM	0	8	0	8	0	0	1	1	0	13	0	13	0	0	0	0	22
02:15 PM	0	6	0	6	0	0	0	0	1	5	0	6	0	0	1	1	13
02:30 PM	0	9	0	9	1	0	0	1	0	9	0	9	0	0	0	0	19
02:45 PM	0	6	0	6	0	0	0	0	0	12	0	12	1	0	0	1	19
Total	0	29	0	29	1	0	1	2	1	39	0	40	1	0	1	2	73
03:00 PM	0	3	0	3	0	0	0	0	0	17	0	17	0	0	0	0	20
03:15 PM	1	6	0	7	0	0	0	0	0	7	0	7	1	0	0	1	15
03:30 PM	0	11	0	11	0	0	0	0	0	8	1	9	0	0	1	1	21
03:45 PM	2	7	0	9	0	0	1	1	0	7	1	8	0	0	0	0	18
Total	3	27	0	30	0	0	1	1	0	39	2	41	1	0	1	2	74
04:00 PM	0	2	0	2	0	0	0	0	0	10	2	12	0	0	0	0	14
04:15 PM	3	1	0	4	0	0	0	0	0	11	0	11	0	0	0	0	15
04:30 PM	0	2	0	2	0	0	1	1	0	7	0	7	0	0	1	1	11
04:45 PM	1	3	0	4	0	0	0	0	0	7	0	7	0	0	1	1	12
Total	4	8	0	12	0	0	1	1	0	35	2	37	0	0	2	2	52
05:00 PM	1	3	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
05:15 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
05:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	1	9	0	10	0	0	0	0	0	15	0	15	0	0	0	0	25

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019
Page No : 2

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
06:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
06:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Grand Total	35	320	0	355	28	0	25	53	1	321	18	340	6	0	7	13	761
Apprch %	9.9	90.1	0		52.8	0	47.2		0.3	94.4	5.3		46.2	0	53.8		
Total %	4.6	42	0	46.6	3.7	0	3.3	7	0.1	42.2	2.4	44.7	0.8	0	0.9	1.7	

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	18	0	18	0	0	1	1	0	6	1	7	0	0	1	1	27
11:00 AM	2	3	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
11:15 AM	2	10	0	12	2	0	2	4	0	9	2	11	0	0	0	0	27
11:30 AM	3	9	0	12	1	0	2	3	0	10	0	10	0	0	0	0	25
Total Volume	7	40	0	47	3	0	5	8	0	30	4	34	0	0	1	1	90
% App. Total	14.9	85.1	0		37.5	0	62.5		0	88.2	11.8		0	0	100		
PHF	.583	.556	.000	.653	.375	.000	.625	.500	.000	.750	.500	.773	.000	.000	.250	.250	.833

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM				07:00 AM				01:15 PM				10:00 AM			
+0 mins.	0	10	0	10	2	0	1	3	0	13	0	13	1	0	0	1
+15 mins.	0	9	0	9	1	0	0	1	0	8	0	8	0	0	1	1
+30 mins.	1	12	0	13	1	0	2	3	0	11	1	12	0	0	0	0
+45 mins.	0	18	0	18	3	0	3	6	0	13	0	13	0	0	1	1
Total Volume	1	49	0	50	7	0	6	13	0	45	1	46	1	0	2	3
% App. Total	2	98	0		53.8	0	46.2		0	97.8	2.2		33.3	0	66.7	
PHF	.250	.681	.000	.694	.583	.000	.500	.542	.000	.865	.250	.885	.250	.000	.500	.750

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : OldUS41&SunCentury
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- UTurns

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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
*** BREAK ***																	
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Grand Total	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	100	0	0		0	0	0		0	0	0		100	0	0		
Total %	66.7	0	0	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				01:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

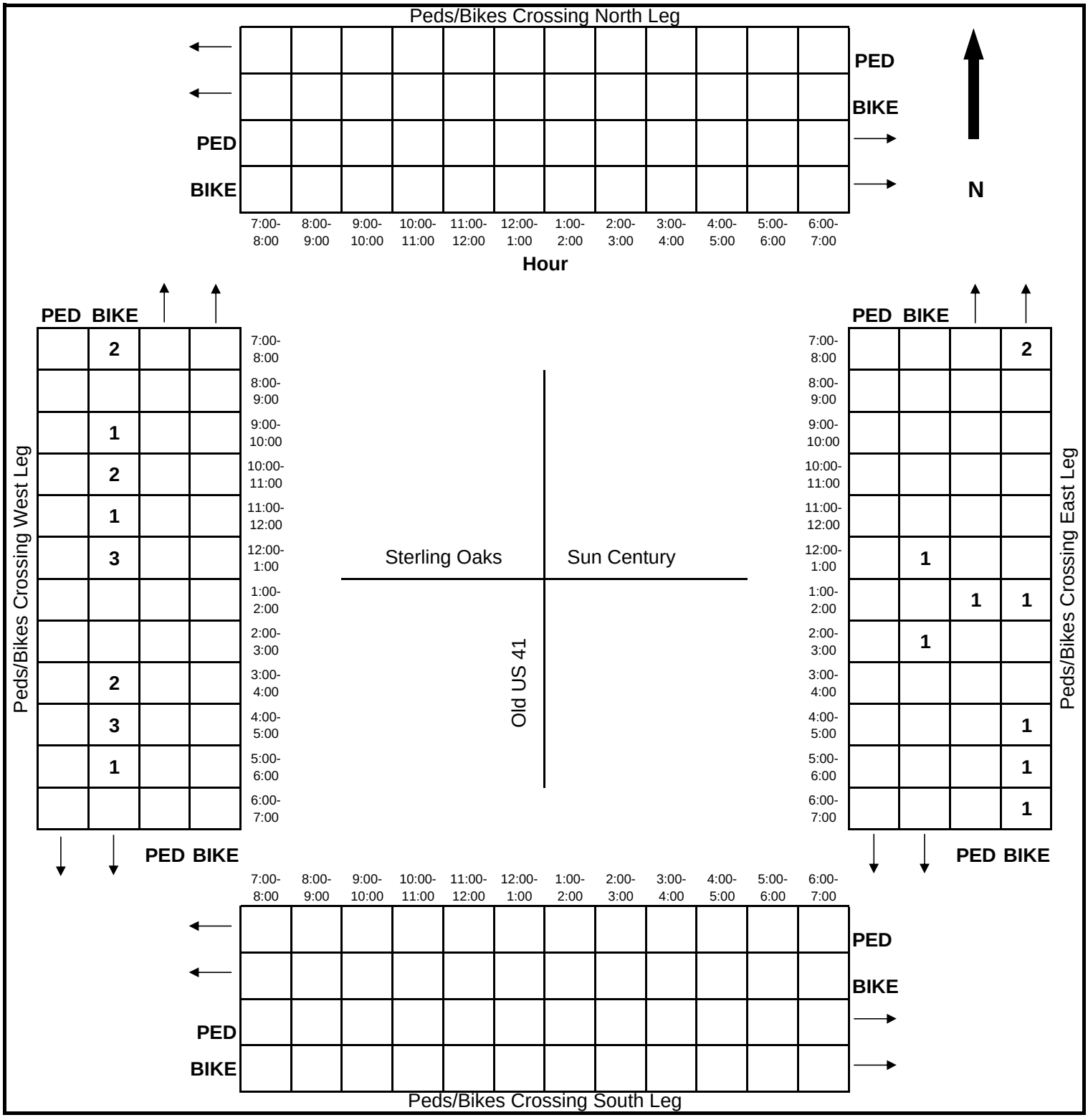
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Sun Century Road/Sterling Oaks Drive

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	179	0	179	0	53	0	53	4	0	3	7	239
07:15 AM	0	180	2	182	0	97	0	97	3	0	5	8	287
07:30 AM	0	188	0	188	1	94	0	95	7	0	3	10	293
07:45 AM	0	198	1	199	0	117	0	117	6	0	6	12	328
Total	0	745	3	748	1	361	0	362	20	0	17	37	1147
08:00 AM	0	205	0	205	1	106	0	107	3	0	5	8	320
08:15 AM	0	171	0	171	3	136	0	139	1	0	6	7	317
08:30 AM	0	186	1	187	1	137	0	138	4	0	10	14	339
08:45 AM	0	190	1	191	6	129	0	135	5	0	10	15	341
Total	0	752	2	754	11	508	0	519	13	0	31	44	1317
09:00 AM	0	174	1	175	1	99	0	100	9	0	11	20	295
09:15 AM	0	169	0	169	5	113	0	118	6	0	9	15	302
09:30 AM	0	171	2	173	4	124	0	128	2	0	10	12	313
09:45 AM	0	173	5	178	2	126	0	128	3	0	9	12	318
Total	0	687	8	695	12	462	0	474	20	0	39	59	1228
10:00 AM	0	161	4	165	1	109	0	110	3	0	13	16	291
10:15 AM	0	139	0	139	2	135	0	137	5	0	7	12	288
10:30 AM	0	159	8	167	8	151	0	159	9	0	7	16	342
10:45 AM	0	165	6	171	6	124	0	130	6	0	7	13	314
Total	0	624	18	642	17	519	0	536	23	0	34	57	1235
11:00 AM	0	170	6	176	7	133	0	140	7	0	5	12	328
11:15 AM	0	139	8	147	7	145	0	152	10	0	8	18	317
11:30 AM	0	155	3	158	6	155	0	161	5	0	17	22	341
11:45 AM	0	161	3	164	8	159	0	167	5	0	8	13	344
Total	0	625	20	645	28	592	0	620	27	0	38	65	1330
12:00 PM	0	145	4	149	3	169	0	172	6	0	5	11	332
12:15 PM	0	164	7	171	6	146	0	152	1	0	2	3	326
12:30 PM	0	139	2	141	12	156	0	168	2	0	10	12	321
12:45 PM	0	159	10	169	6	158	0	164	5	0	2	7	340
Total	0	607	23	630	27	629	0	656	14	0	19	33	1319
01:00 PM	0	143	4	147	6	147	0	153	5	0	6	11	311
01:15 PM	0	162	2	164	10	173	0	183	5	0	9	14	361
01:30 PM	0	139	4	143	5	169	0	174	1	0	4	5	322
01:45 PM	0	157	6	163	4	157	0	161	5	0	10	15	339
Total	0	601	16	617	25	646	0	671	16	0	29	45	1333
02:00 PM	0	122	7	129	6	178	0	184	4	0	7	11	324
02:15 PM	0	142	3	145	9	154	0	163	2	0	7	9	317
02:30 PM	0	131	5	136	11	152	0	163	4	0	4	8	307
02:45 PM	0	162	3	165	7	168	0	175	4	0	8	12	352
Total	0	557	18	575	33	652	0	685	14	0	26	40	1300
03:00 PM	0	121	8	129	11	219	0	230	9	0	10	19	378
03:15 PM	0	131	0	131	15	228	0	243	3	0	5	8	382
03:30 PM	0	128	4	132	5	248	0	253	5	0	7	12	397
03:45 PM	0	124	10	134	5	216	0	221	4	0	10	14	369
Total	0	504	22	526	36	911	0	947	21	0	32	53	1526
04:00 PM	0	126	2	128	10	275	0	285	3	0	5	8	421
04:15 PM	0	119	5	124	5	229	0	234	2	0	5	7	365
04:30 PM	0	112	1	113	15	238	0	253	5	0	3	8	374
04:45 PM	0	122	6	128	10	224	0	234	2	0	4	6	368
Total	0	479	14	493	40	966	0	1006	12	0	17	29	1528
05:00 PM	0	112	7	119	8	261	0	269	0	0	4	4	392
05:15 PM	0	133	3	136	19	219	0	238	1	0	6	7	381
05:30 PM	0	113	5	118	3	210	0	213	4	0	5	9	340
05:45 PM	0	92	2	94	2	172	0	174	3	0	2	5	273
Total	0	450	17	467	32	862	0	894	8	0	17	25	1386

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	82	1	83	3	167	0	170	1	0	3	4	257
06:15 PM	0	79	4	83	7	129	0	136	7	0	2	9	228
06:30 PM	0	79	2	81	3	130	0	133	1	0	3	4	218
06:45 PM	0	72	2	74	2	117	0	119	5	0	8	13	206
Total	0	312	9	321	15	543	0	558	14	0	16	30	909
Grand Total	0	6943	170	7113	277	7651	0	7928	202	0	315	517	15558
Apprch %	0	97.6	2.4		3.5	96.5	0		39.1	0	60.9		
Total %	0	44.6	1.1	45.7	1.8	49.2	0	51	1.3	0	2	3.3	
Passenger Vehicles	0	6523	168	6691	271	7220	0	7491	195	0	314	509	14691
% Passenger Vehicles	0	94	98.8	94.1	97.8	94.4	0	94.5	96.5	0	99.7	98.5	94.4
Heavy Vehicles	0	420	2	422	0	431	0	431	6	0	1	7	860
% Heavy Vehicles	0	6	1.2	5.9	0	5.6	0	5.4	3	0	0.3	1.4	5.5
UTurns	0	0	0	0	6	0	0	6	1	0	0	1	7
% UTurns	0	0	0	0	2.2	0	0	0.1	0.5	0	0	0.2	0

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	131	0	131	15	228	0	243	3	0	5	8	382
03:30 PM	0	128	4	132	5	248	0	253	5	0	7	12	397
03:45 PM	0	124	10	134	5	216	0	221	4	0	10	14	369
04:00 PM	0	126	2	128	10	275	0	285	3	0	5	8	421
Total Volume	0	509	16	525	35	967	0	1002	15	0	27	42	1569
% App. Total	0	97	3		3.5	96.5	0		35.7	0	64.3		
PHF	.000	.971	.400	.979	.583	.879	.000	.879	.750	.000	.675	.750	.932
Passenger Vehicles	0	467	15	482	33	930	0	963	15	0	27	42	1487
% Passenger Vehicles	0	91.7	93.8	91.8	94.3	96.2	0	96.1	100	0	100	100	94.8
Heavy Vehicles	0	42	1	43	0	37	0	37	0	0	0	0	80
% Heavy Vehicles	0	8.3	6.3	8.2	0	3.8	0	3.7	0	0	0	0	5.1
UTurns	0	0	0	0	2	0	0	2	0	0	0	0	2
% UTurns	0	0	0	0	5.7	0	0	0.2	0	0	0	0	0.1

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				04:00 PM				10:45 AM				
+0 mins.	0	180	2	182	10	275	0	285	6	0	7	13	
+15 mins.	0	188	0	188	5	229	0	234	7	0	5	12	
+30 mins.	0	198	1	199	15	238	0	253	10	0	8	18	
+45 mins.	0	205	0	205	10	224	0	234	5	0	17	22	
Total Volume	0	771	3	774	40	966	0	1006	28	0	37	65	
% App. Total	0	99.6	0.4		4	96	0		43.1	0	56.9		
PHF	.000	.940	.375	.944	.667	.878	.000	.882	.700	.000	.544	.739	
Passenger Vehicles	0	737	3	740	39	927	0	966	28	0	37	65	
% Passenger Vehicles	0	95.6	100	95.6	97.5	96	0	96	100	0	100	100	
Heavy Vehicles	0	34	0	34	0	39	0	39	0	0	0	0	
% Heavy Vehicles	0	4.4	0	4.4	0	4	0	3.9	0	0	0	0	
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	
% UTurns	0	0	0	0	2.5	0	0	0.1	0	0	0	0	

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	169	0	169	0	50	0	50	4	0	3	7	226
07:15 AM	0	166	2	168	0	81	0	81	3	0	5	8	257
07:30 AM	0	182	0	182	1	82	0	83	7	0	3	10	275
07:45 AM	0	193	1	194	0	108	0	108	6	0	6	12	314
Total	0	710	3	713	1	321	0	322	20	0	17	37	1072
08:00 AM	0	196	0	196	1	95	0	96	3	0	5	8	300
08:15 AM	0	158	0	158	3	124	0	127	1	0	6	7	292
08:30 AM	0	182	1	183	1	120	0	121	4	0	10	14	318
08:45 AM	0	182	1	183	5	108	0	113	5	0	10	15	311
Total	0	718	2	720	10	447	0	457	13	0	31	44	1221
09:00 AM	0	170	1	171	1	91	0	92	9	0	11	20	283
09:15 AM	0	155	0	155	4	107	0	111	5	0	9	14	280
09:30 AM	0	158	2	160	4	117	0	121	2	0	10	12	293
09:45 AM	0	168	5	173	2	120	0	122	3	0	9	12	307
Total	0	651	8	659	11	435	0	446	19	0	39	58	1163
10:00 AM	0	149	3	152	1	98	0	99	3	0	13	16	267
10:15 AM	0	131	0	131	2	128	0	130	5	0	6	11	272
10:30 AM	0	144	8	152	8	139	0	147	8	0	7	15	314
10:45 AM	0	151	6	157	6	118	0	124	6	0	7	13	294
Total	0	575	17	592	17	483	0	500	22	0	33	55	1147
11:00 AM	0	161	6	167	7	125	0	132	7	0	5	12	311
11:15 AM	0	126	8	134	7	133	0	140	10	0	8	18	292
11:30 AM	0	140	3	143	6	142	0	148	5	0	17	22	313
11:45 AM	0	147	3	150	8	149	0	157	5	0	8	13	320
Total	0	574	20	594	28	549	0	577	27	0	38	65	1236
12:00 PM	0	142	4	146	3	161	0	164	6	0	5	11	321
12:15 PM	0	155	7	162	6	136	0	142	1	0	2	3	307
12:30 PM	0	133	2	135	12	146	0	158	1	0	10	11	304
12:45 PM	0	153	10	163	6	148	0	154	4	0	2	6	323
Total	0	583	23	606	27	591	0	618	12	0	19	31	1255
01:00 PM	0	125	4	129	6	141	0	147	5	0	6	11	287
01:15 PM	0	150	2	152	10	155	0	165	5	0	9	14	331
01:30 PM	0	131	4	135	5	159	0	164	1	0	4	5	304
01:45 PM	0	147	6	153	4	144	0	148	5	0	10	15	316
Total	0	553	16	569	25	599	0	624	16	0	29	45	1238
02:00 PM	0	112	7	119	6	166	0	172	4	0	7	11	302
02:15 PM	0	136	3	139	9	147	0	156	2	0	7	9	304
02:30 PM	0	121	5	126	11	145	0	156	4	0	4	8	290
02:45 PM	0	152	3	155	7	156	0	163	3	0	8	11	329
Total	0	521	18	539	33	614	0	647	13	0	26	39	1225
03:00 PM	0	113	8	121	10	204	0	214	8	0	10	18	353
03:15 PM	0	123	0	123	13	219	0	232	3	0	5	8	363
03:30 PM	0	113	4	117	5	241	0	246	5	0	7	12	375
03:45 PM	0	111	9	120	5	208	0	213	4	0	10	14	347
Total	0	460	21	481	33	872	0	905	20	0	32	52	1438
04:00 PM	0	120	2	122	10	262	0	272	3	0	5	8	402
04:15 PM	0	109	5	114	4	221	0	225	2	0	5	7	346
04:30 PM	0	105	1	106	15	232	0	247	4	0	3	7	360
04:45 PM	0	115	6	121	10	212	0	222	2	0	4	6	349
Total	0	449	14	463	39	927	0	966	11	0	17	28	1457
05:00 PM	0	104	7	111	8	256	0	264	0	0	4	4	379
05:15 PM	0	130	3	133	19	214	0	233	1	0	6	7	373
05:30 PM	0	108	5	113	3	205	0	208	4	0	5	9	330
05:45 PM	0	87	2	89	2	170	0	172	3	0	2	5	266
Total	0	429	17	446	32	845	0	877	8	0	17	25	1348

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019
Page No : 2

Groups Printed- Passenger Vehicles

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	78	1	79	3	167	0	170	1	0	3	4	253
06:15 PM	0	78	4	82	7	127	0	134	7	0	2	9	225
06:30 PM	0	76	2	78	3	130	0	133	1	0	3	4	215
06:45 PM	0	68	2	70	2	113	0	115	5	0	8	13	198
Total	0	300	9	309	15	537	0	552	14	0	16	30	891
Grand Total	0	6523	168	6691	271	7220	0	7491	195	0	314	509	14691
Apprch %	0	97.5	2.5		3.6	96.4	0		38.3	0	61.7		
Total %	0	44.4	1.1	45.5	1.8	49.1	0	51	1.3	0	2.1	3.5	

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	123	0	123	13	219	0	232	3	0	5	8	363
03:30 PM	0	113	4	117	5	241	0	246	5	0	7	12	375
03:45 PM	0	111	9	120	5	208	0	213	4	0	10	14	347
04:00 PM	0	120	2	122	10	262	0	272	3	0	5	8	402
Total Volume	0	467	15	482	33	930	0	963	15	0	27	42	1487
% App. Total	0	96.9	3.1		3.4	96.6	0		35.7	0	64.3		
PHF	.000	.949	.417	.980	.635	.887	.000	.885	.750	.000	.675	.750	.925

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				04:00 PM				10:45 AM			
+0 mins.	0	166	2	168	10	262	0	272	6	0	7	13
+15 mins.	0	182	0	182	4	221	0	225	7	0	5	12
+30 mins.	0	193	1	194	15	232	0	247	10	0	8	18
+45 mins.	0	196	0	196	10	212	0	222	5	0	17	22
Total Volume	0	737	3	740	39	927	0	966	28	0	37	65
% App. Total	0	99.6	0.4		4	96	0		43.1	0	56.9	
PHF	.000	.940	.375	.944	.650	.885	.000	.888	.700	.000	.544	.739

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	10	0	10	0	3	0	3	0	0	0	0	13
07:15 AM	0	14	0	14	0	16	0	16	0	0	0	0	30
07:30 AM	0	6	0	6	0	12	0	12	0	0	0	0	18
07:45 AM	0	5	0	5	0	9	0	9	0	0	0	0	14
Total	0	35	0	35	0	40	0	40	0	0	0	0	75
08:00 AM	0	9	0	9	0	11	0	11	0	0	0	0	20
08:15 AM	0	13	0	13	0	12	0	12	0	0	0	0	25
08:30 AM	0	4	0	4	0	17	0	17	0	0	0	0	21
08:45 AM	0	8	0	8	0	21	0	21	0	0	0	0	29
Total	0	34	0	34	0	61	0	61	0	0	0	0	95
09:00 AM	0	4	0	4	0	8	0	8	0	0	0	0	12
09:15 AM	0	14	0	14	0	6	0	6	1	0	0	1	21
09:30 AM	0	13	0	13	0	7	0	7	0	0	0	0	20
09:45 AM	0	5	0	5	0	6	0	6	0	0	0	0	11
Total	0	36	0	36	0	27	0	27	1	0	0	1	64
10:00 AM	0	12	1	13	0	11	0	11	0	0	0	0	24
10:15 AM	0	8	0	8	0	7	0	7	0	0	1	1	16
10:30 AM	0	15	0	15	0	12	0	12	1	0	0	1	28
10:45 AM	0	14	0	14	0	6	0	6	0	0	0	0	20
Total	0	49	1	50	0	36	0	36	1	0	1	2	88
11:00 AM	0	9	0	9	0	8	0	8	0	0	0	0	17
11:15 AM	0	13	0	13	0	12	0	12	0	0	0	0	25
11:30 AM	0	15	0	15	0	13	0	13	0	0	0	0	28
11:45 AM	0	14	0	14	0	10	0	10	0	0	0	0	24
Total	0	51	0	51	0	43	0	43	0	0	0	0	94
12:00 PM	0	3	0	3	0	8	0	8	0	0	0	0	11
12:15 PM	0	9	0	9	0	10	0	10	0	0	0	0	19
12:30 PM	0	6	0	6	0	10	0	10	1	0	0	1	17
12:45 PM	0	6	0	6	0	10	0	10	1	0	0	1	17
Total	0	24	0	24	0	38	0	38	2	0	0	2	64
01:00 PM	0	18	0	18	0	6	0	6	0	0	0	0	24
01:15 PM	0	12	0	12	0	18	0	18	0	0	0	0	30
01:30 PM	0	8	0	8	0	10	0	10	0	0	0	0	18
01:45 PM	0	10	0	10	0	13	0	13	0	0	0	0	23
Total	0	48	0	48	0	47	0	47	0	0	0	0	95
02:00 PM	0	10	0	10	0	12	0	12	0	0	0	0	22
02:15 PM	0	6	0	6	0	7	0	7	0	0	0	0	13
02:30 PM	0	10	0	10	0	7	0	7	0	0	0	0	17
02:45 PM	0	10	0	10	0	12	0	12	1	0	0	1	23
Total	0	36	0	36	0	38	0	38	1	0	0	1	75
03:00 PM	0	8	0	8	0	15	0	15	1	0	0	1	24
03:15 PM	0	8	0	8	0	9	0	9	0	0	0	0	17
03:30 PM	0	15	0	15	0	7	0	7	0	0	0	0	22
03:45 PM	0	13	1	14	0	8	0	8	0	0	0	0	22
Total	0	44	1	45	0	39	0	39	1	0	0	1	85
04:00 PM	0	6	0	6	0	13	0	13	0	0	0	0	19
04:15 PM	0	10	0	10	0	8	0	8	0	0	0	0	18
04:30 PM	0	7	0	7	0	6	0	6	0	0	0	0	13
04:45 PM	0	7	0	7	0	12	0	12	0	0	0	0	19
Total	0	30	0	30	0	39	0	39	0	0	0	0	69
05:00 PM	0	8	0	8	0	5	0	5	0	0	0	0	13
05:15 PM	0	3	0	3	0	5	0	5	0	0	0	0	8
05:30 PM	0	5	0	5	0	5	0	5	0	0	0	0	10
05:45 PM	0	5	0	5	0	2	0	2	0	0	0	0	7
Total	0	21	0	21	0	17	0	17	0	0	0	0	38

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019

Groups Printed- Heavy Vehicles

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
06:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	3
06:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 PM	0	4	0	4	0	4	0	4	0	0	0	0	8
Total	0	12	0	12	0	6	0	6	0	0	0	0	18
Grand Total	0	420	2	422	0	431	0	431	6	0	1	7	860
Apprch %	0	99.5	0.5		0	100	0		85.7	0	14.3		
Total %	0	48.8	0.2	49.1	0	50.1	0	50.1	0.7	0	0.1	0.8	

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	9	0	9	0	11	0	11	0	0	0	0	20
08:15 AM	0	13	0	13	0	12	0	12	0	0	0	0	25
08:30 AM	0	4	0	4	0	17	0	17	0	0	0	0	21
08:45 AM	0	8	0	8	0	21	0	21	0	0	0	0	29
Total Volume	0	34	0	34	0	61	0	61	0	0	0	0	95
% App. Total	0	100	0		0	100	0		0	0	0		
PHF	.000	.654	.000	.654	.000	.726	.000	.726	.000	.000	.000	.000	.819

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:30 AM				08:00 AM				09:45 AM			
+0 mins.	0	15	0	15	0	11	0	11	0	0	0	0
+15 mins.	0	14	0	14	0	12	0	12	0	0	0	0
+30 mins.	0	9	0	9	0	17	0	17	0	0	1	1
+45 mins.	0	13	0	13	0	21	0	21	1	0	0	1
Total Volume	0	51	0	51	0	61	0	61	1	0	1	2
% App. Total	0	100	0		0	100	0		50	0	50	
PHF	.000	.850	.000	.850	.000	.726	.000	.726	.250	.000	.250	.500

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Clear
Comments:

File Name : OldUS41&ViaPalacio
Site Code : 18035
Start Date : 4/11/2019
Page No : 1

Groups Printed- UTurns

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
*** BREAK ***													
Total	0	0	0	0	3	0	0	3	0	0	0	0	3
*** BREAK ***													
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
Grand Total	0	0	0	0	6	0	0	6	1	0	0	1	7
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	85.7	0	0	85.7	14.3	0	0	14.3	

	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.375

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				02:30 PM				03:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	1	0	0	1
Total Volume	0	0	0	0	3	0	0	3	1	0	0	1
% App. Total	0	0	0		100	0	0		100	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

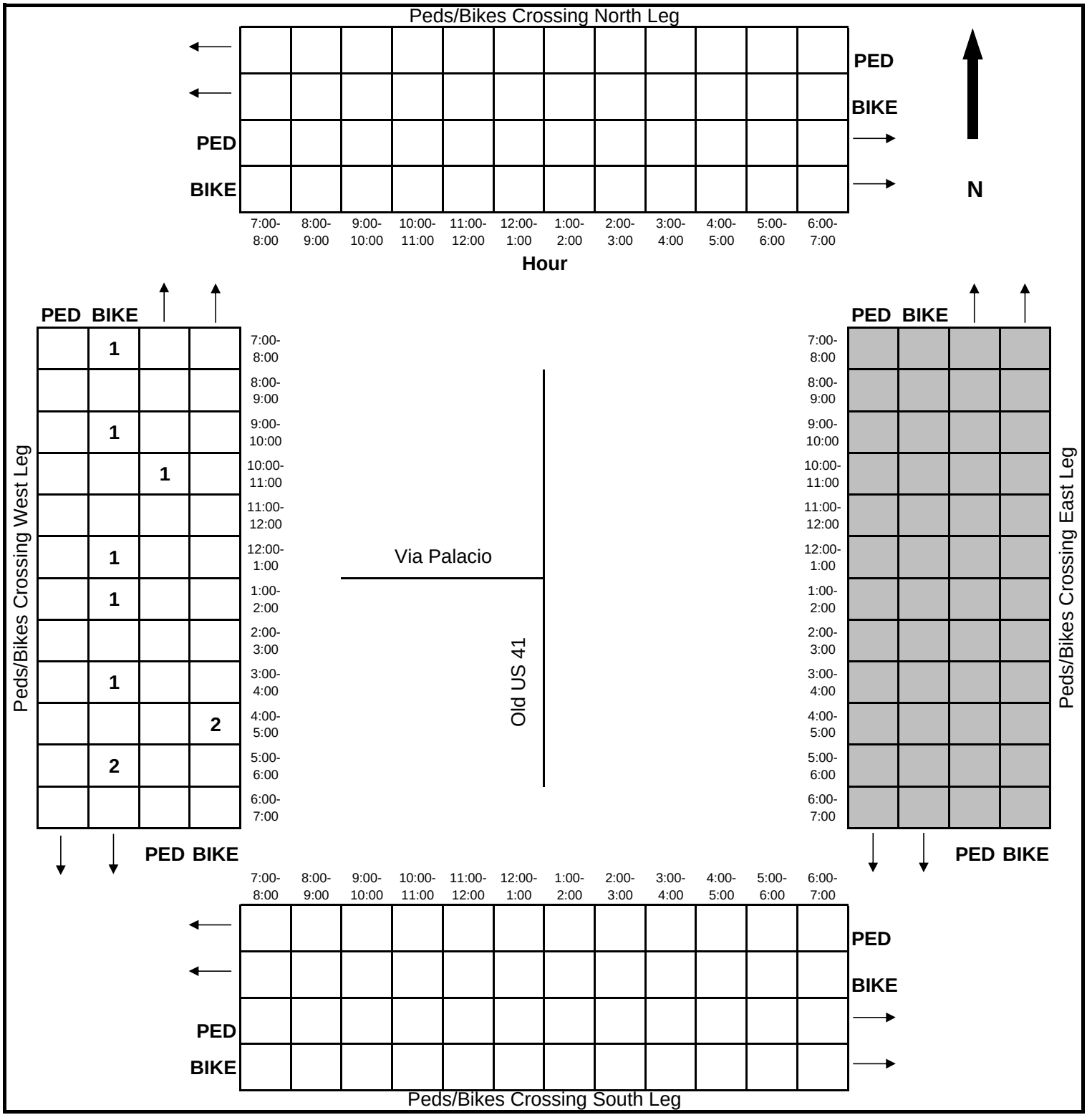
Date: 4/11/2019 Day: Thursday

Count Times: 7am - 7pm Weather: Clear

Intersection: Old US 41 at Via Palacio Avenue

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : US41&OldUS41
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
07:00 AM	12	302	2	0	316	152	2	7	8	169	1	163	57	20	241	0	0	0	0	0	726
07:15 AM	10	346	2	2	360	154	2	6	7	169	2	182	62	21	267	2	2	0	0	4	800
07:30 AM	24	403	4	1	432	132	4	6	8	150	5	226	61	23	315	3	1	1	2	7	904
07:45 AM	27	429	5	1	462	172	1	1	9	183	0	264	68	28	360	2	1	1	0	4	1009
Total	73	1480	13	4	1570	610	9	20	32	671	8	835	248	92	1183	7	4	2	2	15	3439
08:00 AM	24	408	8	3	443	187	13	9	6	215	10	226	63	42	341	2	5	0	1	8	1007
08:15 AM	22	363	4	3	392	176	6	3	11	196	0	275	63	46	384	4	3	0	2	9	981
08:30 AM	18	348	5	1	372	178	3	4	14	199	8	254	52	43	357	6	4	0	1	11	939
08:45 AM	18	386	8	8	420	159	7	8	8	182	2	259	75	43	379	3	7	2	2	14	995
Total	82	1505	25	15	1627	700	29	24	39	792	20	1014	253	174	1461	15	19	2	6	42	3922
09:00 AM	19	354	9	7	389	128	8	14	5	155	8	264	81	42	395	7	1	1	2	11	950
09:15 AM	16	341	7	5	369	138	7	20	9	174	9	271	65	46	391	9	4	4	2	19	953
09:30 AM	27	367	13	5	412	139	18	10	8	175	13	236	61	42	352	8	5	2	2	17	956
09:45 AM	17	326	12	9	364	168	15	21	1	205	9	275	59	44	387	9	4	5	2	20	976
Total	79	1388	41	26	1534	573	48	65	23	709	39	1046	266	174	1525	33	14	12	8	67	3835
10:00 AM	22	290	15	12	339	123	15	13	0	151	14	306	72	41	433	14	7	3	3	27	950
10:15 AM	17	300	15	7	339	153	17	17	3	190	13	290	67	44	414	23	9	3	5	40	983
10:30 AM	20	319	15	10	364	126	11	7	2	146	16	303	70	33	422	17	11	4	1	33	965
10:45 AM	13	345	27	11	396	135	30	17	1	183	13	284	66	45	408	11	5	1	7	24	1011
Total	72	1254	72	40	1438	537	73	54	6	670	56	1183	275	163	1677	65	32	11	16	124	3909
11:00 AM	21	336	22	9	388	124	24	14	6	168	22	284	83	49	438	22	13	5	5	45	1039
11:15 AM	19	328	11	11	369	110	21	17	4	152	18	332	67	44	461	22	14	7	3	46	1028
11:30 AM	24	373	24	7	428	133	17	14	3	167	16	313	79	51	459	24	18	7	4	53	1107
11:45 AM	20	288	11	25	344	139	26	10	4	179	24	324	71	52	471	29	15	7	4	55	1049
Total	84	1325	68	52	1529	506	88	55	17	666	80	1253	300	196	1829	97	60	26	16	199	4223
12:00 PM	32	319	22	10	383	132	27	10	4	173	11	323	85	40	459	28	14	4	10	56	1071
12:15 PM	23	316	18	20	377	161	25	11	4	201	28	311	77	55	471	29	23	17	3	72	1121
12:30 PM	27	323	23	18	391	126	24	20	7	177	22	336	93	51	502	37	26	12	1	76	1146
12:45 PM	25	370	17	19	431	118	15	18	15	166	16	330	67	61	474	25	20	10	1	56	1127
Total	107	1328	80	67	1582	537	91	59	30	717	77	1300	322	207	1906	119	83	43	15	260	4465
01:00 PM	37	330	19	21	407	115	30	10	5	160	17	320	69	66	472	24	22	9	1	56	1095
01:15 PM	28	334	18	15	395	112	20	11	9	152	18	356	86	56	516	23	25	21	1	70	1133
01:30 PM	24	337	19	13	393	123	17	8	4	152	13	346	84	66	509	17	21	9	1	48	1102
01:45 PM	28	278	14	15	335	140	16	14	1	171	14	363	73	64	514	36	18	6	2	62	1082
Total	117	1279	70	64	1530	490	83	43	19	635	62	1385	312	252	2011	100	86	45	5	236	4412
02:00 PM	34	350	13	19	416	106	21	11	3	141	12	382	100	63	557	34	15	13	0	62	1176
02:15 PM	23	301	11	13	348	128	9	15	7	159	21	342	73	79	515	24	21	10	4	59	1081
02:30 PM	17	338	12	10	377	139	11	10	6	166	21	422	99	54	596	29	26	17	0	72	1211
02:45 PM	24	312	10	12	358	127	15	12	10	164	15	390	95	62	562	10	24	11	1	46	1130
Total	98	1301	46	54	1499	500	56	48	26	630	69	1536	367	258	2230	97	86	51	5	239	4598

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : US41&OldUS41
Site Code : 18035
Start Date : 4/16/2019
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
03:00 PM	23	339	13	7	382	99	14	10	7	130	17	380	120	45	562	33	17	1	5	56	1130
03:15 PM	20	324	13	12	369	125	11	13	3	152	13	420	112	49	594	12	12	4	3	31	1146
03:30 PM	32	345	7	14	398	132	16	12	6	166	22	384	124	62	592	22	16	8	4	50	1206
03:45 PM	27	278	9	10	324	111	9	15	9	144	11	379	91	51	532	23	11	2	3	39	1039
Total	102	1286	42	43	1473	467	50	50	25	592	63	1563	447	207	2280	90	56	15	15	176	4521
04:00 PM	26	348	16	6	396	111	13	10	4	138	10	479	130	60	679	18	11	6	2	37	1250
04:15 PM	33	290	18	7	348	136	13	7	4	160	12	410	105	59	586	23	14	10	3	50	1144
04:30 PM	28	322	8	7	365	130	12	12	11	165	6	360	106	58	530	15	10	4	3	32	1092
04:45 PM	17	343	12	11	383	111	12	11	8	142	15	490	109	67	681	18	18	7	2	45	1251
Total	104	1303	54	31	1492	488	50	40	27	605	43	1739	450	244	2476	74	53	27	10	164	4737
05:00 PM	23	398	14	7	442	130	16	6	2	154	11	455	116	74	656	21	14	9	2	46	1298
05:15 PM	24	378	8	14	424	141	12	15	1	169	13	462	123	82	680	19	13	7	2	41	1314
05:30 PM	17	355	4	7	383	127	12	12	3	154	13	512	116	61	702	12	11	3	1	27	1266
05:45 PM	12	316	4	4	336	92	7	4	7	110	11	392	132	50	585	23	12	4	4	43	1074
Total	76	1447	30	32	1585	490	47	37	13	587	48	1821	487	267	2623	75	50	23	9	157	4952
06:00 PM	21	281	6	6	314	103	15	19	0	137	9	361	104	56	530	15	15	9	0	39	1020
06:15 PM	25	280	12	3	320	107	11	11	5	134	13	306	99	62	480	7	10	3	2	22	956
06:30 PM	20	238	7	9	274	84	13	4	4	105	12	293	80	46	431	14	7	3	2	26	836
06:45 PM	16	225	5	1	247	54	4	4	7	69	10	230	73	27	340	16	12	4	2	34	690
Total	82	1024	30	19	1155	348	43	38	16	445	44	1190	356	191	1781	52	44	19	6	121	3502
Grand Total	1076	15920	571	447	18014	6246	667	533	273	7719	609	15865	4083	2425	22982	824	587	276	113	1800	50515
Apprch %	6	88.4	3.2	2.5		80.9	8.6	6.9	3.5		2.6	69	17.8	10.6		45.8	32.6	15.3	6.3		
Total %	2.1	31.5	1.1	0.9	35.7	12.4	1.3	1.1	0.5	15.3	1.2	31.4	8.1	4.8	45.5	1.6	1.2	0.5	0.2	3.6	
Passenger Vehicles	916	15593	562	446	17517	5983	661	504	262	7410	436	15538	3889	2293	22156	815	575	276	112	1778	48861
% Passenger Vehicles	85.1	97.9	98.4	99.8	97.2	95.8	99.1	94.6	96	96	71.6	97.9	95.2	94.6	96.4	98.9	98	100	99.1	98.8	96.7
Heavy Vehicles	32	327	9	1	369	263	6	29	11	309	3	327	194	132	656	8	12	0	1	21	1355
% Heavy Vehicles	3	2.1	1.6	0.2	2	4.2	0.9	5.4	4	4	0.5	2.1	4.8	5.4	2.9	1	2	0	0.9	1.2	2.7
UTurns	128	0	0	0	128	0	0	0	0	0	170	0	0	0	170	1	0	0	0	1	299
% UTurns	11.9	0	0	0	0.7	0	0	0	0	0	27.9	0	0	0	0.7	0.1	0	0	0	0.1	0.6

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : US41&OldUS41
Site Code : 18035
Start Date : 4/16/2019
Page No : 3

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	17	343	12	11	383	111	12	11	8	142	15	490	109	67	681	18	18	7	2	45	1251
05:00 PM	23	398	14	7	442	130	16	6	2	154	11	455	116	74	656	21	14	9	2	46	1298
05:15 PM	24	378	8	14	424	141	12	15	1	169	13	462	123	82	680	19	13	7	2	41	1314
05:30 PM	17	355	4	7	383	127	12	12	3	154	13	512	116	61	702	12	11	3	1	27	1266
Total Volume	81	1474	38	39	1632	509	52	44	14	619	52	1919	464	284	2719	70	56	26	7	159	5129
% App. Total	5	90.3	2.3	2.4		82.2	8.4	7.1	2.3		1.9	70.6	17.1	10.4		44	35.2	16.4	4.4		
PHF	.844	.926	.679	.696	.923	.902	.813	.733	.438	.916	.867	.937	.943	.866	.968	.833	.778	.722	.875	.864	.976
Passenger Vehicles	77	1463	38	39	1617	501	52	42	13	608	37	1903	455	271	2666	70	56	26	7	159	5050
% Passenger Vehicles	95.1	99.3	100	100	99.1	98.4	100	95.5	92.9	98.2	71.2	99.2	98.1	95.4	98.1	100	100	100	100	100	98.5
Heavy Vehicles	1	11	0	0	12	8	0	2	1	11	0	16	9	13	38	0	0	0	0	0	61
% Heavy Vehicles	1.2	0.7	0	0	0.7	1.6	0	4.5	7.1	1.8	0	0.8	1.9	4.6	1.4	0	0	0	0	0	1.2
UTurns	3	0	0	0	3	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	18
% UTurns	3.7	0	0	0	0.2	0	0	0	0	0	28.8	0	0	0	0.6	0	0	0	0	0	0.4

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					04:45 PM					12:00 PM				
+0 mins.	24	403	4	1	432	172	1	1	9	183	15	490	109	67	681	28	14	4	10	56
+15 mins.	27	429	5	1	462	187	13	9	6	215	11	455	116	74	656	29	23	17	3	72
+30 mins.	24	408	8	3	443	176	6	3	11	196	13	462	123	82	680	37	26	12	1	76
+45 mins.	22	363	4	3	392	178	3	4	14	199	13	512	116	61	702	25	20	10	1	56
Total Volume	97	1603	21	8	1729	713	23	17	40	793	52	1919	464	284	2719	119	83	43	15	260
% App. Total	5.6	92.7	1.2	0.5		89.9	2.9	2.1	5		1.9	70.6	17.1	10.4		45.8	31.9	16.5	5.8	
PHF	.898	.934	.656	.667	.936	.953	.442	.472	.714	.922	.867	.937	.943	.866	.968	.804	.798	.632	.375	.855
Passenger Vehicles	89	1549	20	7	1665	671	22	17	36	746	37	1903	455	271	2666	118	83	43	15	259
% Passenger Vehicles	91.8	96.6	95.2	87.5	96.3	94.1	95.7	100	90	94.1	71.2	99.2	98.1	95.4	98.1	99.2	100	100	100	99.6
Heavy Vehicles	0	54	1	1	56	42	1	0	4	47	0	16	9	13	38	0	0	0	0	0
% Heavy Vehicles	0	3.4	4.8	12.5	3.2	5.9	4.3	0	10	5.9	0	0.8	1.9	4.6	1.4	0	0	0	0	0
UTurns	8	0	0	0	8	0	0	0	0	0	15	0	0	0	15	1	0	0	0	1
% UTurns	8.2	0	0	0	0.5	0	0	0	0	0	28.8	0	0	0	0.6	0.8	0	0	0	0.4

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : US41&OldUS41
Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- Passenger Vehicles

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
07:00 AM	11	298	2	0	311	145	2	6	8	161	1	155	52	19	227	0	0	0	0	0	699
07:15 AM	10	337	1	2	350	147	2	5	7	161	1	176	54	20	251	2	2	0	0	4	766
07:30 AM	23	387	4	1	415	125	4	6	8	143	4	220	58	23	305	3	1	1	2	7	870
07:45 AM	24	416	5	1	446	162	1	1	7	171	0	253	64	26	343	2	1	1	0	4	964
Total	68	1438	12	4	1522	579	9	18	30	636	6	804	228	88	1126	7	4	2	2	15	3299
08:00 AM	22	395	7	3	427	180	12	9	5	206	6	219	60	40	325	2	5	0	1	8	966
08:15 AM	20	351	4	2	377	159	6	3	11	179	0	271	60	45	376	4	3	0	1	8	940
08:30 AM	16	338	5	1	360	170	3	4	13	190	5	245	49	42	341	6	4	0	1	11	902
08:45 AM	16	374	8	8	406	153	7	8	7	175	2	256	72	42	372	3	7	2	2	14	967
Total	74	1458	24	14	1570	662	28	24	36	750	13	991	241	169	1414	15	19	2	5	41	3775
09:00 AM	15	343	9	7	374	124	8	13	5	150	3	260	75	39	377	7	1	1	2	11	912
09:15 AM	13	334	7	5	359	135	6	20	9	170	7	264	63	40	374	9	4	4	2	19	922
09:30 AM	23	356	13	5	397	135	18	9	8	170	11	227	56	39	333	7	5	2	2	16	916
09:45 AM	15	317	12	9	353	157	15	17	1	190	7	268	56	39	370	9	4	5	2	20	933
Total	66	1350	41	26	1483	551	47	59	23	680	28	1019	250	157	1454	32	14	12	8	66	3683
10:00 AM	16	282	15	12	325	115	15	10	0	140	10	289	70	40	409	14	5	3	3	25	899
10:15 AM	13	292	14	7	326	144	16	15	3	178	7	278	62	43	390	23	8	3	5	39	933
10:30 AM	16	311	15	10	352	120	11	6	2	139	11	293	70	32	406	17	11	4	1	33	930
10:45 AM	11	335	27	11	384	132	30	14	1	177	12	276	62	45	395	11	5	1	7	24	980
Total	56	1220	71	40	1387	511	72	45	6	634	40	1136	264	160	1600	65	29	11	16	121	3742
11:00 AM	16	319	22	9	366	122	24	14	6	166	18	279	80	44	421	22	13	5	5	45	998
11:15 AM	18	320	11	11	360	96	21	15	4	136	13	320	63	43	439	22	14	7	3	46	981
11:30 AM	21	362	23	7	413	126	17	14	3	160	12	303	76	47	438	24	17	7	4	52	1063
11:45 AM	16	282	11	25	334	128	26	10	4	168	20	317	66	47	450	28	15	7	4	54	1006
Total	71	1283	67	52	1473	472	88	53	17	630	63	1219	285	181	1748	96	59	26	16	197	4048
12:00 PM	25	314	21	10	370	124	26	10	4	164	5	318	78	36	437	28	14	4	10	56	1027
12:15 PM	20	314	18	20	372	155	25	11	4	195	19	306	70	54	449	28	23	17	3	71	1087
12:30 PM	23	316	23	18	380	124	24	19	7	174	18	331	85	47	481	37	26	12	1	76	1111
12:45 PM	20	360	16	19	415	114	15	17	14	160	12	320	66	58	456	25	20	10	1	56	1087
Total	88	1304	78	67	1537	517	90	57	29	693	54	1275	299	195	1823	118	83	43	15	259	4312
01:00 PM	33	322	19	21	395	110	30	10	5	155	11	313	68	61	453	24	19	9	1	53	1056
01:15 PM	23	329	17	15	384	108	20	10	9	147	14	347	84	52	497	22	24	21	1	68	1096
01:30 PM	18	328	19	13	378	117	17	8	4	146	8	344	82	62	496	17	20	9	1	47	1067
01:45 PM	21	274	14	15	324	129	16	14	1	160	8	352	72	61	493	36	18	6	2	62	1039
Total	95	1253	69	64	1481	464	83	42	19	608	41	1356	306	236	1939	99	81	45	5	230	4258
02:00 PM	26	342	13	19	400	99	21	11	3	134	9	371	93	55	528	33	15	13	0	61	1123
02:15 PM	18	294	11	13	336	122	9	15	7	153	16	338	66	77	497	23	20	10	4	57	1043
02:30 PM	16	335	11	10	372	131	11	10	5	157	15	414	91	46	566	28	26	17	0	71	1166
02:45 PM	20	307	9	12	348	122	15	12	10	159	13	379	90	58	540	10	24	11	1	46	1093
Total	80	1278	44	54	1456	474	56	48	25	603	53	1502	340	236	2131	94	85	51	5	235	4425

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

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Groups Printed- Passenger Vehicles

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
03:00 PM	21	335	13	7	376	92	14	10	7	123	13	375	111	44	543	33	16	1	5	55	1097
03:15 PM	16	320	13	12	361	118	10	13	3	144	11	411	105	46	573	11	12	4	3	30	1108
03:30 PM	30	342	7	14	393	127	16	11	6	160	17	376	117	56	566	22	16	8	4	50	1169
03:45 PM	26	273	9	10	318	109	8	14	8	139	10	374	87	49	520	23	11	2	3	39	1016
Total	93	1270	42	43	1448	446	48	48	24	566	51	1536	420	195	2202	89	55	15	15	174	4390
04:00 PM	22	342	16	6	386	109	13	9	4	135	6	474	124	57	661	17	10	6	2	35	1217
04:15 PM	24	287	18	7	336	135	13	7	3	158	8	399	97	55	559	23	14	10	3	50	1103
04:30 PM	23	318	8	7	356	126	12	11	11	160	3	353	104	56	516	15	10	4	3	32	1064
04:45 PM	15	340	12	11	378	110	12	11	8	141	13	483	107	64	667	18	18	7	2	45	1231
Total	84	1287	54	31	1456	480	50	38	26	594	30	1709	432	232	2403	73	52	27	10	162	4615
05:00 PM	22	395	14	7	438	125	16	6	1	148	9	451	114	68	642	21	14	9	2	46	1274
05:15 PM	24	375	8	14	421	139	12	14	1	166	9	462	121	79	671	19	13	7	2	41	1299
05:30 PM	16	353	4	7	380	127	12	11	3	153	6	507	113	60	686	12	11	3	1	27	1246
05:45 PM	9	316	4	4	333	91	7	4	7	109	4	390	129	49	572	23	12	4	4	43	1057
Total	71	1439	30	32	1572	482	47	35	12	576	28	1810	477	256	2571	75	50	23	9	157	4876
06:00 PM	18	279	6	6	309	103	15	18	0	136	6	359	100	54	519	15	15	9	0	39	1003
06:15 PM	20	276	12	3	311	106	11	11	5	133	6	302	97	61	466	7	10	3	2	22	932
06:30 PM	17	237	7	9	270	82	13	4	4	103	8	291	79	46	424	14	7	3	2	26	823
06:45 PM	15	221	5	1	242	54	4	4	6	68	9	229	71	27	336	16	12	4	2	34	680
Total	70	1013	30	19	1132	345	43	37	15	440	29	1181	347	188	1745	52	44	19	6	121	3438
Grand Total	916	15593	562	446	17517	5983	661	504	262	7410	436	15538	3889	2293	22156	815	575	276	112	1778	48861
Apprch %	5.2	89	3.2	2.5		80.7	8.9	6.8	3.5		2	70.1	17.6	10.3		45.8	32.3	15.5	6.3		
Total %	1.9	31.9	1.2	0.9	35.9	12.2	1.4	1	0.5	15.2	0.9	31.8	8	4.7	45.3	1.7	1.2	0.6	0.2	3.6	

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	15	340	12	11	378	110	12	11	8	141	13	483	107	64	667	18	18	7	2	45	1231
05:00 PM	22	395	14	7	438	125	16	6	1	148	9	451	114	68	642	21	14	9	2	46	1274
05:15 PM	24	375	8	14	421	139	12	14	1	166	9	462	121	79	671	19	13	7	2	41	1299
05:30 PM	16	353	4	7	380	127	12	11	3	153	6	507	113	60	686	12	11	3	1	27	1246
Total Volume	77	1463	38	39	1617	501	52	42	13	608	37	1903	455	271	2666	70	56	26	7	159	5050
% App. Total	4.8	90.5	2.4	2.4		82.4	8.6	6.9	2.1		1.4	71.4	17.1	10.2		44	35.2	16.4	4.4		
PHF	.802	.926	.679	.696	.923	.901	.813	.750	.406	.916	.712	.938	.940	.858	.972	.833	.778	.722	.875	.864	.972

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	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					08:00 AM					04:45 PM					12:00 PM					
+0 mins.	23	387	4	1	415	180	12	9	5	206	13	483	107	64	667	28	14	4	10	56	
+15 mins.	24	416	5	1	446	159	6	3	11	179	9	451	114	68	642	28	23	17	3	71	
+30 mins.	22	395	7	3	427	170	3	4	13	190	9	462	121	79	671	37	26	12	1	76	
+45 mins.	20	351	4	2	377	153	7	8	7	175	6	507	113	60	686	25	20	10	1	56	
Total Volume	89	1549	20	7	1665	662	28	24	36	750	37	1903	455	271	2666	118	83	43	15	259	
% App. Total	5.3	93	1.2	0.4		88.3	3.7	3.2	4.8		1.4	71.4	17.1	10.2		45.6	32	16.6	5.8		
PHF	.927	.931	.714	.583	.933	.919	.583	.667	.692	.910	.712	.938	.940	.858	.972	.797	.798	.632	.375	.852	

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

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Groups Printed- Heavy Vehicles

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
07:00 AM	1	4	0	0	5	7	0	1	0	8	0	8	5	1	14	0	0	0	0	0	27
07:15 AM	0	9	1	0	10	7	0	1	0	8	1	6	8	1	16	0	0	0	0	0	34
07:30 AM	0	16	0	0	16	7	0	0	0	7	0	6	3	0	9	0	0	0	0	0	32
07:45 AM	0	13	0	0	13	10	0	0	2	12	0	11	4	2	17	0	0	0	0	0	42
Total	1	42	1	0	44	31	0	2	2	35	1	31	20	4	56	0	0	0	0	0	135
08:00 AM	0	13	1	0	14	7	1	0	1	9	0	7	3	2	12	0	0	0	0	0	35
08:15 AM	0	12	0	1	13	17	0	0	0	17	0	4	3	1	8	0	0	0	1	1	39
08:30 AM	0	10	0	0	10	8	0	0	1	9	0	9	3	1	13	0	0	0	0	0	32
08:45 AM	0	12	0	0	12	6	0	0	1	7	0	3	3	1	7	0	0	0	0	0	26
Total	0	47	1	1	49	38	1	0	3	42	0	23	12	5	40	0	0	0	1	1	132
09:00 AM	1	11	0	0	12	4	0	1	0	5	0	4	6	3	13	0	0	0	0	0	30
09:15 AM	0	7	0	0	7	3	1	0	0	4	0	7	2	6	15	0	0	0	0	0	26
09:30 AM	3	11	0	0	14	4	0	1	0	5	0	9	5	3	17	1	0	0	0	1	37
09:45 AM	1	9	0	0	10	11	0	4	0	15	0	7	3	5	15	0	0	0	0	0	40
Total	5	38	0	0	43	22	1	6	0	29	0	27	16	17	60	1	0	0	0	1	133
10:00 AM	1	8	0	0	9	8	0	3	0	11	0	17	2	1	20	0	2	0	0	2	42
10:15 AM	1	8	1	0	10	9	1	2	0	12	0	12	5	1	18	0	1	0	0	1	41
10:30 AM	1	8	0	0	9	6	0	1	0	7	0	10	0	1	11	0	0	0	0	0	27
10:45 AM	0	10	0	0	10	3	0	3	0	6	0	8	4	0	12	0	0	0	0	0	28
Total	3	34	1	0	38	26	1	9	0	36	0	47	11	3	61	0	3	0	0	3	138
11:00 AM	0	17	0	0	17	2	0	0	0	2	0	5	3	5	13	0	0	0	0	0	32
11:15 AM	1	8	0	0	9	14	0	2	0	16	0	12	4	1	17	0	0	0	0	0	42
11:30 AM	1	11	1	0	13	7	0	0	0	7	0	10	3	4	17	0	1	0	0	1	38
11:45 AM	0	6	0	0	6	11	0	0	0	11	1	7	5	5	18	1	0	0	0	1	36
Total	2	42	1	0	45	34	0	2	0	36	1	34	15	15	65	1	1	0	0	2	148
12:00 PM	2	5	1	0	8	8	1	0	0	9	0	5	7	4	16	0	0	0	0	0	33
12:15 PM	2	2	0	0	4	6	0	0	0	6	0	5	7	1	13	0	0	0	0	0	23
12:30 PM	1	7	0	0	8	2	0	1	0	3	0	5	8	4	17	0	0	0	0	0	28
12:45 PM	0	10	1	0	11	4	0	1	1	6	0	10	1	3	14	0	0	0	0	0	31
Total	5	24	2	0	31	20	1	2	1	24	0	25	23	12	60	0	0	0	0	0	115
01:00 PM	0	8	0	0	8	5	0	0	0	5	1	7	1	5	14	0	3	0	0	3	30
01:15 PM	2	5	1	0	8	4	0	1	0	5	0	9	2	4	15	1	1	0	0	2	30
01:30 PM	0	9	0	0	9	6	0	0	0	6	0	2	2	4	8	0	1	0	0	1	24
01:45 PM	2	4	0	0	6	11	0	0	0	11	0	11	1	3	15	0	0	0	0	0	32
Total	4	26	1	0	31	26	0	1	0	27	1	29	6	16	52	1	5	0	0	6	116
02:00 PM	1	8	0	0	9	7	0	0	0	7	0	11	7	8	26	1	0	0	0	1	43
02:15 PM	1	7	0	0	8	6	0	0	0	6	0	4	7	2	13	1	1	0	0	2	29
02:30 PM	0	3	1	0	4	8	0	0	1	9	0	8	8	8	24	1	0	0	0	1	38
02:45 PM	0	5	1	0	6	5	0	0	0	5	0	11	5	4	20	0	0	0	0	0	31
Total	2	23	2	0	27	26	0	0	1	27	0	34	27	22	83	3	1	0	0	4	141

Intersection Turning Movement Count

City/County: Naples/Collier
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Groups Printed- Heavy Vehicles

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
03:00 PM	0	4	0	0	4	7	0	0	0	7	0	5	9	1	15	0	1	0	0	1	27
03:15 PM	2	4	0	0	6	7	1	0	0	8	0	9	7	3	19	1	0	0	0	1	34
03:30 PM	1	3	0	0	4	5	0	1	0	6	0	8	7	6	21	0	0	0	0	0	31
03:45 PM	0	5	0	0	5	2	1	1	1	5	0	5	4	2	11	0	0	0	0	0	21
Total	3	16	0	0	19	21	2	2	1	26	0	27	27	12	66	1	1	0	0	2	113
04:00 PM	2	6	0	0	8	2	0	1	0	3	0	5	6	3	14	1	1	0	0	2	27
04:15 PM	2	3	0	0	5	1	0	0	1	2	0	11	8	4	23	0	0	0	0	0	30
04:30 PM	1	4	0	0	5	4	0	1	0	5	0	7	2	2	11	0	0	0	0	0	21
04:45 PM	1	3	0	0	4	1	0	0	0	1	0	7	2	3	12	0	0	0	0	0	17
Total	6	16	0	0	22	8	0	2	1	11	0	30	18	12	60	1	1	0	0	2	95
05:00 PM	0	3	0	0	3	5	0	0	1	6	0	4	2	6	12	0	0	0	0	0	21
05:15 PM	0	3	0	0	3	2	0	1	0	3	0	0	2	3	5	0	0	0	0	0	11
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	5	3	1	9	0	0	0	0	0	12
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	3	1	6	0	0	0	0	0	7
Total	0	8	0	0	8	8	0	2	1	11	0	11	10	11	32	0	0	0	0	0	51
06:00 PM	1	2	0	0	3	0	0	1	0	1	0	2	4	2	8	0	0	0	0	0	12
06:15 PM	0	4	0	0	4	1	0	0	0	1	0	4	2	1	7	0	0	0	0	0	12
06:30 PM	0	1	0	0	1	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	6
06:45 PM	0	4	0	0	4	0	0	0	1	1	0	1	2	0	3	0	0	0	0	0	8
Total	1	11	0	0	12	3	0	1	1	5	0	9	9	3	21	0	0	0	0	0	38
Grand Total	32	327	9	1	369	263	6	29	11	309	3	327	194	132	656	8	12	0	1	21	1355
Apprch %	8.7	88.6	2.4	0.3		85.1	1.9	9.4	3.6		0.5	49.8	29.6	20.1		38.1	57.1	0	4.8		
Total %	2.4	24.1	0.7	0.1	27.2	19.4	0.4	2.1	0.8	22.8	0.2	24.1	14.3	9.7	48.4	0.6	0.9	0	0.1	1.5	

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30 AM																					
09:30 AM	3	11	0	0	14	4	0	1	0	5	0	9	5	3	17	1	0	0	0	1	37
09:45 AM	1	9	0	0	10	11	0	4	0	15	0	7	3	5	15	0	0	0	0	0	40
10:00 AM	1	8	0	0	9	8	0	3	0	11	0	17	2	1	20	0	2	0	0	2	42
10:15 AM	1	8	1	0	10	9	1	2	0	12	0	12	5	1	18	0	1	0	0	1	41
Total Volume	6	36	1	0	43	32	1	10	0	43	0	45	15	10	70	1	3	0	0	4	160
% App. Total	14	83.7	2.3	0		74.4	2.3	23.3	0		0	64.3	21.4	14.3		25	75	0	0		
PHF	.500	.818	.250	.000	.768	.727	.250	.625	.000	.717	.000	.662	.750	.500	.875	.250	.375	.000	.000	.500	.952

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	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:45 AM					02:00 PM					12:45 PM					
+0 mins.	0	16	0	0	16	10	0	0	2	12	0	11	7	8	26	0	0	0	0	0	
+15 mins.	0	13	0	0	13	7	1	0	1	9	0	4	7	2	13	0	3	0	0	3	
+30 mins.	0	13	1	0	14	17	0	0	0	17	0	8	8	8	24	1	1	0	0	2	
+45 mins.	0	12	0	1	13	8	0	0	1	9	0	11	5	4	20	0	1	0	0	1	
Total Volume	0	54	1	1	56	42	1	0	4	47	0	34	27	22	83	1	5	0	0	6	
% App. Total	0	96.4	1.8	1.8		89.4	2.1	0	8.5		0	41	32.5	26.5		16.7	83.3	0	0		
PHF	.000	.844	.250	.250	.875	.618	.250	.000	.500	.691	.000	.773	.844	.688	.798	.250	.417	.000	.000	.500	

Intersection Turning Movement Count

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Site Code : 18035
Start Date : 4/16/2019
Page No : 1

Groups Printed- UTurns

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
*** BREAK ***																					
07:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
08:00 AM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	0	0	0	8	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	15
09:00 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
09:15 AM	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
09:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
09:45 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	8	0	0	0	8	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	19
10:00 AM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
10:15 AM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
10:30 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
10:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	13	0	0	0	13	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	29
11:00 AM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
11:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
11:30 AM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
11:45 AM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
Total	11	0	0	0	11	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	27
12:00 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
12:15 PM	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	1	0	0	0	1	11
12:30 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
12:45 PM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
Total	14	0	0	0	14	0	0	0	0	0	23	0	0	0	23	1	0	0	0	1	38
01:00 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
01:15 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
01:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
01:45 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
Total	18	0	0	0	18	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	38
02:00 PM	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
02:15 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
02:30 PM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
02:45 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
Total	16	0	0	0	16	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	32

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : US41&OldUS41
Site Code : 18035
Start Date : 4/16/2019
Page No : 2

Groups Printed- UTurns

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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
03:00 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
03:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
03:30 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
03:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	6	0	0	0	6	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	18
04:00 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
04:15 PM	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11
04:30 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
04:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	14	0	0	0	14	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	27
05:00 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
05:45 PM	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10
Total	5	0	0	0	5	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	25
06:00 PM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
06:15 PM	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	12
06:30 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
06:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	11	0	0	0	11	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	26
Grand Total	128	0	0	0	128	0	0	0	0	0	170	0	0	0	170	1	0	0	0	1	299
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	42.8	0	0	0	42.8	0	0	0	0	0	56.9	0	0	0	56.9	0.3	0	0	0	0.3	

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
01:45 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
02:00 PM	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
02:15 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
Total Volume	22	0	0	0	22	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	41
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.000	.000	.000	.000	.000	.932

Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

File Name : US41&OldUS41
Site Code : 18035
Start Date : 4/16/2019
Page No : 3

	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	01:30 PM					07:00 AM					05:30 PM					11:30 AM					
+0 mins.	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
+15 mins.	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
+30 mins.	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
+45 mins.	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	
Total Volume	22	0	0	0	22	0	0	0	0	0	24	0	0	0	24	1	0	0	0	1	
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.857	.000	.000	.000	.857	.250	.000	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

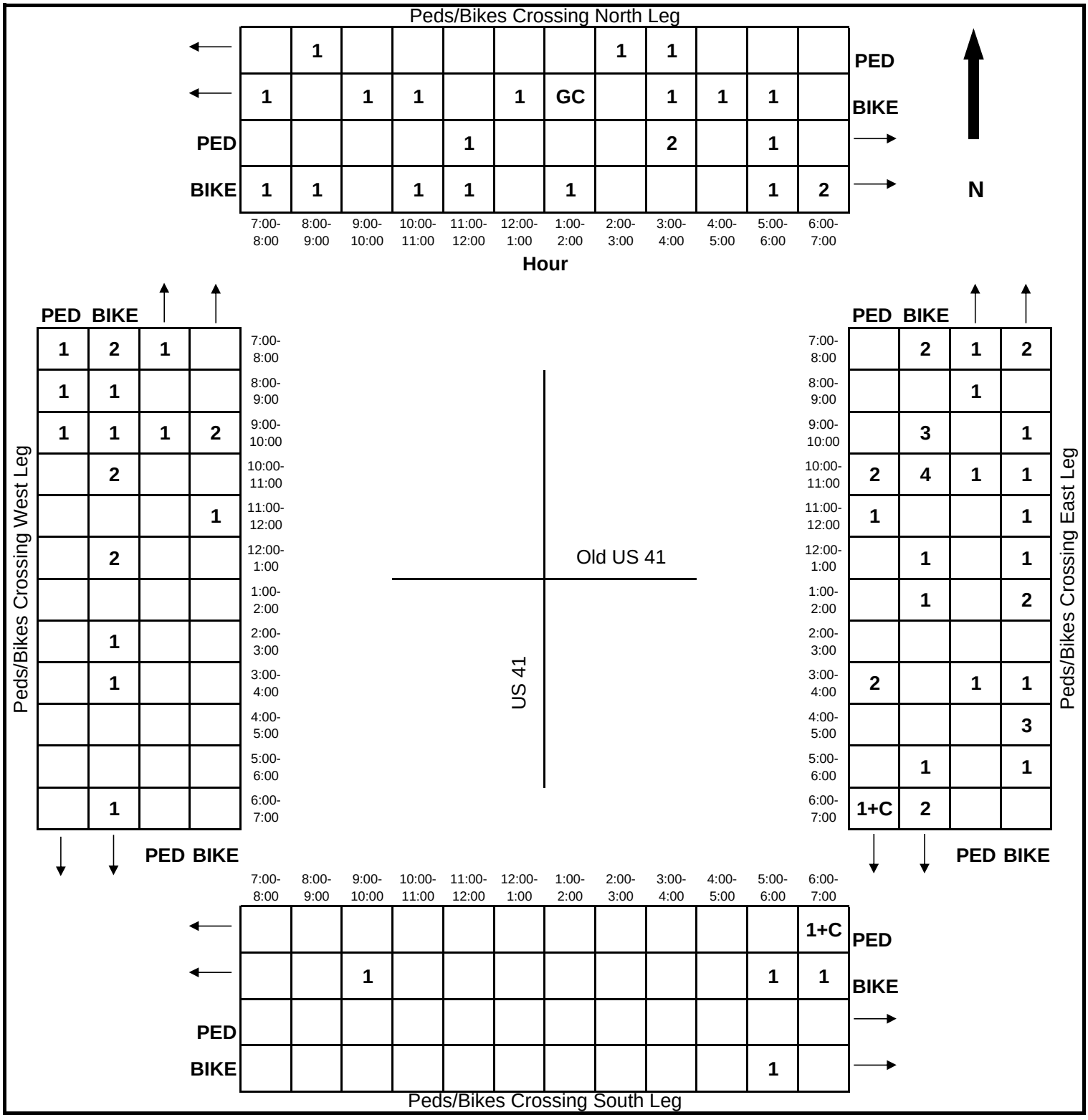
Date: 4/16/2019 Day: Tuesday

Count Times: 7am - 7pm Weather: Clear

Intersection: US 41 at Old US 41

Comments: GC - Golf Cart

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Hour	Peds/Bikes Crossing North Leg PED	Peds/Bikes Crossing North Leg BIKE	Peds/Bikes Crossing West Leg PED	Peds/Bikes Crossing West Leg BIKE	Peds/Bikes Crossing East Leg PED	Peds/Bikes Crossing East Leg BIKE	Peds/Bikes Crossing South Leg PED	Peds/Bikes Crossing South Leg BIKE
7:00-8:00	1	1	1	2	2	1	1+C	
8:00-9:00	1	1	1	1	1			
9:00-10:00	1	1	1	2	3	1		
10:00-11:00	2	4	2		1	1		
11:00-12:00	1		1		1	1		
12:00-1:00	1		2		1	1		
1:00-2:00	1	2			1	2		
2:00-3:00			1					
3:00-4:00	2	1	1		1	1		
4:00-5:00						3		
5:00-6:00	1	1			1	1		1
6:00-7:00	1+C		1		2			
7:00-8:00				1				
8:00-9:00								
9:00-10:00								
10:00-11:00								
11:00-12:00				1				
12:00-1:00				2				
1:00-2:00								
2:00-3:00				1				
3:00-4:00				1				
4:00-5:00								
5:00-6:00								
6:00-7:00				1				
7:00-8:00		1					1+C	
8:00-9:00	1							
9:00-10:00	1		1					
10:00-11:00				1				
11:00-12:00		1						
12:00-1:00				2				
1:00-2:00								
2:00-3:00				1				
3:00-4:00				1				
4:00-5:00								
5:00-6:00								
6:00-7:00				1				
7:00-8:00			1	2				
8:00-9:00			1	1				
9:00-10:00			1	1				
10:00-11:00				2				
11:00-12:00								
12:00-1:00				2				
1:00-2:00								
2:00-3:00				1				
3:00-4:00				1				
4:00-5:00								
5:00-6:00								
6:00-7:00				1				
7:00-8:00	1	1						
8:00-9:00	1	1						
9:00-10:00	2	1						
10:00-11:00	1	1						
11:00-12:00	1	2						
12:00-1:00	2	1						
1:00-2:00	1	1						
2:00-3:00	1	1						
3:00-4:00	2	1						
4:00-5:00	1	1						
5:00-6:00	1	2						1
6:00-7:00	1	2						

Appendix C:
Seasonal and Axle Adjustment Factors for Collier and Lee Counties

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 0300 COLLIER COUNTYWIDE

MOCF: 0.89

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.94	1.06
2	01/07/2018 - 01/13/2018	0.94	1.06
3	01/14/2018 - 01/20/2018	0.94	1.06
* 4	01/21/2018 - 01/27/2018	0.92	1.03
* 5	01/28/2018 - 02/03/2018	0.90	1.01
* 6	02/04/2018 - 02/10/2018	0.89	1.00
* 7	02/11/2018 - 02/17/2018	0.87	0.98
* 8	02/18/2018 - 02/24/2018	0.86	0.97
* 9	02/25/2018 - 03/03/2018	0.86	0.97
*10	03/04/2018 - 03/10/2018	0.86	0.97
*11	03/11/2018 - 03/17/2018	0.86	0.97
*12	03/18/2018 - 03/24/2018	0.87	0.98
*13	03/25/2018 - 03/31/2018	0.88	0.99
*14	04/01/2018 - 04/07/2018	0.90	1.01
*15	04/08/2018 - 04/14/2018	0.91	1.02
*16	04/15/2018 - 04/21/2018	0.93	1.04
17	04/22/2018 - 04/28/2018	0.95	1.07
18	04/29/2018 - 05/05/2018	0.98	1.10
19	05/06/2018 - 05/12/2018	1.01	1.13
20	05/13/2018 - 05/19/2018	1.04	1.17
21	05/20/2018 - 05/26/2018	1.05	1.18
22	05/27/2018 - 06/02/2018	1.06	1.19
23	06/03/2018 - 06/09/2018	1.08	1.21
24	06/10/2018 - 06/16/2018	1.09	1.22
25	06/17/2018 - 06/23/2018	1.08	1.21
26	06/24/2018 - 06/30/2018	1.08	1.21
27	07/01/2018 - 07/07/2018	1.07	1.20
28	07/08/2018 - 07/14/2018	1.06	1.19
29	07/15/2018 - 07/21/2018	1.06	1.19
30	07/22/2018 - 07/28/2018	1.06	1.19
31	07/29/2018 - 08/04/2018	1.06	1.19
32	08/05/2018 - 08/11/2018	1.06	1.19
33	08/12/2018 - 08/18/2018	1.07	1.20
34	08/19/2018 - 08/25/2018	1.08	1.21
35	08/26/2018 - 09/01/2018	1.10	1.24
36	09/02/2018 - 09/08/2018	1.11	1.25
37	09/09/2018 - 09/15/2018	1.13	1.27
38	09/16/2018 - 09/22/2018	1.12	1.26
39	09/23/2018 - 09/29/2018	1.10	1.24
40	09/30/2018 - 10/06/2018	1.09	1.22
41	10/07/2018 - 10/13/2018	1.08	1.21
42	10/14/2018 - 10/20/2018	1.06	1.19
43	10/21/2018 - 10/27/2018	1.04	1.17
44	10/28/2018 - 11/03/2018	1.02	1.15
45	11/04/2018 - 11/10/2018	0.99	1.11
46	11/11/2018 - 11/17/2018	0.97	1.09
47	11/18/2018 - 11/24/2018	0.96	1.08
48	11/25/2018 - 12/01/2018	0.96	1.08
49	12/02/2018 - 12/08/2018	0.95	1.07
50	12/09/2018 - 12/15/2018	0.94	1.06
51	12/16/2018 - 12/22/2018	0.94	1.06
52	12/23/2018 - 12/29/2018	0.94	1.06
53	12/30/2018 - 12/31/2018	0.94	1.06

* PEAK SEASON

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 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 03 - COLLIER

WEEK	DATES	0304 US41,LEE C/L-CR896	0305 SR84,SANTABARB-SR951	0306 US41,CR896-SR951	0307 US41,SR951-SR29
1	01/01/2018 - 01/06/2018	0.99	0.96	0.99	0.96
2	01/07/2018 - 01/13/2018	0.99	0.96	0.99	0.95
3	01/14/2018 - 01/20/2018	0.99	0.96	0.99	0.93
4	01/21/2018 - 01/27/2018	0.99	0.96	0.99	0.93
5	01/28/2018 - 02/03/2018	0.99	0.96	0.99	0.93
6	02/04/2018 - 02/10/2018	0.99	0.96	0.99	0.93
7	02/11/2018 - 02/17/2018	0.99	0.96	0.99	0.93
8	02/18/2018 - 02/24/2018	0.99	0.96	0.99	0.93
9	02/25/2018 - 03/03/2018	0.99	0.96	0.99	0.94
10	03/04/2018 - 03/10/2018	0.99	0.96	0.99	0.94
11	03/11/2018 - 03/17/2018	0.99	0.96	0.99	0.94
12	03/18/2018 - 03/24/2018	0.99	0.96	0.99	0.94
13	03/25/2018 - 03/31/2018	0.99	0.96	0.99	0.95
14	04/01/2018 - 04/07/2018	0.99	0.96	0.99	0.95
15	04/08/2018 - 04/14/2018	0.99	0.96	0.99	0.96
16	04/15/2018 - 04/21/2018	0.99	0.96	0.99	0.96
17	04/22/2018 - 04/28/2018	0.99	0.96	0.99	0.96
18	04/29/2018 - 05/05/2018	0.99	0.96	0.99	0.96
19	05/06/2018 - 05/12/2018	0.99	0.96	0.99	0.95
20	05/13/2018 - 05/19/2018	0.99	0.96	0.99	0.95
21	05/20/2018 - 05/26/2018	0.99	0.96	0.99	0.95
22	05/27/2018 - 06/02/2018	0.99	0.96	0.99	0.96
23	06/03/2018 - 06/09/2018	0.99	0.96	0.99	0.96
24	06/10/2018 - 06/16/2018	0.99	0.96	0.99	0.96
25	06/17/2018 - 06/23/2018	0.99	0.96	0.99	0.96
26	06/24/2018 - 06/30/2018	0.99	0.96	0.99	0.96
27	07/01/2018 - 07/07/2018	0.99	0.96	0.99	0.96
28	07/08/2018 - 07/14/2018	0.99	0.96	0.99	0.96
29	07/15/2018 - 07/21/2018	0.99	0.96	0.99	0.96
30	07/22/2018 - 07/28/2018	0.99	0.96	0.99	0.96
31	07/29/2018 - 08/04/2018	0.99	0.96	0.99	0.96
32	08/05/2018 - 08/11/2018	0.99	0.96	0.99	0.95
33	08/12/2018 - 08/18/2018	0.99	0.96	0.99	0.95
34	08/19/2018 - 08/25/2018	0.99	0.96	0.99	0.95
35	08/26/2018 - 09/01/2018	0.99	0.96	0.99	0.95
36	09/02/2018 - 09/08/2018	0.99	0.96	0.99	0.95
37	09/09/2018 - 09/15/2018	0.99	0.96	0.99	0.95
38	09/16/2018 - 09/22/2018	0.99	0.96	0.99	0.95
39	09/23/2018 - 09/29/2018	0.99	0.96	0.99	0.95
40	09/30/2018 - 10/06/2018	0.99	0.96	0.99	0.95
41	10/07/2018 - 10/13/2018	0.99	0.96	0.99	0.95
42	10/14/2018 - 10/20/2018	0.99	0.96	0.99	0.95
43	10/21/2018 - 10/27/2018	0.99	0.96	0.99	0.95
44	10/28/2018 - 11/03/2018	0.99	0.96	0.99	0.96
45	11/04/2018 - 11/10/2018	0.99	0.96	0.99	0.96
46	11/11/2018 - 11/17/2018	0.99	0.96	0.99	0.96
47	11/18/2018 - 11/24/2018	0.99	0.96	0.99	0.96
48	11/25/2018 - 12/01/2018	0.99	0.96	0.99	0.96
49	12/02/2018 - 12/08/2018	0.99	0.96	0.99	0.96
50	12/09/2018 - 12/15/2018	0.99	0.96	0.99	0.96
51	12/16/2018 - 12/22/2018	0.99	0.96	0.99	0.95
52	12/23/2018 - 12/29/2018	0.99	0.96	0.99	0.94
53	12/30/2018 - 12/31/2018	0.99	0.96	0.99	0.93

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 12 - LEE

WEEK	DATES	1213 SR 739,HANSON-SR80WB	1214 SR 739, SR80WB-SR 78	1215 SR 865,ESTERO-SR867	1216 SR865,US41-SR739
1	01/01/2018 - 01/06/2018	0.98	0.97	1.00	0.98
2	01/07/2018 - 01/13/2018	0.98	0.97	1.00	0.98
3	01/14/2018 - 01/20/2018	0.98	0.97	1.00	0.98
4	01/21/2018 - 01/27/2018	0.98	0.97	1.00	0.98
5	01/28/2018 - 02/03/2018	0.98	0.97	1.00	0.98
6	02/04/2018 - 02/10/2018	0.98	0.97	1.00	0.98
7	02/11/2018 - 02/17/2018	0.98	0.97	1.00	0.98
8	02/18/2018 - 02/24/2018	0.98	0.97	1.00	0.98
9	02/25/2018 - 03/03/2018	0.98	0.97	1.00	0.98
10	03/04/2018 - 03/10/2018	0.98	0.97	1.00	0.98
11	03/11/2018 - 03/17/2018	0.98	0.97	1.00	0.98
12	03/18/2018 - 03/24/2018	0.98	0.97	1.00	0.98
13	03/25/2018 - 03/31/2018	0.98	0.97	1.00	0.98
14	04/01/2018 - 04/07/2018	0.98	0.97	1.00	0.98
15	04/08/2018 - 04/14/2018	0.98	0.97	1.00	0.98
16	04/15/2018 - 04/21/2018	0.98	0.97	1.00	0.98
17	04/22/2018 - 04/28/2018	0.98	0.97	1.00	0.98
18	04/29/2018 - 05/05/2018	0.98	0.97	1.00	0.98
19	05/06/2018 - 05/12/2018	0.98	0.97	1.00	0.97
20	05/13/2018 - 05/19/2018	0.98	0.97	1.00	0.97
21	05/20/2018 - 05/26/2018	0.98	0.97	1.00	0.97
22	05/27/2018 - 06/02/2018	0.98	0.97	1.00	0.98
23	06/03/2018 - 06/09/2018	0.98	0.97	1.00	0.98
24	06/10/2018 - 06/16/2018	0.98	0.97	1.00	0.98
25	06/17/2018 - 06/23/2018	0.98	0.97	1.00	0.98
26	06/24/2018 - 06/30/2018	0.98	0.97	1.00	0.98
27	07/01/2018 - 07/07/2018	0.98	0.97	1.00	0.98
28	07/08/2018 - 07/14/2018	0.98	0.97	1.00	0.98
29	07/15/2018 - 07/21/2018	0.98	0.97	1.00	0.98
30	07/22/2018 - 07/28/2018	0.98	0.97	1.00	0.98
31	07/29/2018 - 08/04/2018	0.98	0.97	1.00	0.98
32	08/05/2018 - 08/11/2018	0.98	0.97	1.00	0.98
33	08/12/2018 - 08/18/2018	0.98	0.97	1.00	0.98
34	08/19/2018 - 08/25/2018	0.98	0.97	1.00	0.98
35	08/26/2018 - 09/01/2018	0.98	0.97	1.00	0.98
36	09/02/2018 - 09/08/2018	0.98	0.97	1.00	0.98
37	09/09/2018 - 09/15/2018	0.98	0.97	1.00	0.98
38	09/16/2018 - 09/22/2018	0.98	0.97	1.00	0.98
39	09/23/2018 - 09/29/2018	0.98	0.97	1.00	0.98
40	09/30/2018 - 10/06/2018	0.98	0.97	1.00	0.98
41	10/07/2018 - 10/13/2018	0.98	0.97	1.00	0.98
42	10/14/2018 - 10/20/2018	0.98	0.97	1.00	0.98
43	10/21/2018 - 10/27/2018	0.98	0.97	1.00	0.98
44	10/28/2018 - 11/03/2018	0.98	0.97	1.00	0.98
45	11/04/2018 - 11/10/2018	0.98	0.97	1.00	0.98
46	11/11/2018 - 11/17/2018	0.98	0.97	1.00	0.98
47	11/18/2018 - 11/24/2018	0.98	0.97	1.00	0.98
48	11/25/2018 - 12/01/2018	0.98	0.97	1.00	0.98
49	12/02/2018 - 12/08/2018	0.98	0.97	1.00	0.98
50	12/09/2018 - 12/15/2018	0.98	0.97	1.00	0.98
51	12/16/2018 - 12/22/2018	0.98	0.97	1.00	0.98
52	12/23/2018 - 12/29/2018	0.98	0.97	1.00	0.98
53	12/30/2018 - 12/31/2018	0.98	0.97	1.00	0.98

Appendix D:
Subarea Travel Demand Model Validation Memo

Technical Memorandum:

Date: 10/08/2019

To: Chris Simpron, Systems Planning Office, FDOT District One

From: RS&H Inc.

Subject: Travel Demand Forecasting Subarea/Corridor Validation Tech Memo for The Old US 41 (CR 887) PD&E Study

Introduction

This memorandum outlines the travel demand forecasting methodology used in the review and subarea/corridor validation of the District One Regional Planning Model (D1RPM) for the Old US 41 (CR 887) PD&E study. The study will evaluate existing traffic conditions of the corridor from Bonita Beach Rd to US 41 in Lee and Collier County. Traffic forecasts will be used to estimate design traffic for a 2040 design year.

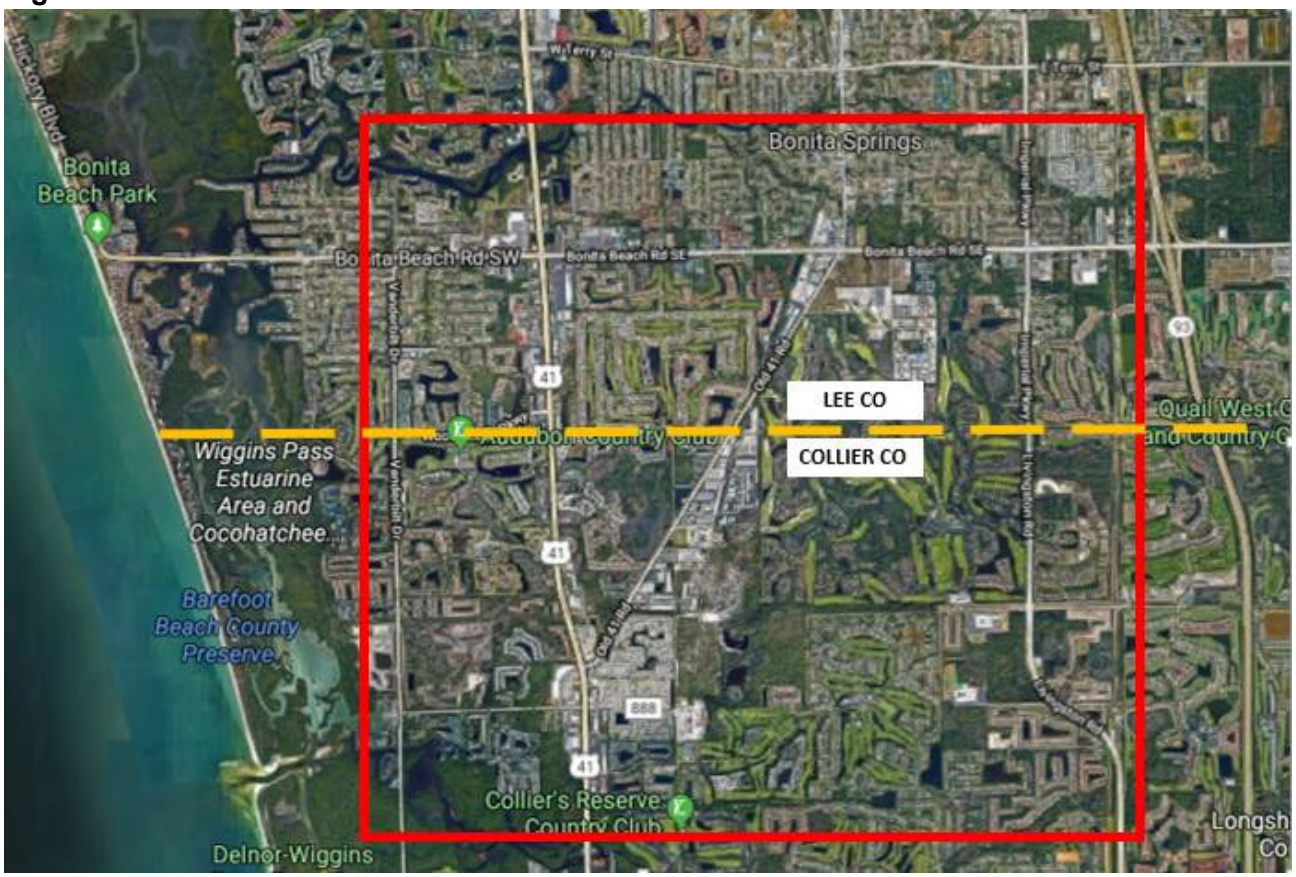
Review of Existing Travel Demand Model

This study utilizes the latest version of D1RPM (v1.0.6) for evaluating Old US 41 corridor for both base and future years (2010 & 2040). In order to maintain consistency with traffic development guidelines set forth in the FDOT PD&E Manual and the 2014 FDOT Project Traffic Forecasting Handbook, the D1RPM will be used to forecast future AADTs which will then be converted to design traffic. Refinements were made to the model for the study subarea.

Review of Base Model Assignments

A review of the D1RPM was conducted to assess whether the model is replicating travel patterns in the study area of influence at a reasonable and acceptable level. The guidelines set forth in the FDOT FSUTMS Model Calibration and Validation Standards and FDOT Project Traffic Forecasting Handbook were used in the assessment of the model accuracy and later in validation process. The project analysis limits were defined by the project team based on an identified area of influence which includes Old US 41 corridor from Bonita Beach RD to US 41, the primary parallel routes such as US 41, Imperial Pkwy/ Livingston Rd (CR 881) and Vanderbilt Dr (CR 901) and the primary cross roads such as Bonita Beach Rd and Immokalee Rd (CR 846). Figure 1 illustrates the subarea and network links that were evaluated.

Figure 1: Subarea Validation Area of Influence



The primary measures used to assess the performance of the 2010 Base model include, the percent deviation between the counts and assigned volumes, and the percent Root Mean Square Error (%RMSE) of these deviations. The results of this evaluation served as the basis for determining the necessity and scale of a subarea model validation.

Counts coded into the D1RPM were verified by the 2010 FDOT FTI database and were the primary inputs used to evaluate the base year model. D1RPM Peak Season Weekday Average Daily Traffic (PSWADT) values were converted to AADTs using a Model Output Conversion Factor (MOCF) for the study area. Model AADTs were then compared to 2010 counts. Figure 2 shows the location of the count stations and 2010 count AADTs in the study area. In addition to the coded counts in D1RPM, one additional count data on Old US 41 corridor north of Bonita Beach Rd was estimated using Lee County Traffic Count Reports[1]. The reports provide count AADT for this location from 2002 to 2007. Using this historical data, a count AADT was estimated for 2010 using a moving average regression model. Table 1 shows historical count data and estimated 2010 AADT.

[1] http://www.leegov.com/dot/traffic/trafficcountreports accessed on 09/15/2019.

Figure 2: 2010 Count AADTs in the Study Area

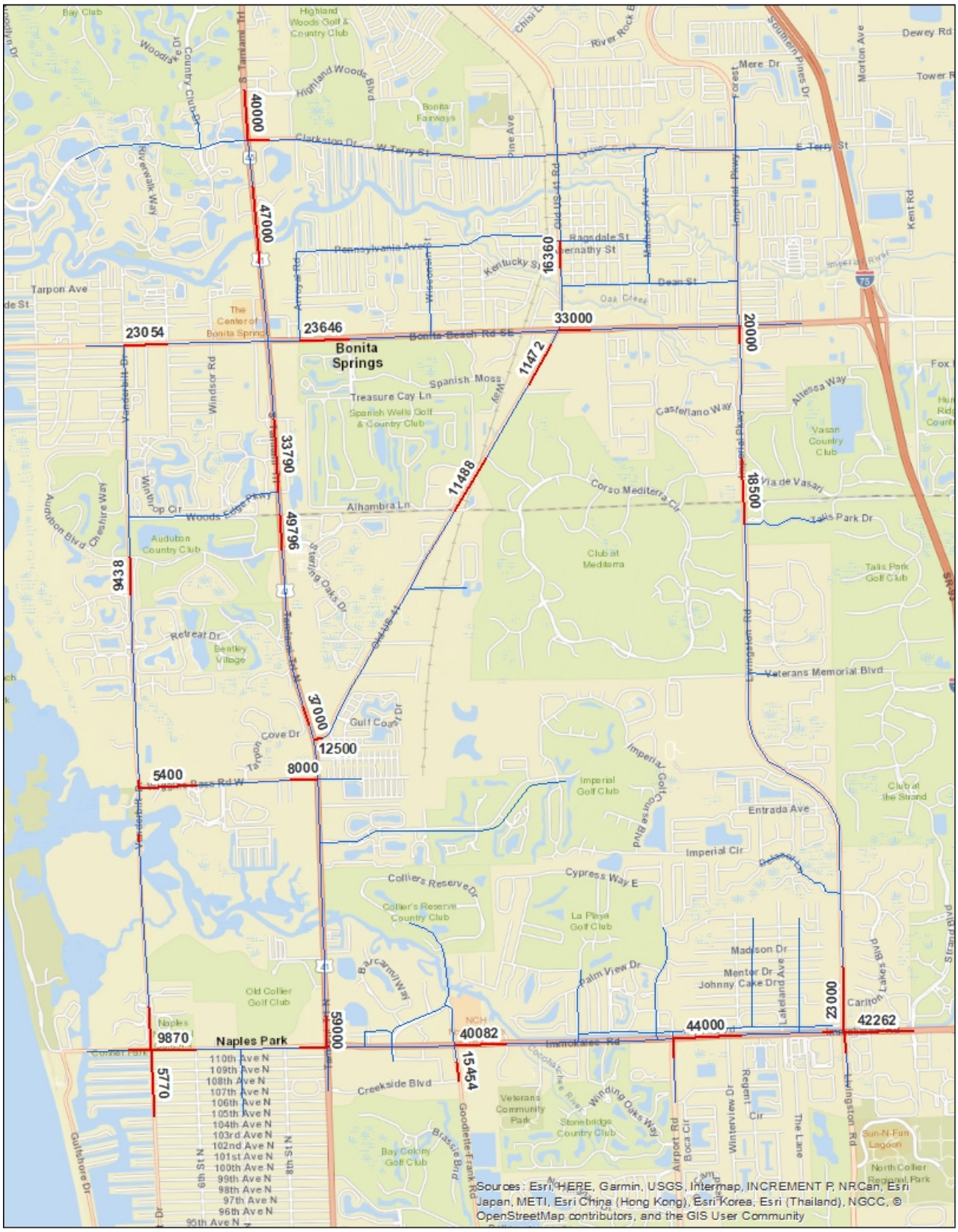


Table 1: Historical Count AADT on Old US 41 North of Bonita Beach Rd

Year	AADT
2002	17,000
2003	18,800
2004	20,800
2005	19,400
2006	19,300
2007	16,600
2010	16,360

The model evaluation and subsequent subarea validation focused on daily assignments. Table 2 illustrates volume/count ratio summaries by facility type and Table 3 illustrates RMSE values and comparisons to established thresholds as outlined in the FDOT Project Forecasting Handbook. Table 4 provides a detailed summary of volume/count ratios for the individual corridors in the study area.

Table 2: 2010 Original Volume/Count Ratio by Facility Type

Facility Type	Description	Links	Average Model AADT	Average Count AADT	V/C	Acceptable Threshold	Preferable Threshold
2x	Divided Arterials	20	33,989	32,339	0.95	+/- 15	+/- 10
3x	Undivided Arterials	1	15,454	7,658	0.50	+/- 15	+/- 10
4x	Collectors	13	9,399	8,404	0.89	+/- 25	+/- 20

Table 3: 2010 %RMSE by Volume Group

Volume Group	No. Links (count stations)	2010 Model AADT	2010 COUNT AADT	%RMSE	Acceptable Error Threshold	Preferable Error Threshold
Less Than 5,000	1	5,088	4,900	4%	100%	45%
5,000 - 9,999	8	5,208	8,041	39%	45%	35%
10,000 - 14,999	3	17,128	11,820	48%	35%	27%
15,000 - 19,999	4	13,643	16,954	30%	30%	25%
20,000 - 29,999	6	22,853	23,131	33%	27%	15%
30,000 - 49,999	11	38,338	40,649	14%	25%	15%
50,000 - 59,999	1	52156	59000	0	20%	10%
60,000+	-	-	-	-	19%	10%
Area-wide	34	22,462	24,042	23%	45%	35%

Initial review of the model subarea revealed that overall model volume for CR 887 were overestimated and volume to count ratios are above the acceptable ranges for all links of the corridor as defined in the FDOT Project Forecasting Handbook. However, the modeled volumes for the parallel facilities including US 41, CR 901 corridor were underestimated compared to the observed

traffic. It was also discovered that assignment issues exist on East-West facilities including Bonita Beach Rd and CR 846 the model both underestimated and overestimated the volumes which can relates to issues in distribution of trips to the corridors. The review of the subarea model showed a need for moderate validation of the model to better replicate observed traffic patterns in the study area.

Table 4: D1RPM Original 2010 Volume/Count Ratios

Link	Area Type	Facility Type	Lanes	Road	Direction	DESCRIPTION	MODEL AADT	COUNT AADT	V/C
1	31	23	2	BONITA BEACH RD	E	BONITA BEACH RD E OF VANDERBILT RD	22,782	23,053	0.99
2	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD/CR 865, E OF OLD 41 RD/CR 887 LC 226	26,996	33,000	0.82
3	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD SE E OF ARROYAL RD	31,795	23,646	1.34
4	42	23	2	CR 31	S	Airport Rd (CR 31) south of Immokalee Rd (CR 846)	9,970	26,089	0.38
5	42	24	3	CR 846	E	IMMOKALEE RD/CR 846, E OF AIRPORT RD CC 567	37,705	44,000	0.86
6	41	43	1	CR 846	E	Immokalee Rd (CR 846) west of Tamiami Tr (US 41/SR 45)	11,115	17,503	0.64
7	41	23	3	CR 846	E	Immokalee Rd (CR 846) east of Tamiami Tr (US 41/SR 45)	34,586	35,924	0.96
8	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)	35,257	40,082	0.88
9	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Airport Rd (CR 31)	43,771	44,284	0.99
10	42	24	3	CR 846	W	Immokalee Rd (CR 846) west of I-75 (SR 93)	47,853	42,261	1.13
11	31	47	1	CR 846	E	111th Avenue North west of Vanderbilt Dr (CR 901)	5,088	4,900	1.04
12	31	43	1	CR 846	E	111th Avenue North east of Vanderbilt Dr (CR 901)	6,332	9,869	0.64
13	31	32	1	CR 851	NW	Goodlette Rd (CR 851) south of Immokalee Rd (CR 846)	7,658	15,454	0.50
14	31	23	2	CR 881	S	IMPERIAL ST, S OF CR 865/BONITA BEACH RD LC 492	20,837	20,000	1.04
15	31	22	2	CR 881	S	Livingston Rd (CR 881) north of Mediterra	20,250	18,500	1.09
16	31	22	3	CR 881	N	CR 881 Livingston Rd north of Immokalee Road (CR 846)	24,402	23,000	1.06
17	31	22	3	CR 881	NW	CR 881 Livingston Rd south of Immokalee Rd (CR 846)	27,335	23,000	1.19
18	31	41	1	CR 887	NE	OLD 41 RD N OF COLLIER CO LINE	19,325	11,472	1.68
19	31	42	1	CR 887	NE	Old US 41 (CR 887) at Lee County Line	16,257	11,488	1.42
20	31	23	1	CR 887	N	Old US 41 (CR 887) N OF BONITA BEACH RD	15,548	16,360	0.95
21	42	43	1	CR 887	E	Old US 41 (CR 887) E of US 41	15,801	12,500	1.26
22	31	43	1	CR 888	E	CR 888 Wiggins Pass Rd east of Vanderbilt Dr (CR 901)	3,369	5,400	0.62
23	42	43	1	CR 888	E	CR 888 Wiggins Pass Rd west of Tamiami Tr (US 41/SR 45)	7,244	8,000	0.91
24	31	46	1	CR 901	N	Vanderbilt Dr (CR 901) south of 111th Ave N	3,551	5,770	0.62
25	31	45	1	CR 901	S	Vanderbilt Dr (CR 901) north of 111th Avenue North	4,333	9,748	0.44
26	31	45	1	CR 901	S	CR 901 Vanderbilt Dr, N OF 111TH AVE NORTH CC 578	4,824	8,300	0.58
27	31	45	1	CR 901	S	CR 901 Vanderbilt Dr, N OF WIGGINS PASS RD/CR 888 CC 548	5,658	7,800	0.73
28	31	45	1	CR 901	S	Vanderbilt Dr (CR 901) north of Wiggins Pass Rd (CR 888)	6,354	9,437	0.67
29	42	23	3	SR 45-US 41	S	S TAMIAMI TRL N OF BONITA BEACH RD	38,765	47,000	0.82

30	42	23	3	SR 45-US 41	SE	SR-45/US-41 N OF CR 887/OLD US 41	37,637	37,000	1.02
31	31	23	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) at Lee County Line	38,721	49,796	0.78
32	31	23	3	SR 45-US 41	S	SR 45/US 41, NORTH OF WEST TERRY STREET LC433	40,750	40,000	1.02
33	41	23	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) north of Immokalee Rd (CR 864)	52,156	59,000	0.88
34	42	23	3	SR 45-US 41	S	US-41 025 MI N OF COLLIER CO/L PTMS 42 LCPR 23	39,676	33,789	1.17

*Source: D1RPM 2010 Base Model

Subarea Model Validation

For this study, FDOT standard measures of travel demand assignment validation were used to compare the assigned daily model volumes to observed 24 hour traffic counts within the subarea. These measures included the percent deviation between the counts and assigned volumes, and the percent Root Mean Square Error (%RMSE) of these deviations. These measures serve as a tool to validate that the demand model is representing the demand for the corridor accurately.

Based on the results of the D1RPM review, it was determined that a subarea validation was necessary to further refine the traffic forecasting capabilities of the model in the study area. Based on potential deficiencies identified in the model review, the following refinements were made:

- Road functional classification adjustments were made to regional and distribution routes in the study area to better balance the volume estimations:
    - CR 887 from Bonita Beach Rd to Compound Rd: Revised coding from FTYPE 41 to FTYPE 44
    - CR 887 from Compound Rd to Performance Way: Revised coding from FTYPE 42 to FTYPE 45
    - CR 887 from Performance Way to US 41: Revised coding from FTYPE 43 to FTYPE 46
    - US 41 from Bonita Beach Rd to Immokalee Rd (CR 846): Revised coding from FTYPE 23 to FTYPE 24
    - CR 901 from Bonita Beach Rd to CR 846: Revised coding from FTYPE 45 to FTYPE 42
    - 111th Ave (CR 846) from CR 901 to US 41: Revised coding from FTYPE 43 to FTYPE 35
    - Arroyal Rd/Pennsylvania Ave from Bonita Beach Rd to Old US 41: Revised coding from FTYPE 46 to FTYPE 43
    - Bonita Beach Rd from US 41 to Old US 41: Revised coding from FTYPE 23 to FTYPE 24
    - W Terry St from US 41 to Old US 41: Revised coding from FTYPE 41 to FTYPE 32
- Adjustments were made to the location of TAZ centroids and centroid connectors to provide better distribution of trips to facilities in the subarea. The modified TAZ centroid connectors include 3192, 3242, 3263, 1649, 3247, 1665, 1653, 1712, 1674, 3196, 3259, 3267, 3260.

The implementation of the network coding adjustments listed above resulted in some improvement to the overall validation of model volumes to counts in the study subarea as illustrated in the following tables. The overall corridor V/C ratio for CR 887 was improved from 1.29 to 0.97 while the overall V/C ratio for the entire study area was improved from 0.93 to 1.00.

Table 5 illustrates subarea validated volume/count ratio summaries by facility type while Table 6 illustrates subarea validated RMSE values and comparisons to established thresholds as outlined in the FDOT Project Forecasting Handbook. Table 7 provides a detail summary of subarea validated volume/count ratios for the individual corridors in the study area.

Table 5: D1RPM Subarea Validated 2010 Volume/Count Ratio by Facility Type

Facility Type	Description	Links	Average Model AADT	Average Count AADT	V/C	Acceptable Threshold	Preferable Threshold
2x	Divided Arterials	20	33,989	31,947	0.96	+/- 15	+/- 10
3x	Undivided Arterials	3	14,275	11,399	0.97	+/- 15	+/- 10
4x	Collector Facilities	11	8,620	7,425	0.85	+/- 25	+/- 20

Table 6: D1RPM Subarea Validated 2010 %RMSE by Volume Group

Volume Group	No. Links (count stations)	2010 Model AADT	2010 COUNT AADT	%RMSE	Acceptable Error Threshold	Preferable Error Threshold
Less Than 5,000	1	3,921	4,900	20%	100%	45%
5,000 - 9,999	8	6,538	8,041	26%	45%	35%
10,000 - 14,999	3	12,061	11,820	12%	35%	27%
15,000 - 19,999	4	14,488	16,954	25%	30%	25%
20,000 - 29,999	6	21,889	23,131	30%	27%	15%
30,000 - 49,999	11	38,391	40,649	14%	25%	15%
50,000 - 59,999	1	50820	59000	14%	20%	10%
60,000+	-	-	-	-	19%	10%
Area-wide	34	22,200	24,042	20%	45%	35%

Table 7: D1RPM Subarea Validated 2010 Volume/Count Ratios by Corridor

Link	Area Type	Facility Type	Lanes	Road	Direction	DESCRIPTION	MODEL AADT	COUNT AADT	V/C
1	31	23	2	BONITA BEACH RD	E	BONITA BEACH RD E OF VANDERBILT RD	22,228	23,053	0.96
2	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD/CR 865, E OF OLD 41 RD/CR 887 LC 226	28,369	33,000	0.86
3	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD SE E OF ARROYAL RD	27,346	23,646	1.16
4	42	23	2	CR 31	S	Airport Rd (CR 31) south of Immokalee Rd (CR 846)	9,988	26,089	0.38
5	42	24	3	CR 846	E	IMMOKALEE RD/CR 846, E OF AIRPORT RD CC 567	38,262	44,000	0.87
6	41	35	1	CR 846	E	Immokalee Rd (CR 846) west of Tamiami Tr (US 41/SR 45)	15,822	17,503	0.90
7	41	23	3	CR 846	E	Immokalee Rd (CR 846) east of Tamiami Tr (US 41/SR 45)	33,917	35,924	0.94
8	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)	35,565	40,082	0.89
9	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Airport Rd (CR 31)	44,407	44,284	1.00
10	42	24	3	CR 846	W	Immokalee Rd (CR 846) west of I-75 (SR 93)	47,390	42,261	1.12
11	31	47	1	CR 846	E	111th Avenue North west of Vanderbilt Dr (CR 901)	3,921	4,900	0.80
12	31	35	1	CR 846	E	111th Avenue North east of Vanderbilt Dr (CR 901)	10,736	9,869	1.09
13	31	32	1	CR 851	SE	Goodlette Rd (CR 851) south of Immokalee Rd (CR 846)	7,639	15,454	0.49
14	31	23	2	CR 881	S	IMPERIAL ST, S OF CR 865/BONITA BEACH RD LC 492	20,722	20,000	1.04
15	31	22	2	CR 881	S	Livingston Rd (CR 881) north of Mediterra	20,186	18,500	1.09
16	31	22	3	CR 881	N	CR 881 Livingston Rd north of Immokalee Road (CR 846)	24,257	23,000	1.05
17	31	22	3	CR 881	NW	CR 881 Livingston Rd south of Immokalee Rd (CR 846)	26,792	23,000	1.16
18	31	44	1	CR 887	NE	OLD 41 RD N OF COLLIER CO LINE	12,333	11,472	1.08
19	31	45	1	CR 887	NE	Old US 41 (CR 887) at Lee County Line	13,038	11,488	1.13
20	31	23	1	CR 887	N	Old US 41 (CR 887) North of Bonita Beach Rd	14,305	16,360	0.87
21	42	46	1	CR 887	E	Old US 41 (CR 887) E ofUS 41	10,812	12,500	0.86
22	31	43	1	CR 888	E	CR 888 Wiggins Pass Rd east of Vanderbilt Dr (CR 901)	1,477	5,400	0.27
23	42	43	1	CR 888	E	CR 888 Wiggins Pass Rd west of Tamiami Tr (US 41/SR 45)	5,220	8,000	0.65
24	31	46	1	CR 901	S	Vanderbilt Dr (CR 901) south of 111th Ave N	5,606	5,770	0.97
25	31	42	1	CR 901	S	Vanderbilt Dr (CR 901) north of 111th Avenue North	7,434	9,748	0.76
26	31	42	1	CR 901	S	CR 901 Vanderbilt Dr, N OF 111TH AVE NORTH CC 578	6,912	8,300	0.83
27	31	42	1	CR 901	S	CR 901 Vanderbilt Dr, N OF WIGGINS PASS RD/CR 888 CC 548	7,102	7,800	0.91
28	31	42	1	CR 901	S	Vanderbilt Dr (CR 901) north of Wiggins Pass Rd (CR 888)	7,815	9,437	0.83
29	42	23	3	SR 45-US 41	S	S TAMIAMI TRL N OF BONITA BEACH RD	37,089	47,000	0.79

30	42	24	3	SR 45-US 41	SE	SR-45/US-41 N OF CR 887/OLD US 41	38,628	37,000	1.04
31	31	24	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) at Lee County Line	38,995	49,796	0.78
32	31	23	3	SR 45-US 41	S	SR 45/US 41, NORTH OF WEST TERRY STREET LC433	40,684	40,000	1.02
33	41	24	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) north of Immokalee Rd (CR 864)	50,820	59,000	0.86
34	42	24	3	SR 45-US 41	S	US-41 025 MI N OF COLLIER CO/L PTMS 42 LCPR 23	38,991	33,789	1.15

*Source: D1RPM 2010 Validated Base Model

Future Traffic Forecasts

A review of the D1RPM 2040 Cost Feasible Network model runs were conducted to assess the reasonableness of future traffic projections in the study area. The study area model review checked for illogical speed and capacity calculations, illogical trip pathing, reasonableness of trip distribution and assignment, and the reasonableness of population and employment growth.

The subarea validation coding adjustments were applied to the D1RPM 2040 Cost Feasible model and the resulting outputs were reviewed for reasonableness. In addition, revisions were made for the SE data for 3 TAZs in the study area per Lee County's MPO recommendation. These revisions include:

- Zone 3265 – increase the multi-family from 645 to 852
- Zone 3252 – increase the multi-family from 524 to 900
- Zone 3231 – increase the multi-family from 456 to 990

Table 8 illustrates the project traffic volume growth for CR 887 corridor.

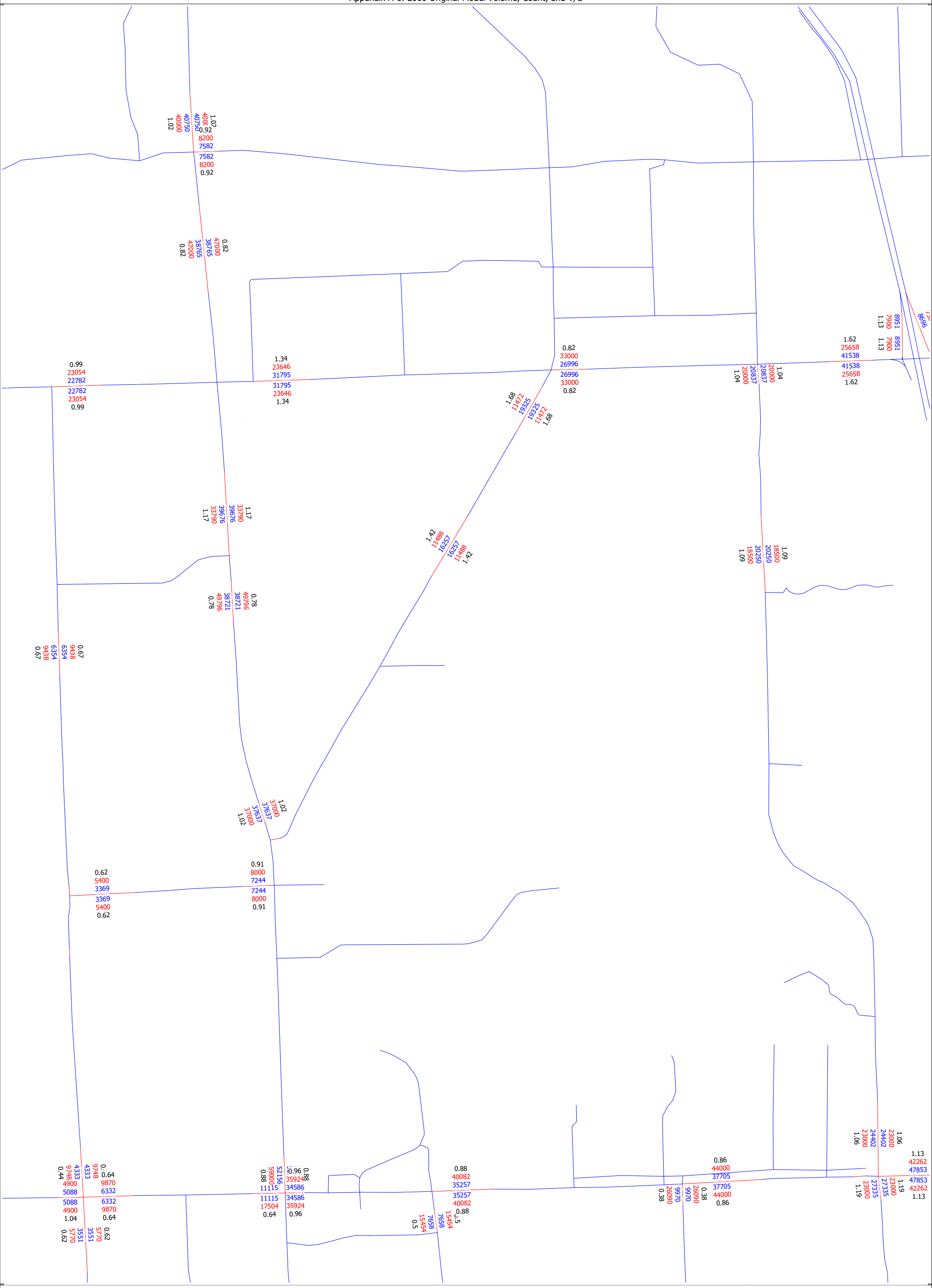
Table 8: D1RPM Corridor Forecast Traffic Growth

Road	Segment	2010 Model Volume	2040 Model Volume	Annual Growth Rate*
CR 887	From Bonita Beach Rd to Compound Rd	13,764	42,436	6.9%
CR 887	From Compound Rd to Mediterra Dr	15,255	45,977	6.7%
CR 887	From Mediterra Dr to Performance Way	14,487	44,812	7.0%
CR 887	From Performance Way to Rail Head Blvd	14,458	44,728	7.0%
CR 887	From Rail Head Blvd to Sterling Oaks Dr	12,226	42,548	8.3%
CR 887	From Sterling Oaks Dr to Turtle Creek Blvd	11,875	43,241	8.8%
CR 887	From Turtle Creek Blvd to Veterans Memorial Blvd	11,857	43,501	8.9%
CR 887	From Veterans Memorial Blvd to Gulf Coast Dr	11,857	33,993	6.2%
CR 887	From Gulf Coast Dr to US 41	12,286	33,719	5.8%

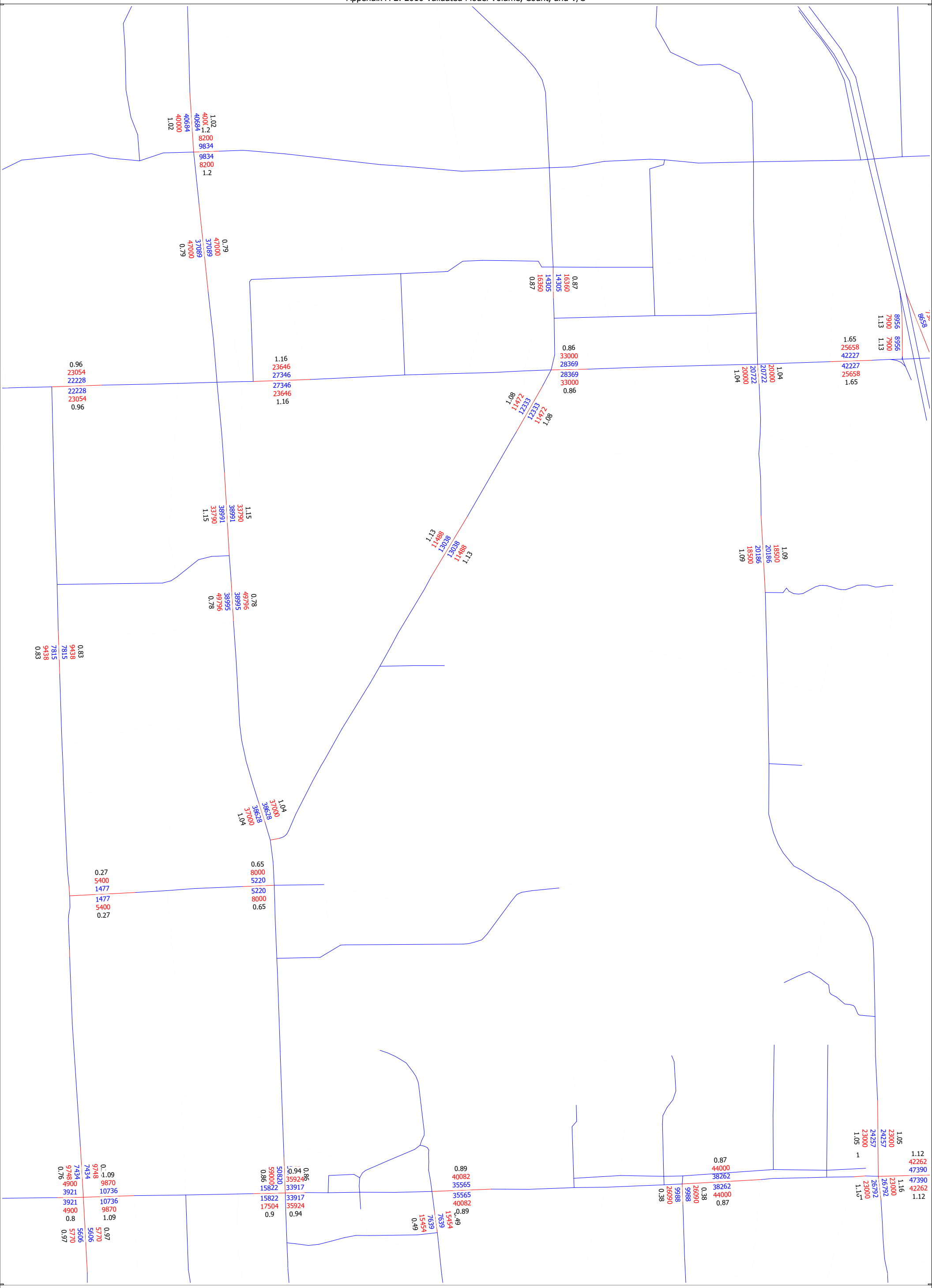
***Based on linear regression**

As indicated in the table, the overall average annual traffic growth in the CR 887 corridor is projected to be 7.3%. This is higher than the 5.0% annual population growth and 3.0% annual employment growth projected for TAZs in the subarea. The improvements of CR 887 corridor and the extension of Veterans Memorial Blvd contributes to the high growth on this corridor. Review of the 2040 Cost Feasible model did not reveal any issues that could be considered causes for concern.

The 2040 No-Build model network was developed by removing all Cost Feasible improvements from the Old US 41 project corridor. 2010 AADT plots are presented in Appendix A and 2040 no-build model volume plot is included in Appendix B.

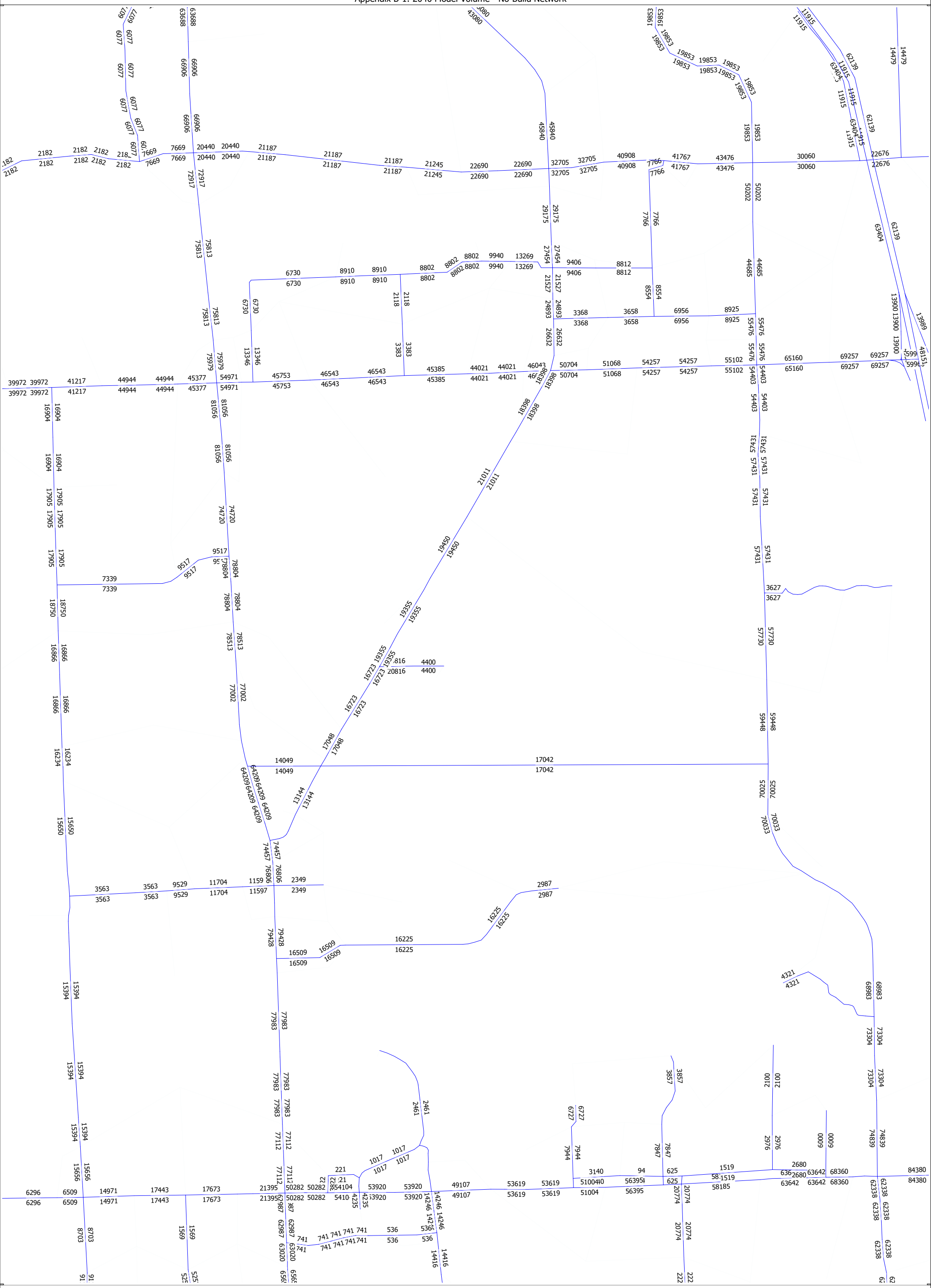


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Appendix E:
Model Plots for Alternatives

2040 No-Build (CF_40A)
Showing Four-Lane on CR 887 / Old US 41

LANEs=1
LANEs=2
LANEs=3
LANEs>=4
_CENTROID=1

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2040 Alternative 1 (CF_40A)
Showing Four-Lane on CR 887 / Old US 41
Northeast Quadrant System

LANEs=1
LANEs=2
LANEs=3
LANEs>=4
_CENTROID=1

cube (Licensed to Rummel Klepper Kahl LLP)

2040 Alternative 2 (CF_40A)
Showing Four-Lane on CR 887 / Old US 41
Northeast quadrant system and Culd-de-Sac North of GulfCoast

LANEs=1
LANEs=2
LANEs=3
LANEs>=4
_CENTROID=1

cube (Licensed to Rummel Klepper Kahl LLP)

Appendix F:
TURNS5 Worksheets

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - No Build with 4-lane Veterans
County: Collier

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (•) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	40.0%
Southbound (SB)	60.0%
Side street	
Westbound (WB)	60.0%
Eastbound (EB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11400	7600	63500	69000	151500	used initial 2045 AADTs

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019
(EB LT)	*West-to-North*	36.4%	0
(EB THRU)	*West-to-East*	4.3%	0
(EB RT)	*West-to-South*	59.3%	0
(WB LT)	*East-to-South*	56.2%	0
(WB THRU)	*East-to-West*	9.3%	0
(WB RT)	*East-to-North*	34.5%	0
(SB LT)	*North-to-East*	5.9%	0
(SB THRU)	*North-to-South*	80.8%	0
(SB RT)	*North-to-West*	13.3%	0
(NB LT)	*South-to-West*	19.4%	0
(NB THRU)	*South-to-North*	72.0%	0
(NB RT)	*South-to-East*	8.6%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - No Build with 4-lane Veterans	**Analyst:**	Daniel Miller
		Date:	12-Jan-21

Approach-To-Approach	2019 Initial Estimate	2019 Final Estimate	2019 Calculated Volume	2025 Final Estimate	2025 Calculated Volume	2035 Final Estimate	2035 Calculated Volume	2045 Final Estimate	2045 Calculated Volume
West-To-North (LT)	0.364	0.242	64	0.245	73	0.248	88	0.251	103
West-To-East (Thru)	0.043	0.029	7	0.029	8	0.029	10	0.029	12
West-To-South (RT)	0.593	0.729	192	0.726	216	0.723	256	0.720	295
Total Flow From West:			**263**		**297**		**354**		**410**
East-To-South (LT)	0.562	0.697	222	0.690	235	0.682	256	0.675	277
East-To-West (Thru)	0.093	0.072	23	0.077	26	0.084	31	0.090	37
East-To-North (RT)	0.345	0.231	74	0.233	79	0.234	88	0.235	96
Total Flow From East:			**319**		**340**		**375**		**410**
North-To-East (LT)	0.059	0.035	90	0.035	97	0.035	109	0.035	120
North-To-South (Thru)	0.808	0.875	2254	0.868	2407	0.860	2666	0.852	2922
North-To-West (RT)	0.133	0.090	232	0.097	269	0.105	326	0.113	387
Total Flow From North:			**2576**		**2773**		**3101**		**3429**
South-To-West (LT)	0.194	0.218	412	0.229	464	0.243	548	0.254	631
South-To-North (Thru)	0.720	0.698	1319	0.688	1395	0.677	1528	0.667	1657
South-To-East (RT)	0.086	0.084	159	0.083	168	0.080	180	0.079	196
Total Flow From South:			**1890**		**2027**		**2256**		**2484**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - No Build with 4-lane Veterans
County: Collier

Is this a 4 way intersection?
- (•) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (•) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	60.0%
Southbound (SB)	40.0%
Side street	
Westbound (WB)	40.0%
Eastbound (EB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N) Enter Yes or No
- (•) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (•) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11400	7600	63500	69000	151500	used initial 2045 AADTs

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	54.2%	0
(EB THRU)	*West-to-East*	6.5%	0
(EB RT)	*West-to-South*	39.3%	0
(WB LT)	*East-to-South*	39.3%	0
(WB THRU)	*East-to-West*	6.5%	0
(WB RT)	*East-to-North*	54.2%	0
(SB LT)	*North-to-East*	12.4%	0
(SB THRU)	*North-to-South*	75.2%	0
(SB RT)	*North-to-West*	12.4%	0
(NB LT)	*South-to-West*	9.7%	0
(NB THRU)	*South-to-North*	80.6%	0
(NB RT)	*South-to-East*	9.7%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - No Build with 4-lane Veterans	**Analyst:**	Daniel Miller
		Date:	12-Jan-21

Approach-To-Approach	2019 Initial Estimate	2019 Final Estimate	2019 Calculated Volume	2025 Final Estimate	2025 Calculated Volume	2035 Final Estimate	2035 Calculated Volume	2045 Final Estimate	2045 Calculated Volume
West-To-North (LT)	0.542	0.458	180	0.461	205	0.464	246	0.466	287
West-To-East (Thru)	0.065	0.052	21	0.052	23	0.052	27	0.052	32
West-To-South (RT)	0.393	0.490	193	0.487	217	0.484	257	0.482	297
Total Flow From West:			**394**		**445**		**530**		**616**
East-To-South (LT)	0.393	0.485	103	0.480	109	0.474	119	0.469	129
East-To-West (Thru)	0.065	0.062	13	0.066	15	0.072	17	0.077	21
East-To-North (RT)	0.542	0.453	96	0.454	103	0.454	114	0.454	124
Total Flow From East:			**212**		**227**		**250**		**274**
North-To-East (LT)	0.124	0.087	149	0.086	159	0.086	178	0.085	194
North-To-South (Thru)	0.752	0.809	1389	0.803	1484	0.794	1641	0.787	1799
North-To-West (RT)	0.124	0.104	179	0.111	205	0.120	248	0.128	293
Total Flow From North:			**1717**		**1848**		**2067**		**2286**
South-To-West (LT)	0.097	0.110	312	0.116	353	0.125	423	0.132	492
South-To-North (Thru)	0.806	0.798	2262	0.793	2411	0.786	2659	0.780	2906
South-To-East (RT)	0.097	0.092	261	0.091	277	0.089	301	0.088	328
Total Flow From South:			**2835**		**3041**		**3383**		**3726**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 8
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	40.0%
Southbound (SB)	60.0%
Side street	
Westbound (WB)	60.0%
Eastbound (EB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11900	7600	69100	71800	160400	used 2045 initial AADT

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019
(EB LT)	*West-to-North*	37.5%	0
(EB THRU)	*West-to-East*	4.1%	0
(EB RT)	*West-to-South*	58.4%	0
(WB LT)	*East-to-South*	55.3%	0
(WB THRU)	*East-to-West*	9.2%	0
(WB RT)	*East-to-North*	35.5%	0
(SB LT)	*North-to-East*	5.7%	0
(SB THRU)	*North-to-South*	80.9%	0
(SB RT)	*North-to-West*	13.4%	0
(NB LT)	*South-to-West*	18.9%	0
(NB THRU)	*South-to-North*	73.1%	0
(NB RT)	*South-to-East*	8.0%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 8	**Analyst:**	Daniel Miller
		Date:	12-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.375	0.244	64	0.249	75	0.256	93	0.262	112
West-To-East (Thru)	0.041	0.029	8	0.029	9	0.029	11	0.028	12
West-To-South (RT)	0.584	0.727	191	0.722	217	0.715	261	0.710	304
Total Flow From West:			**263**		**301**		**365**		**428**
East-To-South (LT)	0.553	0.694	221	0.685	233	0.674	253	0.665	273
East-To-West (Thru)	0.092	0.073	24	0.078	26	0.085	32	0.090	37
East-To-North (RT)	0.355	0.233	74	0.237	81	0.241	90	0.245	100
Total Flow From East:			**319**		**340**		**375**		**410**
North-To-East (LT)	0.057	0.035	90	0.035	99	0.034	112	0.034	127
North-To-South (Thru)	0.809	0.874	2252	0.867	2464	0.859	2823	0.851	3175
North-To-West (RT)	0.134	0.091	234	0.098	279	0.107	352	0.115	429
Total Flow From North:			**2576**		**2842**		**3287**		**3731**
South-To-West (LT)	0.189	0.218	412	0.228	467	0.239	554	0.248	641
South-To-North (Thru)	0.731	0.698	1319	0.691	1417	0.685	1588	0.679	1755
South-To-East (RT)	0.080	0.084	159	0.081	166	0.076	176	0.073	189
Total Flow From South:			**1890**		**2050**		**2318**		**2585**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 8
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	60.0%
Southbound (SB)	40.0%
Side street	
Westbound (WB)	40.0%
Eastbound (EB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11900	7600	69100	71800	160400	used 2045 initial AADT

		1st Guess Turning %'s for AADT Balancing	Actual/Counted Traffic for 2019
(EB LT)	*West-to-North*	55.5%	0
(EB THRU)	*West-to-East*	6.1%	0
(EB RT)	*West-to-South*	38.4%	0
(WB LT)	*East-to-South*	38.3%	0
(WB THRU)	*East-to-West*	6.4%	0
(WB RT)	*East-to-North*	55.3%	0
(SB LT)	*North-to-East*	12.0%	0
(SB THRU)	*North-to-South*	75.5%	0
(SB RT)	*North-to-West*	12.5%	0
(NB LT)	*South-to-West*	9.4%	0
(NB THRU)	*South-to-North*	81.6%	0
(NB RT)	*South-to-East*	9.0%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 8	**Analyst:**	Daniel Miller
		Date:	12-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.555	0.461	182	0.467	211	0.475	260	0.481	309
West-To-East (Thru)	0.061	0.052	20	0.052	24	0.050	27	0.049	32
West-To-South (RT)	0.384	0.487	192	0.481	217	0.475	260	0.470	302
Total Flow From West:			**394**		**452**		**547**		**643**
East-To-South (LT)	0.383	0.482	102	0.474	108	0.464	116	0.457	125
East-To-West (Thru)	0.064	0.062	13	0.067	15	0.072	18	0.076	21
East-To-North (RT)	0.553	0.456	97	0.459	104	0.464	116	0.467	128
Total Flow From East:			**212**		**227**		**250**		**274**
North-To-East (LT)	0.120	0.087	149	0.086	163	0.084	184	0.083	207
North-To-South (Thru)	0.755	0.809	1389	0.802	1520	0.794	1740	0.788	1960
North-To-West (RT)	0.125	0.104	179	0.112	212	0.122	267	0.129	321
Total Flow From North:			**1717**		**1895**		**2191**		**2488**
South-To-West (LT)	0.094	0.109	309	0.115	354	0.122	424	0.128	496
South-To-North (Thru)	0.816	0.800	2268	0.797	2451	0.794	2760	0.791	3067
South-To-East (RT)	0.090	0.091	258	0.088	271	0.084	292	0.081	314
Total Flow From South:			**2835**		**3076**		**3476**		**3877**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 14-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 9
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	40.0%
Southbound (SB)	60.0%
Side street	
Westbound (WB)	60.0%
Eastbound (EB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11400	7500	66400	70500	155800	using initial 2045 AADT

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	37.0%	0
(EB THRU)	*West-to-East*	4.1%	0
(EB RT)	*West-to-South*	58.9%	0
(WB LT)	*East-to-South*	55.9%	0
(WB THRU)	*East-to-West*	9.0%	0
(WB RT)	*East-to-North*	35.1%	0
(SB LT)	*North-to-East*	5.8%	0
(SB THRU)	*North-to-South*	81.1%	0
(SB RT)	*North-to-West*	13.1%	0
(NB LT)	*South-to-West*	18.8%	0
(NB THRU)	*South-to-North*	73.0%	0
(NB RT)	*South-to-East*	8.2%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 9	**Analyst:**	Daniel Miller
		Date:	14-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.370	0.243	64	0.247	73	0.252	89	0.256	105
West-To-East (Thru)	0.041	0.028	7	0.029	9	0.028	10	0.028	11
West-To-South (RT)	0.589	0.729	192	0.724	215	0.720	255	0.716	294
Total Flow From West:			**263**		**297**		**354**		**410**
East-To-South (LT)	0.559	0.696	222	0.689	234	0.680	253	0.672	272
East-To-West (Thru)	0.090	0.072	23	0.076	25	0.082	30	0.088	36
East-To-North (RT)	0.351	0.232	74	0.235	80	0.238	89	0.240	97
Total Flow From East:			**319**		**339**		**372**		**405**
North-To-East (LT)	0.058	0.035	90	0.035	98	0.035	112	0.034	122
North-To-South (Thru)	0.811	0.874	2252	0.868	2439	0.860	2749	0.855	3066
North-To-West (RT)	0.131	0.091	234	0.097	272	0.105	336	0.111	398
Total Flow From North:			**2576**		**2809**		**3197**		**3586**
South-To-West (LT)	0.188	0.218	412	0.227	463	0.238	545	0.247	627
South-To-North (Thru)	0.730	0.698	1319	0.691	1410	0.684	1565	0.678	1721
South-To-East (RT)	0.082	0.084	159	0.082	167	0.078	179	0.075	190
Total Flow From South:			**1890**		**2040**		**2289**		**2538**

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 14-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 9
County: Collier

Is this a 4 way intersection?
- (●) Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ( ) EB, WB, and SB
- ( ) EB, WB, and NB
- ( ) EB, SB, and NB
- ( ) WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- (●) Yes
- ( ) No

K Factors	
Mainline	9.00%
Side street	9.00%

D Factors	
Mainline	
Northbound (NB)	60.0%
Southbound (SB)	40.0%
Side street	
Westbound (WB)	40.0%
Eastbound (EB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- (●) Yes
- ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	Rate (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Side Street Growth Function
- (●) Linear
- ( ) Exponential
- ( ) Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***	
2019	7300	5900	47700	52500	113400	
2045	11400	7500	66400	70500	155800	using initial 2045 AADT

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2019**
(EB LT)	*West-to-North*	54.9%	0
(EB THRU)	*West-to-East*	6.2%	0
(EB RT)	*West-to-South*	38.9%	0
(WB LT)	*East-to-South*	38.8%	0
(WB THRU)	*East-to-West*	6.3%	0
(WB RT)	*East-to-North*	54.9%	0
(SB LT)	*North-to-East*	12.1%	0
(SB THRU)	*North-to-South*	75.7%	0
(SB RT)	*North-to-West*	12.2%	0
(NB LT)	*South-to-West*	9.3%	0
(NB THRU)	*South-to-North*	81.5%	0
(NB RT)	*South-to-East*	9.2%	0

Desired Closure: 0.01

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	**County:**	Collier
Intersection:	Wiggins Pass		
Project:	Old US 41 - Alternative 9	**Analyst:**	Daniel Miller
		Date:	14-Jan-21

	2019	2019		2025		2035		2045	
Approach-To-Approach	**Initial Estimate**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**	**Final Estimate**	**Calculated Volume**
West-To-North (LT)	0.549	0.459	181	0.463	206	0.469	249	0.474	292
West-To-East (Thru)	0.062	0.053	21	0.052	23	0.051	27	0.050	31
West-To-South (RT)	0.389	0.488	192	0.485	216	0.480	254	0.476	293
Total Flow From West:			**394**		**445**		**530**		**616**
East-To-South (LT)	0.388	0.483	102	0.477	108	0.469	116	0.463	125
East-To-West (Thru)	0.063	0.062	14	0.066	15	0.071	18	0.075	20
East-To-North (RT)	0.549	0.455	96	0.457	103	0.460	114	0.462	125
Total Flow From East:			**212**		**226**		**248**		**270**
North-To-East (LT)	0.121	0.087	149	0.086	161	0.085	181	0.083	198
North-To-South (Thru)	0.757	0.809	1389	0.804	1506	0.796	1696	0.791	1891
North-To-West (RT)	0.122	0.104	179	0.110	206	0.119	254	0.126	301
Total Flow From North:			**1717**		**1873**		**2131**		**2390**
South-To-West (LT)	0.093	0.109	309	0.114	349	0.121	415	0.127	483
South-To-North (Thru)	0.815	0.800	2268	0.797	2438	0.793	2723	0.789	3004
South-To-East (RT)	0.092	0.091	258	0.089	272	0.086	295	0.084	320
Total Flow From South:			**2835**		**3059**		**3433**		**3807**

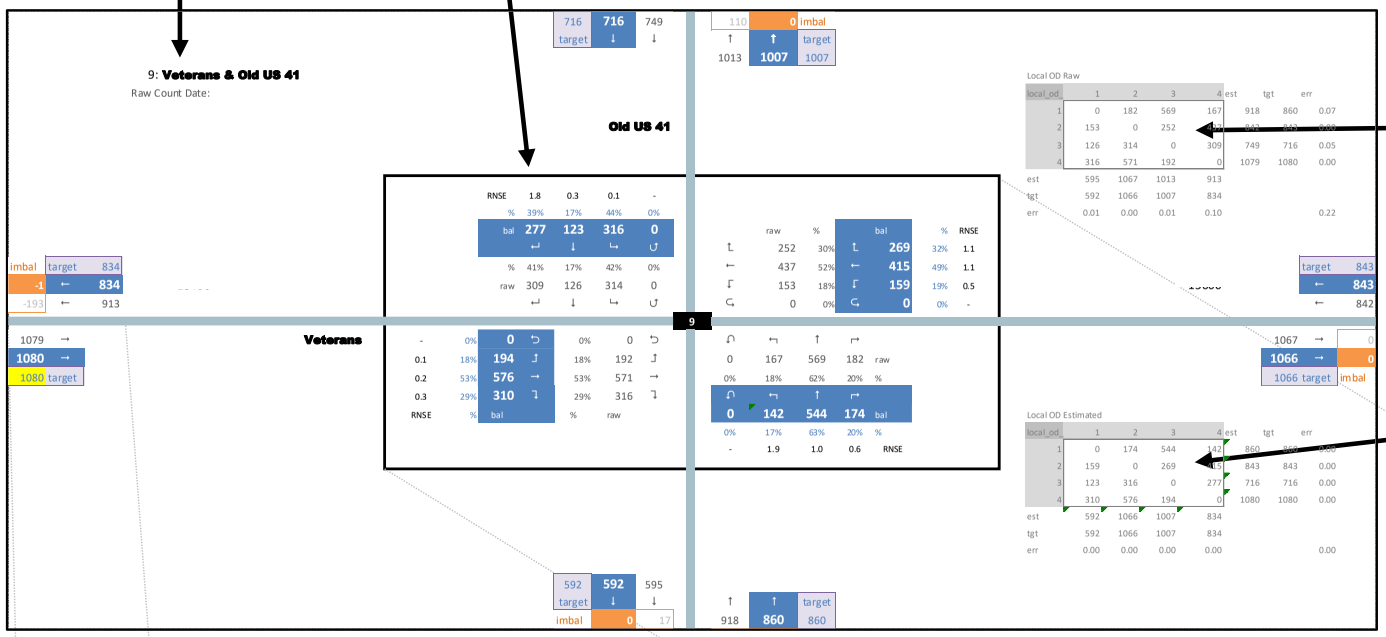
Appendix G:
Design Year Balancing Worksheets

Guide to Balancing Worksheets

Name and information about the intersection.

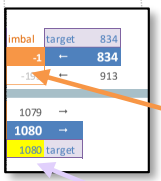
Each approach shows the raw/initial, balanced, RNSE difference, and turning % for each turning movement.

RNSE is a measure of error from the initial value to the balanced value. It is similar to root mean square error except it measures error from the initial value and not from the mean. The formula for RNSE=SQRT((*b*-*i*)^2/*i*) where the initial value is *i* and the balanced value is *b*.



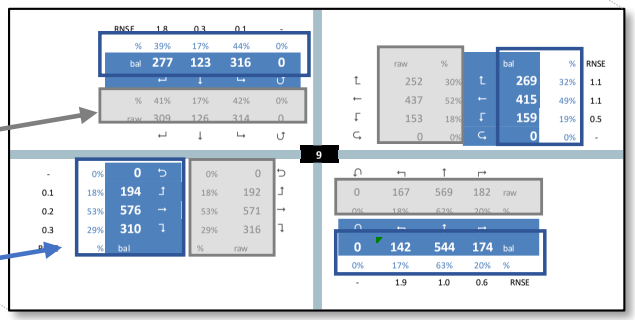
"Local OD Raw" lists the raw/initial turning movements in OD format necessary for the volume balancing macro.

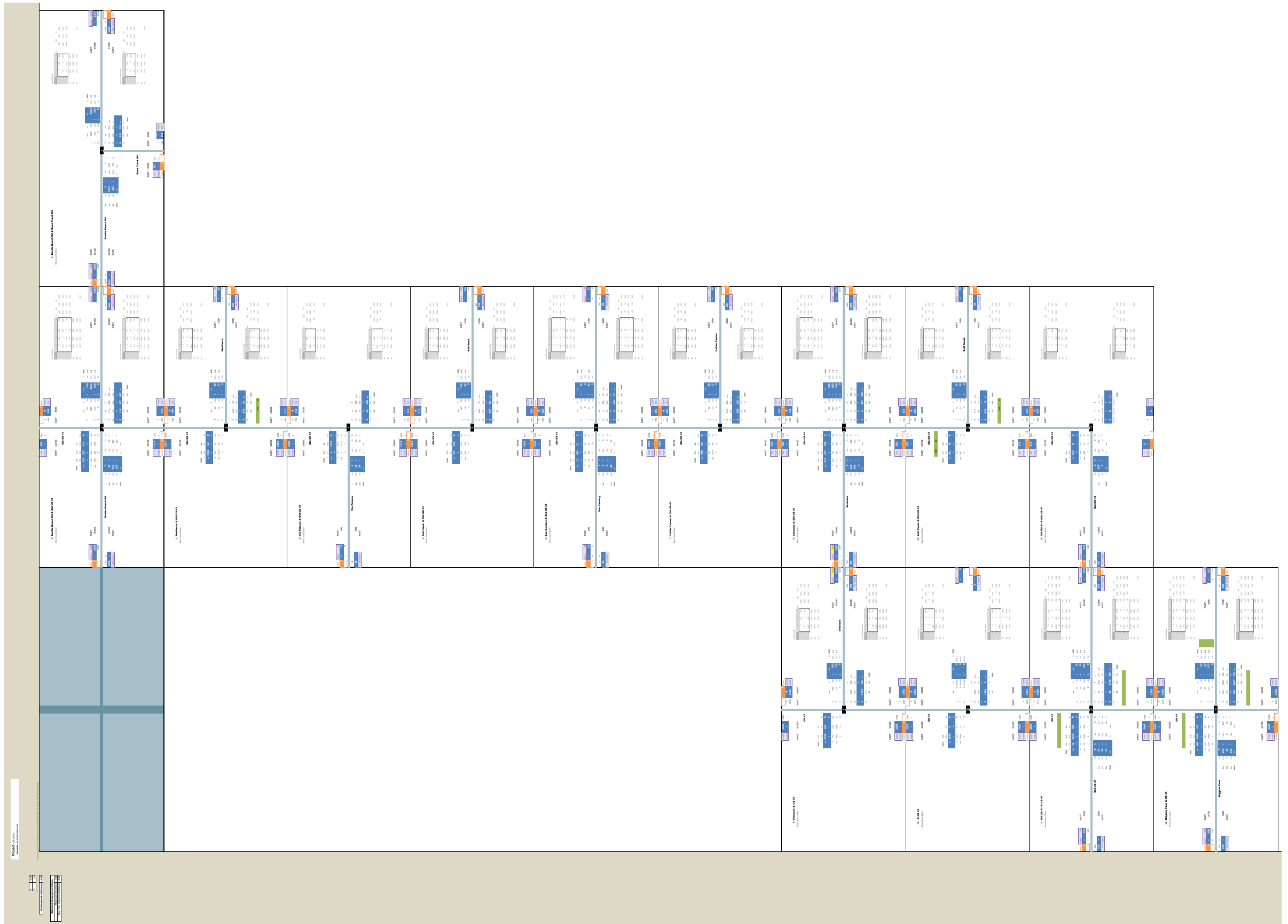
"Local OD Estimated" lists the balanced turning movements in OD format generated by the volume balancing macro.

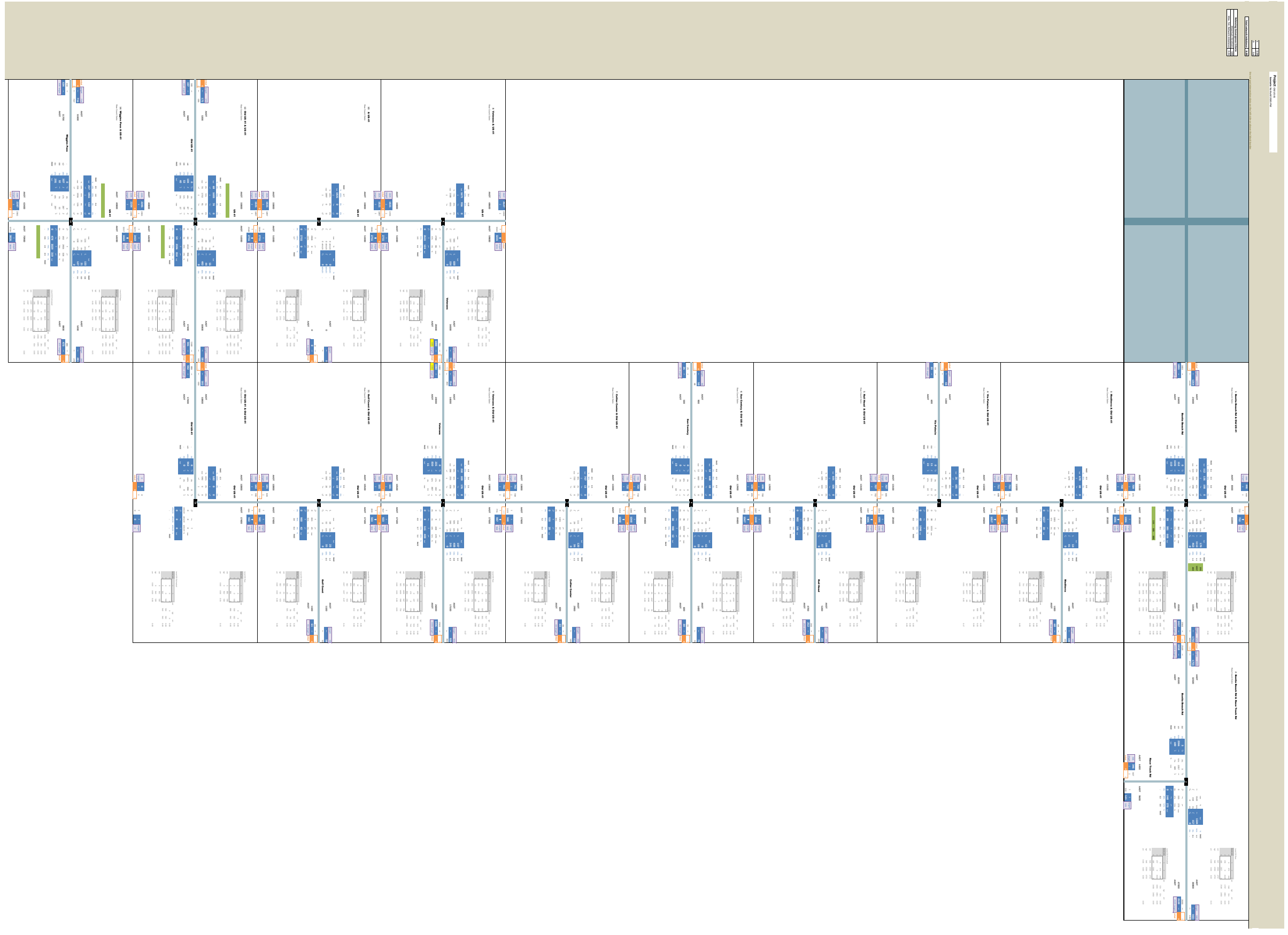


Cell Color Descriptions

- **Imbalance** to next intersection
- Raw/initial Values (grey text)
- Target DDHV (highlighted if manually set.)
- Balanced Values




Project Limit
Property Line
Sidewalk
Curb
Gutter
Roadway
Storm Sewer Pipe
Storm Sewer Manhole
Storm Sewer Inlet
Sanitary Sewer Pipe
Sanitary Sewer Manhole
Water Main
Water Valve
Fire Hydrant
Water Service
Gas Main
Gas Valve
Gas Service
Underground Electric
Underground Telephone
Underground Cable TV
Overhead Utility
Utility Pole
Guy Wire
Light Pole
Traffic Signal
Mailbox
Retaining Wall
Fence
Tree
Shrub
Bush
Grass
Asphalt
Concrete
Gravel
Dirt
Building
Parking Space
Handicap Parking
Crosswalk
Stop Bar
Yield Line
Arrow
Text
Dimension
Elevation
Contour
Spot Elevation
Benchmark
Survey Point
Control Point
Boundary
Easement
Right-of-Way
Lot Line
Block
Subdivision
Plat
Deed
Legal Description
Surveyor
Engineer
Architect
Owner
Developer
Contractor
Inspector
Permit
Approval
Review
Comment
Revision
Date
Scale
North Arrow
Title Block
Sheet Number
Drawing Number
Project Name
Project Address
Project Description
Project Notes
Project Legend
Project Key
Project Index
Project Table of Contents
Project Cover Sheet
Project Vicinity Map
Project Location Map
Project Site Plan
Project Grading Plan
Project Drainage Plan
Project Utility Plan
Project Landscape Plan
Project Lighting Plan
Project Signage Plan
Project Erosion Control Plan
Project Demolition Plan
Project Phasing Plan
Project Construction Sequence
Project Schedule
Project Budget
Project Cost Estimate
Project Bid Tabulation
Project Contract Documents
Project Specifications
Project Standard Details
Project Typical Sections
Project Profiles
Project Cross Sections
Project Quantities
Project Earthwork
Project Pavement Design
Project Subgrade Preparation
Project Base Course
Project Surface Course
Project Curb and Gutter
Project Sidewalk
Project Driveway
Project Ramp
Project Crosswalk
Project Striping
Project Signage
Project Traffic Control
Project Maintenance of Traffic
Project Detour
Project Temporary Access
Project Staging Area
Project Laydown Area
Project Material Storage
Project Waste Disposal
Project Recycling
Project Dust Control
Project Noise Control
Project Vibration Control
Project Air Quality
Project Water Quality
Project Stormwater Management
Project Detention Pond
Project Retention Pond
Project Infiltration Basin
Project Swale
Project Ditch
Project Culvert
Project Bridge
Project Retaining Wall
Project Fence
Project Gate
Project Barrier
Project Guardrail
Project Handrail
Project Railing
Project Stairs
Project Elevator
Project Escalator
Project Ramp
Project Crosswalk
Project Striping
Project Signage
Project Traffic Control
Project Maintenance of Traffic
Project Detour
Project Temporary Access
Project Staging Area
Project Laydown Area
Project Material Storage
Project Waste Disposal
Project Recycling
Project Dust Control
Project Noise Control
Project Vibration Control
Project Air Quality
Project Water Quality
Project Stormwater Management
Project Detention Pond
Project Retention Pond
Project Infiltration Basin
Project Swale
Project Ditch
Project Culvert
Project Bridge
Project Retaining Wall
Project Fence
Project Gate
Project Barrier
Project Guardrail
Project Handrail
Project Railing
Project Stairs
Project Elevator
Project Escalator



Project: Old US 41
Scenario: 2045 AM & M (Build, Existing) and Intersection(s)

Do not use for construction purposes. Data sets may be revised over time.

D	1:xx
11x17	

Traffic Volumes Unbalanced 2 NB

Bicycle/Pedestrian Counts	
Intersection Turn Counts	2022
Seasonal Adjustment	

Style: TAC Networks Conventional 1:xx

Project 2020 AM
Roads, Bridges, Parks & Rail Assets (Updated annual improvement)

Note: Asset condition ratings are based on visual inspection, engineering judgement, and historical data. Ratings may change as new information becomes available.

Asset Condition Assessment Rating

5	Very Poor
4	Poor
3	Fair
2	Good
1	Very Good

Asset Condition Assessment Rating

5	Very Poor
4	Poor
3	Fair
2	Good
1	Very Good

Project 2020 AM
Roads: Bonita Beach Road, Bass Trace Road, Wildblue Drive, Bal Harbour Boulevard, Collier Center Way, Bal Coast Drive, Old US 41, Wiggins Pass

Note: Traffic counts are based on the most recent data available and may not reflect current conditions.

Bonita Beach Road & Bass Trace Road

Bass Trace Road & Bass Trace Road

Wildblue Drive & Old US 41

Via Palazzo Avenue & Old US 41

Bal Harbour Boulevard & Old US 41

Sun Century Road & Old US 41

Collier Center Way & Old US 41

US 41 & Old US 41

Old US 41

Wiggins Pass

Project 2020 AM
Bonita Beach Road SE, Bonita Beach Road, Old Hickory Blvd and Vanderbilt Beach Road Corridors

Note: Signal timing/phasing shown is for illustrative purposes only and may not reflect actual field conditions.

Bonita Beach Road SE
Old Hickory Blvd
Vanderbilt Beach Road
Vanderbilt Beach Road
Bonita Beach Road SE
Old Hickory Blvd

Appendix E: Clearance Interval Calculations

Future Build Alternative A Clearance Interval Calculations

Intersection	Movement	Phase	Phasing Type	Approximate Radius	Speed (mph)	Grade (%)	Width of Intersection (ft)	Width to Last Ped Conflict	Calculated Yellow (s)	**Yellow (s)**	Initial Calculated All-Red (s)	Initial Calculated All-Red (Ped) (s)	Max Initial Calculated AR (s)	**All-Red (s)**	Phase	Crosswalk Length (ft)	Change Interval Time (s)	Walk Time (s)	FDW Time (s)
Old US 41 at US 41 (Signalized)	SBL	1	Protected Only	66	20	0	158		-	**5.1**	5.1		5.1	**3.1**					
	NBT	2			50	0	147	178	5.1	**5.1**	2.3	2	2.3	**2.3**	102	114	33	7	26
	WBL	3	Protected Only	64	20	0	161		-	**4.8**	5.2	2	5.2	**3.2**					
	EBT	4			25	0	183	199	3.4	**3.4**	4.6	4	4.6	**4.6**	104	130	38	7	31
	NBL	5	Protected Only	72	20	0	151		-	**5.1**	4.9	2	4.9	**3**					
	SBT	6			50	0	121	173	5.1	**5.1**	2	2	2	**2**	106	74	22	7	15
	EBL	7	Protected Only	66	20	0	153		-	**4.8**	4.9	2	4.9	**3**					
	WBT	8			45	0	165	196	4.8	**4.8**	2	2	2	**2**	108	122	35	7	28
US 41 at Veterans Memorial Extension (Signalized)	SBL	1	Protected Only	76	20	0	136		-	**5.1**	4.4	2	4.4	**3**					
	NBT	2			50	0	146	0	5.1	**5.1**	2.3	2	2.3	**2.3**					
	SBT	6			50	0	108	0	5.1	**5.1**	2	2	2	**2**					
	WBL	8	Protected Only		25	0	136		3.4	**3.4**	3.3	2	3.3	**3**					
Old US 41 at Veterans Memorial Extension (Signalized)	SBL	1	Prot./Perm.	76	20	0	110		-	**4.8**	3.5	2	3.5	**3**					
	NBT	2			45	0	195	250	4.8	**4.8**	2.3	2.1	2.3	**3**	102	123	36	7	29
	WBL	3	Prot./Perm.	211	33	0	176		-	**4.8**	3.1	2	3.1	**3**					
	EBT	4			45	0	171	200	4.8	**4.8**	2	2	2	**3**	104	108	31	7	24
	NBL	5	Permitted	67	20	0	109		-	**4.8**	3.4	2	3.4	**3**					
	SBT	6			45	0	189	249	4.8	**4.8**	2.2	2.1	2.2	**3**	106	137	40	7	33
	EBL	7	Prot./Perm.	238	35	0	180		-	**4.8**	2.9	2	2.9	**3**					
	WBT	8			45	0	169	196	4.8	**4.8**	2	2	2	**3**	108	108	31	7	24
Old US 41 at Rail Head Blvd (Signalized)	SBL	1	Prot./Perm.	79	20	0	142		-	**4.8**	4.6	2	4.6	**3**					
	NBT	2			45	0	62	163	4.8	**4.8**	2	2	2	**3**	102	24	7	7	7
	SBT	6			45	0	156	165	4.8	**4.8**	2	2	2	**3**					
	WBL/R	8	Protected Only		30	0	166		3.7	**3.7**	3.3	2	3.3	**3**	108	79	23	7	16
Old US 41 at Via Palacio Ave	NBT	2			45	0	116	10	4.8	**4.8**	2	2	2	**3**					
	EBL	4	Protected Only	72	20	0	102		3.4	**3.4**	3.2	2	3.2	**3**	104	74	22	7	15
	NBL	5	Permitted	79	20	0	119		-	**4.8**	3.8	2	3.8	**3**					
	SBT	6			45	0	106	142	4.8	**4.8**	2	2	2	**3**	106	93	27	7	20
Old US 41 at Mediterra Dr (Signalized)	SBL	1	Prot./Perm.	59	20	0	117		-	**4.8**	3.7	2	3.7	**3**					
	NBT	2			45	0	112	0	4.8	**4.8**	2	2	2	**3**					
	SBT	6			45	0	105	0	4.8	**4.8**	2	2	2	**3**					
	WBL	8	Protected Only	61	20	0	105		3.4	**3.4**	3.3	2	3.3	**3**					
Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	SBL		Permitted	55	20	0	87		-	**4.8**	2.7	2	2.7	**3**					
	NBT	2			45	0	95	133	4.8	**4.8**	2	2	2	**3**	102	63	18	7	11
	WBL	3	Protected Only	53	20	0	135		-	**4**	4.3	2	4.3	**3**					
	EBT	4			25	0	88	166	3.4	**3.4**	2	3.1	3.1	**3.1**	104	75	22	7	15
	NBL		Permitted	38	20	0	97		-	**4.8**	3	2	3	**3**					
	SBT	6			45	0	83	135	4.8	**4.8**	2	2	2	**3**	106	39	12	7	7
	WBT	8			35	0	141	165	4	**4**	2.2	2	2.2	**2.2**	108	72	21	7	14
Old US 41 at Bonita Beach Rd (Signalized)	WBL	1	Protected Only	107	24	0	146		-	**4.8**	3.8	2	3.8	**3**					
	EBT	2			45	0	120	150	4.8	**4.8**	2	2	2	**2**					
	NBL	3	Prot./Perm.	61	20	0	101		-	**4.8**	3.2	2	3.2	**3.3**					
	SBT	4			25	0	135	155	3.4	**4.8**	3.3	2.8	3.3	**3.3**					
	EBL	5	Protected Only	128	26	0	126		-	**4.8**	2.9	2	2.9	**2.9**					
	WBT	6			45	0	104	129	4.8	**4.8**	2	2	2	**2**					
	SBL	7	Prot./Perm.	53	20	0	92		-	**4.8**	2.9	2	2.9	**3.3**					
	NBT	8			45	0	147	176	4.8	**4.8**	2	2	2	**3.3**					

Future Build Alternative B Clearance Interval Calculations

Intersection	Movement	Phase		Approximate Radius	Speed (mph)	Grade (%)	Width of Intersection (ft)	Width to Last Ped Conflict	Calculated Yellow (s)	**Yellow (s)**	Initial Calculated All-Red (s)	Initial Calculated All-Red (Ped) (s)	Max Initial Calculated AR (s)	**All-Red (s)**	Phase	Crosswalk Length (ft)	Change Interval Time (s)	Walk Time (s)	FDW Time (s)
Old US 41 at US 41 (Signalized)																			
	NBT	2			50	0	147		5.1	**5.1**	2.3	2	2.3	**2.3**	102	114	33	7	26
	WBL	3	Protected Only	57	20	0	163		-	**4.8**	5.3	2	5.3	**3.3**					
	EBT	4			25	0	183		3.4	**3.4**	4.6	2	4.6	**4.6**	104	130	38	7	31
	SBT	6			50	0	121		5.1	**5.1**	2	2	2	**2**	106	74	22	7	15
	EBL	7	Protected Only	65	20	0	153		-	**4.8**	4.9	2	4.9	**3**					
	WBT	8			45	0	165		4.8	**4.8**	2	2	2	**2**	108	122	35	7	28
South U-Turn	SBU	1		34	15	0	115		-	**5.1**	5.2	2	5.2	**3**					
	NBT	2			50	0	93		5.1	**5.1**	2	2	2	**2**	102	77	22	7	15
	WBR	8			25	0	55		3.4	**3.4**	2	2	2	**2**					
North U-Turn	NBU	5		57	17	0	48		-	**5.1**	2	2	2	**2**					
	SBT	6			50	0	45		5.1	**5.1**	2	2	2	**2**					
US 41 at Veterans Memorial Extension (Signalized)	SBL	1	Protected Only	76	20	0	136		-	**5.1**	4.4	2	4.4	**3**					
	NBT	2			50	0	146	0	5.1	**5.1**	2.3	2	2.3	**2.3**					
	SBT	6			50	0	108	0	5.1	**5.1**	2	2	2	**2**					
	WBL	8	Protected Only		25	0	136		3.4	**3.4**	3.3	2	3.3	**3**					
Old US 41 at Veterans Memorial Extension (Signalized)	SBL	1	Prot./Perm.	76	20	0	110		-	**4.8**	3.5	2	3.5	**3**					
	NBT	2			45	0	195	250	4.8	**4.8**	2.3	2.1	2.3	**3**	102	123	36	7	29
	WBL	3	Protected Only	211	33	0	176		-	**4.8**	3.1	2	3.1	**3**					
	EBT	4			45	0	171	200	4.8	**4.8**	2	2	2	**3**	104	108	31	7	24
	NBL	5	Permitted	67	20	0	109		-	**4.8**	3.4	2	3.4	**3**					
	SBT	6			45	0	189	249	4.8	**4.8**	2.2	2.1	2.2	**3**	106	137	40	7	33
	EBL	7	Protected Only	238	35	0	180		-	**4.8**	2.9	2	2.9	**3**					
	WBT	8			45	0	169	196	4.8	**4.8**	2	2	2	**3**	108	108	31	7	24
Old US 41 at Rail Head Blvd (Signalized)	SBL	1	Prot./Perm.	79	20	0	142		-	**4.8**	4.6	2	4.6	**3**					
	NBT	2			45	0	62	163	4.8	**4.8**	2	2	2	**3**	102	24	7	7	7
	SBT	6			45	0	156	165	4.8	**4.8**	2	2	2	**3**					
	WBL/R	8	Protected Only		30	0	166		3.7	**3.7**	3.3	2	3.3	**3**	108	79	23	7	16
Old US 41 at Via Palacio Ave	NBT	2			45	0	116	10	4.8	**4.8**	2	2	2	**3**					
	EBL	4	Protected Only	72	20	0	102		3.4	**3.4**	3.2	2	3.2	**3**	104	74	22	7	15
	NBL	5	Permitted	79	20	0	119		-	**4.8**	3.8	2	3.8	**3**					
	SBT	6			45	0	106	142	4.8	**4.8**	2	2	2	**3**	106	93	27	7	20
Old US 41 at Mediterra Dr (Signalized)	SBL	1	Prot./Perm.	59	20	0	117		-	**4.8**	3.7	2	3.7	**3**					
	NBT	2			45	0	112	0	4.8	**4.8**	2	2	2	**3**					
	SBT	6			45	0	105	0	4.8	**4.8**	2	2	2	**3**					
	WBL	8	Protected Only	61	20	0	105		3.4	**3.4**	3.3	2	3.3	**3**					
Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	SBL		Permitted	55	20	0	106		-	**4.8**	3.3	2	3.3	**3**					
	NBT	2			45	0	95	133	4.8	**4.8**	2	2	2	**3**	102	63	18	7	11
	WBL	3	Protected Only	53	20	0	135		-	**4**	4.3	2	4.3	**3**					
	EBT	4			25	0	106	166	3.4	**3.4**	2.5	3.1	3.1	**3.1**	104	75	22	7	15
	NBL		Permitted	38	20	0	97		-	**4.8**	3	2	3	**3**					
	SBT	6			45	0	83	135	4.8	**4.8**	2	2	2	**3**	106	39	12	7	7
	WBT	8			35	0	141	165	4	**4**	2.2	2	2.2	**2.2**	108	72	21	7	14
Old US 41 at Bonita Beach Rd (Signalized)	WBL	1	Protected Only	105	23	0	124		-	**4.8**	3.3	2	3.3	**3**					
	EBT	2			45	0	120	150	4.8	**4.8**	2	2	2	**2**					
	NBL	3	Protected Only	52	20	0			-	**4.8**	1	2	2	**3.3**					
	SBT	4			25	0	135	155	3.4	**4.8**	3.3	2.8	3.3	**3.3**					
	WBT	6			45	0	104	129	4.8	**4.8**	1	2	2	**2**					
	SBL	7	Protected Only	58	20	0	107		-	**4.8**	3.4	2	3.4	**3.3**					
	NBT	8			45	0	170	191	4.8	**4.8**	2	2	2	**3.3**					

Appendix F: Build Conditions Volume Comparison Tables

Intersection	Approach	Movement	Output Volume (vph)						Input Volume (vph)						Percent Change					
			Future Build AM Peak 2025	Future Build PM Peak 2025	Future Build AM Peak 2035	Future Build PM Peak 2035	Future Build AM Peak 2045	Future Build PM Peak 2045	Future Build AM Peak 2025	Future Build PM Peak 2025	Future Build AM Peak 2035	Future Build PM Peak 2035	Future Build AM Peak 2045	Future Build PM Peak 2045	Future Build AM Peak 2025	Future Build PM Peak 2025	Future Build AM Peak 2035	Future Build PM Peak 2035	Future Build AM Peak 2045	Future Build PM Peak 2045
US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	96	146	109	157	128	164	99	152	115	162	131	171	-3%	-4%	-5%	-3%	-2%	-4%
		SBT	2479	1456	2916	1761	3364	2052	2474	1514	2938	1786	3402	2058	0%	-4%	-1%	-1%	-1%	0%
		SBR	293	218	295	217	295	221	291	220	291	220	291	220	1%	-1%	1%	-1%	1%	0%
	Wiggins Pass Rd	WBL	231	106	249	113	151	122	229	105	252	113	274	121	1%	1%	-1%	0%	-45%	1%
		WBT	30	18	30	23	16	28	29	19	29	24	29	29	3%	-5%	3%	-4%	-45%	-3%
		WBR	81	106	93	119	56	130	82	104	94	118	106	131	-1%	2%	-1%	1%	-47%	-1%
	US 41	NBL	473	403	470	447	444	495	480	400	480	444	480	487	-1%	1%	-2%	1%	-8%	2%
		NBT	1453	2459	1769	2950	2086	3417	1452	2483	1771	2936	2089	3389	0%	-1%	0%	0%	0%	1%
		NBR	147	244	151	243	150	240	149	249	149	249	149	249	-1%	-2%	1%	-2%	1%	-4%
	Wiggins Pass Rd	EBL	94	218	149	160	150	110	99	214	155	264	210	313	-5%	2%	-4%	-39%	-29%	-65%
		EBT	13	30	22	26	22	19	13	28	21	41	28	53	0%	7%	5%	-37%	-21%	-64%
		EBR	211	210	240	155	208	105	211	213	248	251	284	288	0%	-1%	-3%	-38%	-27%	-64%
	Overall		5599	5613	6493	6372	7069	7103	5608	5701	6543	6608	7473	7509	0%	-2%	-1%	-4%	-5%	-5%
US 41 and U-turn South (Signalized)	US 41	SBU	107	68	106	69	106	69	106	67	106	67	106	67	1%	1%	0%	3%	0%	3%
		SBL	21	51	22	48	20	50	22	50	22	50	22	50	-5%	2%	0%	-4%	-9%	0%
		SBT	2874	1841	3317	2132	3780	2428	2864	1886	3344	2168	3802	2399	0%	-2%	-1%	-2%	-1%	1%
	Sunrise Blvd	WBR	108	72	108	71	108	71	110	73	110	73	110	73	-2%	-1%	-2%	-3%	-2%	-3%
	US 41	NBT	1612	2719	1996	3156	2276	3585	1633	2801	2020	3318	2295	3760	-1%	-3%	-1%	-5%	-1%	-5%
		NBR	15	73	16	75	14	74	15	74	15	74	15	74	0%	-1%	7%	1%	-7%	0%
	Overall		4736	4823	5565	5551	6303	6276	4750	4951	5617	5750	6350	6423	0%	-3%	-1%	-3%	-1%	-2%
Old US 41 at US 41 (Signalized)	US 41	SBT	2049	1321	2172	1414	2294	1499	2054	1349	2186	1415	2317	1480	0%	-2%	-1%	0%	-1%	1%
		SBR	85	82	113	94	142	109	92	110	121	121	149	132	-8%	-25%	-7%	-22%	-5%	-17%
	Old US 41	WBL	926	599	1262	794	1585	1004	946	594	1260	789	1574	984	-2%	1%	0%	1%	1%	2%
		WBT	30	49	29	53	29	58	32	49	33	54	33	59	-6%	0%	-12%	-2%	-12%	-2%
		WBR	66	46	67	48	68	49	68	49	68	49	68	49	-3%	-6%	-1%	-2%	0%	0%
	US 41	NBT	1207	1837	1337	1928	1415	2021	1316	1900	1372	2006	1427	2112	-8%	-3%	-3%	-4%	-1%	-4%
		NBR	620	1017	867	1372	1079	1722	665	1034	875	1411	1084	1788	-7%	-2%	-1%	-3%	0%	-4%
	Old US 41	EBL	42	89	52	123	64	156	41	88	53	121	65	153	2%	1%	-2%	2%	-2%	2%
		EBT	39	47	41	46	42	47	44	47	44	47	44	47	-11%	0%	-7%	-2%	-5%	0%
		EBR	26	33	31	41	39	49	24	34	32	43	39	52	8%	-3%	-3%	-5%	0%	-6%
	Overall		5089	5119	5971	5912	6756	6713	5282	5254	6044	6056	6800	6856	-4%	-3%	-1%	-2%	-1%	-2%
US 41 and U-turn North (Signalized)	US 41	SBT	2115	1382	2246	1467	2365	1546	2108	1405	2244	1472	2378	1538	0%	-2%	0%	0%	-1%	1%
	US 41	NBU	31	28	56	37	81	50	38	54	63	64	88	74	-18%	-48%	-11%	-42%	-8%	-32%
		NBT	1284	1949	1402	2061	1466	2171	1387	1983	1430	2112	1472	2240	-7%	-2%	-2%	-2%	0%	-3%
	Overall		3430	3358	3703	3565	3912	3767	3533	3442	3737	3648	3938	3852	-3%	-2%	-1%	-2%	-1%	-2%
US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	421	647	597	871	774	1082	424	653	600	865	775	1077	-1%	-1%	-1%	1%	0%	0%
		SBT	2109	1376	2240	1459	2365	1538	2107	1371	2237	1451	2366	1530	0%	0%	0%	1%	0%	1%
	Veterans Memorial Extension	WBL	8	5	9	7	10	8	8	5	10	7	12	8	0%	0%	-10%	0%	-17%	0%
		WBR	687	443	901	590	1109	725	701	451	901	581	1100	711	-2%	-2%	0%	2%	1%	2%
	US 41	NBT	1275	1981	1392	2032	1453	2140	1330	1849	1395	2028	1460	2206	-4%	7%	0%	0%	0%	-3%
		NBR	9	24	11	29	13	35	8	22	10	29	12	35	13%	9%	10%	0%	8%	0%
	Overall		4508	4476	5150	4989	5724	5528	4578	4351	5153	4961	5725	5567	-2%	3%	0%	1%	0%	-1%
Old US 41 at Gulf Coast Dr	Old US 41	SBL	19	24	27	37	34	52	20	25	28	37	35	49	-5%	-4%	-4%	0%	-3%	6%
		SBT	974	658	1308	869	1634	1085	1055	688	1365	890	1675	1091	-8%	-4%	-4%	-2%	-2%	-1%
	Gulf Coast Dr	WBL	46	26	55	32	65	39	47	28	57	34	67	40	-2%	-7%	-4%	-6%	-3%	-3%
		WBR	20	17	25	21	31	24	21	17	26	21	31	25	-5%	0%	-4%	0%	0%	-4%
	Old US 41	NBT	634	1019	879	1355	1088	1701	675	1034	887	1400	1099	1765	-6%	-1%	-1%	-3%	-1%	-4%
		NBR	25	52	29	62	33	69	25	49	27	60	29	70	0%	6%	7%	3%	14%	-1%
	Overall		1718	1797	2324	2376	2886	2969	1843	1841	2390	2442	2936	3040	-7%	-2%	-3%	-3%	-2%	-2%
Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	71	123	98	140	124	151	70	118	97	132	124	146	1%	4%	1%	6%	0%	3%
		SBT	898	607	1200	812	1503	1019	907	599	1203	791	1499	982	-1%	1%	0%	3%	0%	4%
		SBR	156	126	215	170	272	215	154	121	202	146	258	184	1%	4%	6%	16%	5%	17%
	Veterans Memorial Extension	WBL	89	68	115	91	146	114	69	70	114	90	139	110	29%	-3%	1%	1%	5%	4%
		WBT	543	335	685	433	836	528	536	327	689	421	841	515	1%	2%	-1%	3%	-1%	3%
		WBR	63	90	126	116	179	146	89	94	128	121	187	148	-29%	-4%	-2%	-4%	-4%	-1%
		NBT	604	980	849	1297	1050	1622	622	962	832	1326	1040	1690	-3%	2%	2%	-2%	1%	-4%
		NBR	50	59	69	73	82	90	57	63	74	82	90	100	-12%	-6%	-7%	-11%	-9%	-10%
	Veterans Memorial Extension	EBL	143	138	241	209	340	269	136	129	234	198	331	266	5%	7%	3%	6%	3%	1%
		EBT	282	550	362	689	442	853	287	532	369	686	450	839	-2%	3%	-2%	0%	-2%	2%
		EBR	5	6	4	7	6	7	4	5	5	7	6	8	25%	20%	-20%	0%	0%	-13%
	Overall		2904	3079	3963	4036	4980	5014	2931	3020	3947	4000	4965	4988	-1%	2%	0%	1%	0%	1%

Intersection	Approach	Movement	Output Volume (vph)						Input Volume (vph)						Percent Change					
			Future Build AM Peak 2025	Future Build PM Peak 2025	Future Build AM Peak 2035	Future Build PM Peak 2035	Future Build AM Peak 2045	Future Build PM Peak 2045	Future Build AM Peak 2025	Future Build PM Peak 2025	Future Build AM Peak 2035	Future Build PM Peak 2035	Future Build AM Peak 2045	Future Build PM Peak 2045	Future Build AM Peak 2025	Future Build PM Peak 2025	Future Build AM Peak 2035	Future Build PM Peak 2035	Future Build AM Peak 2045	Future Build PM Peak 2045
Old US 41 at Collier Center Way	Old US 41	SBU	7	7	8	8	10	10	7	7	9	9	11	11	0%	0%	-11%	-11%	-9%	-9%
		SBL	78	30	106	64	136	99	86	33	120	69	153	105	-9%	-9%	-12%	-7%	-11%	-6%
		SBT	1127	854	1526	1119	1915	1384	1131	846	1514	1089	1895	1333	0%	1%	1%	3%	1%	4%
	Collier Center Way	WBR	91	130	116	159	144	187	92	131	118	159	144	187	-1%	-1%	-2%	0%	0%	0%
	Old US 41	NBT	718	1186	1097	1592	1432	2000	707	1120	1065	1592	1421	2064	2%	6%	3%	0%	1%	-3%
		NBR	92	21	120	28	139	36	90	21	113	30	136	39	2%	0%	6%	-7%	2%	-8%
	Overall		2113	2227	2971	2971	3776	3717	2113	2158	2939	2948	3760	3739	0%	3%	1%	1%	0%	-1%
Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	59	20	80	31	96	40	58	20	79	29	99	38	2%	0%	1%	7%	-3%	5%
		SBT	1109	785	1505	1047	1893	1329	1095	774	1500	1034	1904	1292	1%	1%	0%	1%	-1%	3%
		SBR	16	13	18	22	23	28	13	14	18	22	22	29	23%	-7%	0%	0%	5%	-3%
	Sun Century Rd	WBR	46	67	62	81	77	93	48	67	64	81	78	93	-4%	0%	-3%	0%	-1%	0%
	Old US 41	NBU	62	83	75	102	94	119	61	82	77	100	92	118	2%	1%	-3%	2%	2%	1%
		NBL	8	46	12	66	16	86	9	41	13	64	16	86	-11%	12%	-8%	3%	0%	0%
		NBT	701	1182	1072	1574	1395	1969	712	1074	1048	1548	1384	2022	-2%	10%	2%	2%	1%	-3%
		NBR	44	13	57	21	77	27	41	12	57	18	73	24	7%	8%	0%	17%	5%	13%
	Sterling Oaks Dr	EBR	39	23	50	30	63	37	40	25	52	32	63	39	-3%	-8%	-4%	-6%	0%	-5%
	Overall		2085	2232	2932	2972	3733	3727	2077	2109	2908	2928	3731	3741	0%	6%	1%	2%	0%	0%
Old US 41 at Rail Head Blvd (Signalized)	Old US 41	SBL	137	45	144	64	149	79	128	43	140	62	152	80	7%	5%	3%	3%	-2%	-1%
		SBT	1106	721	1507	988	1893	1257	1081	722	1508	997	1933	1270	2%	0%	0%	-1%	-2%	-1%
	Rail Head Blvd	WBL	52	61	72	75	92	88	52	60	72	74	92	88	0%	2%	0%	1%	0%	0%
		WBR	79	117	112	144	143	172	79	115	111	142	142	168	0%	2%	1%	1%	1%	2%
	Old US 41	NBU	25	31	35	37	42	42	25	28	33	34	40	39	0%	11%	6%	9%	5%	8%
		NBT	644	1162	989	1513	1283	1868	657	1045	971	1472	1284	1898	-2%	11%	2%	3%	0%	-2%
		NBR	80	62	113	122	146	178	89	60	120	125	150	189	-10%	3%	-6%	-2%	-3%	-6%
	Overall		2122	2198	2972	2943	3748	3683	2111	2073	2955	2906	3793	3732	1%	6%	1%	1%	-1%	-1%
Old US 41 at Via Palacio Ave (Signalized)	Old US 41	SBT	1207	752	1614	1020	1991	1298	1154	705	1575	995	1996	1284	5%	7%	2%	3%	0%	1%
		SBR	3	28	3	37	4	47	2	26	3	37	3	47	50%	8%	0%	0%	33%	0%
	Old US 41	NBL	10	46	13	59	15	74	11	40	13	56	14	72	-9%	15%	0%	5%	7%	3%
		NBT	715	1230	1074	1619	1389	1985	753	1089	1083	1541	1412	1993	-5%	13%	-1%	5%	-2%	0%
	Via Palacio Ave	EBL	11	8	17	10	20	12	14	9	18	12	22	14	-21%	-11%	-6%	-17%	-9%	-14%
		EBR	32	18	40	23	50	28	32	19	41	23	49	27	0%	-5%	-2%	0%	2%	4%
	Overall		1977	2081	2761	2768	3468	3443	1966	1888	2733	2664	3496	3437	1%	10%	1%	4%	-1%	0%
Old US 41 at Mediterra Dr (Signalized)	Old US 41	SBL	60	43	83	59	102	77	59	41	80	60	101	78	2%	5%	4%	-2%	1%	-1%
		SBT	1178	737	1559	995	1918	1262	1135	706	1531	985	1927	1264	4%	4%	2%	1%	0%	0%
	Mediterra Dr	WBL	34	42	56	57	74	71	34	42	53	55	72	68	0%	0%	6%	4%	3%	4%
		WBR	50	56	81	74	112	91	52	58	85	77	117	95	-4%	-3%	-5%	-4%	-4%	-4%
	Old US 41	NBT	679	1201	1017	1573	1325	1927	701	1065	1022	1504	1343	1943	-3%	13%	0%	5%	-1%	-1%
		NBR	47	37	71	52	89	62	53	33	72	49	91	64	-11%	12%	-1%	6%	-2%	-3%
	Overall		2047	2117	2868	2809	3619	3490	2034	1945	2843	2730	3651	3512	1%	9%	1%	3%	-1%	-1%
Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	Old US 41	SBL	9	7	10	8	11	9	8	6	10	8	12	9	13%	17%	0%	0%	-8%	0%
		SBT	676	435	894	585	1073	727	676	433	869	582	1062	730	0%	0%	3%	1%	1%	0%
		SBR	3	1	5	1	5	2	3	1	4	2	4	2	0%	0%	25%	-50%	25%	0%
	New Quadrant Rd	WBL	559	336	745	474	939	610	560	336	760	470	959	603	0%	0%	-2%	1%	-2%	1%
		WBT	2	1	3	1	4	1	2	1	3	1	3	1	0%	0%	0%	0%	33%	0%
		WBR	9	4	12	7	14	7	10	5	13	7	15	8	-10%	-20%	-8%	0%	-7%	-13%
	Old US 41	NBL	2	3	4	4	3	3	3	3	4	4	4	4	-33%	0%	0%	0%	-25%	-25%
		NBT	489	697	792	925	1081	1161	503	603	787	880	1070	1157	-3%	16%	1%	5%	1%	0%
		NBR	238	568	316	707	376	845	257	517	322	697	387	877	-7%	10%	-2%	1%	-3%	-4%
	Industrial Rd	EBL	0	1	0	1	0	1	0	1	0	1	0	1	0%	0%	0%	0%	0%	0%
		EBT	1	1	1	1	1	1	1	1	1	1	1	1	0%	0%	0%	0%	0%	0%
		EBR	3	6	3	7	7	7	4	6	6	8	7	9	-25%	0%	-50%	-13%	0%	-22%
	Overall		1991	2060	2785	2721	3513	3374	2027	1913	2779	2661	3524	3402	-2%	8%	0%	2%	0%	-1%
Old US 41 at Bonita Beach Rd (Signalized)	Old US 41	SBL	224	211	227	197	255	184	222	205	245	196	268	187	1%	3%	-7%	1%	-5%	-2%
		SBT	258	211	437	370	586	528	259	216	428	369	597	522	0%	-2%	2%	0%	-2%	1%
		SBR	84	83	94	97	94	109	89	88	89	96	89	104	-6%	-6%	6%	1%	6%	5%
	Bonita Beach Rd	WBL	287	148	313	146	336	150	285	143	311	140	336	136	1%	3%	1%	4%	0%	10%
		WBT	1454	1106	1518	1121	1589	1155	1433	1089	1505	1063	1576	1036	1%	2%	1%	5%	1%	11%
		WBR	276	269	349	271	414	272	295	271	357	342	426	264	-6%	-1%	-2%	-21%	-3%	3%
	Old US 41	NBL	97	133	94	123	93	109	95	115	95	115	95	115	2%	16%	-1%	7%	-2%	-5%
		NBT	229	291	428	465	620	623	244	264	434	438	623	611	-6%	10%	-1%	6%	0%	2%
		NBR	172	271	268	358	361	445	174	230	271	335	368	440	-1%	18%	-1%	7%	-2%	1%
		EBT	1026	1575	1020	1631	1015	1693	1025	1566	1019	1621	1017	1678	0%	1%	0%	1%	0%	1%
		EBR	144	81	143	81	145	80	145	83	145	83	145	83	-1%	-2%	-1%	-2%	0%	-4%
	Overall		4251	4379	4891	4860	5507	5348	4266	4270	4899	4798	5540	5176	0%	3%	0%	1%	-1%	3%
Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	373	192	570	322	770	446	368	194	571	321	773	447	1%	-1%	0%	0%	0%	0%
		WBT	1746	1198	1886	1227	2013	1269	1744	1182	1878	1224	2012	1265	0%	1%	0%	0%	0%	0%
	Race Track Rd	NBL	181	195	179	193	180	196	180	196	180	196	180	196	1%	-1%	-1%	-2%	0%	0%
		NBR	96	322	159	510	220	690	97	328	159	510	220	691	-1%	-2%	0%	0%	0%	0%
	Bonita Beach Rd	EBU	87	126	114	126	140	122	89	125	115	125	146	128	-2%	1%	-1%	1%	-4%	-5%
		EBT	1126	1788	1198	1911	1291	2043	1128	1728	1216	1870	1303	2011	0%	3%	-1%	2%	-1%	2%
		EBR	206	149	200	158	199	171	204	148	204	157	204	166	1%	1%	-2%	1%	-2%	3%
	Overall		3815	3969	4308	4447	4813	4936	3810	3901	4323	4403	4838	4904	0%	2%	0%	1%	-1%	1%

Appendix G: Build Alternatives Analysis Results

Table 15 - Future Build Alternative A Vissim Results

Intersection	Approach	Movement	Future Build AM Peak 2025				Future Build PM Peak 2025				Future Build AM Peak 2035				Future Build PM Peak 2035				Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	96	87.1	F	220	152	70.7	E	312	112	86.2	F	259	161	124.1	F	446	129	85.1	F	269	165	269.9	F	893
		SBT	2,503	32.3	C	1,143	1,495	23.9	C	487	2,933	42.8	D	1,214	1,801	21.0	C	822	3,353	29.5	C	1,193	2,091	25.2	C	1,016
		SBR	294	19.8	B	214	224	11.3	B	159	298	28.5	C	246	225	9.3	A	137	296	21.1	C	228	226	12.6	B	129
	Wiggins Pass Rd	WBL	231	67.8	E	445	106	63.3	E	212	250	157.3	F	708	113	101.3	F	331	153	494.8	F	765	122	249.0	F	641
		WBT	30	55.2	E	160	18	54.1	D	179	30	129.5	F	276	23	88.5	F	266	16	356.8	F	280	27	202.5	F	658
		WBR	81	23.7	C	182	106	27.3	C	201	93	87.8	F	299	119	51.1	D	288	56	300.4	F	303	131	164.9	F	681
	US 41	NBL	473	67.1	E	396	403	67.2	E	328	470	69.5	E	379	448	94.7	F	471	445	216.3	F	1,174	494	113.5	F	1,952
		NBT	1,453	17.4	B	479	2,458	25.7	C	1,146	1,777	17.6	B	646	2,950	23.1	C	1,551	2,086	15.0	B	1,185	3,416	38.2	D	2,974
		NBR	147	4.1	A	90	244	10.0	A	125	151	4.6	A	118	243	16.2	B	119	150	4.9	A	92	240	42.1	D	162
	Wiggins Pass Rd	EBL	94	61.1	E	234	218	78.3	E	678	150	84.5	F	699	157	711.1	F	1,719	148	575.7	F	1,722	114	1020.5	F	1,709
		EBT	13	57.9	E	53	30	69.6	E	99	22	67.2	E	114	26	665.2	F	417	21	514.2	F	575	19	896.4	F	241
		EBR	211	13.8	B	180	209	17.1	B	153	240	30.3	C	617	153	529.2	F	1,089	204	457.8	F	1,741	108	771.0	F	429
	Overall		**5,624**	**32.2**	**C**	-	**5,662**	**30.9**	**C**	-	**6,525**	**43.1**	**D**	-	**6,418**	**62.7**	**E**	-	**7,058**	**75.3**	**E**	-	**7,153**	**79.6**	**E**	-
2 - Old US 41 at US 41 (Signalized)	US 41	SBL	108	85.3	F	259	65	71.9	E	-	105	133.6	F	275	69	104.4	F	198	104	205.5	F	442	69	119.5	F	200
		SBT	1,941	36.0	D	728	1,249	22.9	C	371	2,060	93.1	F	1,414	1,345	26.3	C	506	2,165	131.0	F	1,523	1,418	31.7	C	564
		SBR	54	7.5	A	65	54	4.4	A	46	58	42.3	D	60	57	4.9	A	61	61	79.8	E	63	59	5.3	A	55
	Old US 41	WBL	923	55.2	E	511	602	66.1	E	367	1,261	68.8	E	972	799	81.6	F	592	1,570	107.1	F	1,036	1,009	97.5	F	883
		WBT	29	48.6	D	137	49	62.7	E	166	29	49.4	D	127	54	72.9	E	318	29	80.9	F	67	58	84.9	F	475
		WBR	66	13.4	B	78	46	13.1	B	65	66	16.6	B	86	48	13.6	B	81	66	34.4	C	74	50	21.4	C	81
	US 41	NBL	33	66.3	E	101	51	99.7	F	130	56	100.3	F	151	59	108.3	F	162	80	165.1	F	281	71	145.2	F	234
		NBT	1,107	50.1	D	454	1,786	12.0	B	563	1,221	23.7	C	400	1,868	23.8	C	497	1,281	27.4	C	432	1,952	30.5	C	595
		NBR	487	8.8	A	154	947	4.9	A	239	729	4.8	A	153	1,301	7.7	A	291	933	4.3	A	202	1,649	10.3	B	361
	Old US 41	EBL	42	61.7	E	125	89	70.2	E	185	52	63.8	E	172	122	86.6	F	325	63	61.0	E	188	155	86.1	F	407
		EBT	39	68.4	E	110	49	67.1	E	151	41	66.9	E	139	46	91.5	F	139	43	69.8	E	130	47	97.7	F	157
		EBR	26	69.0	E	91	33	66.6	E	130	32	66.4	E	106	40	93.8	F	133	39	74.7	E	122	49	98.5	F	169
	Overall		**4,854**	**41.5**	**D**	-	**5,021**	**23.9**	**C**	-	**5,709**	**60.2**	**E**	-	**5,808**	**33.1**	**C**	-	**6,433**	**84.7**	**F**	-	**6,586**	**40.6**	**D**	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	421	59.7	E	338	647	58.3	E	571	597	56.2	E	450	871	33.9	C	503	773	57.0	E	841	1,082	41.1	D	1,030
		SBT	2,109	5.1	A	290	1,376	4.0	A	187	2,240	7.2	A	322	1,459	2.7	A	157	2,356	27.5	C	1,051	1,538	2.8	A	144
	Veterans Memorial Extension	WBL	8	66.6	E	54	5	74.5	E	36	9	64.6	E	51	7	39.9	D	38	10	85.2	F	47	8	49.1	D	50
		WBR	687	48.3	D	537	443	36.2	D	286	900	50.5	D	602	589	24.3	C	358	1,104	48.2	D	735	725	24.4	C	404
	US 41	NBT	1,210	31.7	C	586	1,961	41.1	D	840	1,331	39.8	D	602	2,016	44.5	D	987	1,399	45.1	D	639	2,126	54.0	D	1,096
		NBR	8	23.0	C	57	24	32.1	C	64	10	27.4	C	60	29	30.5	C	70	12	33.7	C	59	34	43.3	D	64
	Overall		**4,442**	**24.3**	**C**	-	**4,456**	**31.7**	**C**	-	**5,087**	**29.3**	**C**	-	**4,972**	**27.9**	**C**	-	**5,654**	**40.0**	**D**	-	**5,513**	**33.2**	**C**	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	SBL	19	3.8	A	42	24	8.4	A	49	27	6.2	A	45	37	14.4	B	81	34	15.6	C	60	52	23.4	C	90
		SBT	974	0.7	A	0	658	0.3	A	0	1,308	1.4	A	44	869	0.5	A	0	1,619	21.5	C	860	1,084	5.1	A	183
	Gulf Coast Dr	WBL	46	11.0	B	113	26	12.9	B	100	55	15.1	C	114	31	17.2	C	103	65	40.6	E	144	38	35.5	E	117
		WBR	20	6.5	A	117	17	8.4	A	103	25	8.1	A	118	21	10.4	B	105	31	12.4	B	145	23	18.7	C	121
	Old US 41	NBT	610	0.2	A	0	1,016	0.3	A	0	846	0.2	A	0	1,356	0.4	A	0	1,048	0.5	A	25	1,697	1.6	A	163
		NBR	24	0.9	A	0	52	1.0	A	0	29	1.0	A	0	63	1.1	A	0	32	1.1	A	0	70	1.2	A	0
	Overall		**1,693**	**0.9**	**A**	-	**1,794**	**0.7**	**A**	-	**2,291**	**1.4**	**A**	-	**2,377**	**1.0**	**A**	-	**2,828**	**3.8**	**A**	-	**2,965**	**3.8**	**A**	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	71	11.5	B	117	122	23.4	C	162	97	19.4	B	147	139	43.1	D	264	124	33.9	C	202	152	66.9	E	353
		SBT	898	11.4	B	506	607	12.9	B	237	1,200	17.9	B	540	813	21.3	C	488	1,500	21.9	C	551	1,019	23.1	C	524
		SBR	155	5.1	A	92	125	4.5	A	86	214	8.2	A	128	170	5.7	A	93	272	9.4	A	180	215	8.1	A	122
	Veterans Memorial Extension	WBL	89	30.6	C	138	68	33.5	C	106	115	34.0	C	171	91	55.7	E	167	145	44.8	D	224	114	110.4	F	287
		WBT	543	42.5	D	311	335	41.9	D	201	686	50.9	D	491	433	55.7	E	291	832	61.1	E	779	528	63.9	E	382
		WBR	63	5.8	A	71	90	7.1	A	73	126	7.9	A	89	116	9.7	A	93	178	17.4	B	183	146	15.9	B	149
		NBT	583	20.1	C	291	978	25.2	C	519	819	27.5	C	440	1,298	31.5	C	773	1,013	32.6	C	583	1,610	41.3	D	1,028
		NBR	48	5.0	A	55	59	8.1	A	66	67	7.5	A	73	73	14.5	B	54	79	11.0	B	63	89	24.7	C	66
	Veterans Memorial Extension	EBL	143	61.1	E	155	137	60.8	E	152	241	69.6	E	219	209	65.0	E	211	339	88.7	F	331	269	64.6	E	267
		EBT	282	45.2	D	266	550	50.6	D	444	361	49.2	D	308	689	59.1	E	573	441	50.2	D	347	853	93.3	F	841
		EBR	5	41.7	D	266	6	49.9	D	444	4	41.0	D	308	7	60.9	E	573	6	48.1	D	347	7	84.1	F	841
	Overall		**2,880**	**24.9**	**C**	-	**3,076**	**29.2**	**C**	-	**3,929**	**31.2**	**C**	-	**4,036**	**37.5**	**D**	-	**4,927**	**37.8**	**D**	-	**5,001**	**50.1**	**D**	-

Table 15 - Future Build Alternative A Vissim Results

Intersection	Approach	Movement	Future Build AM Peak 2025				Future Build PM Peak 2025				Future Build AM Peak 2035				Future Build PM Peak 2035				Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
6 - Old US 41 at Collier Center Way	Old US 41	SBU	7	2.5	A	62	7	6.3	A	52	8	5.2	A	85	8	13.5	B	93	10	12.1	B	120	10	17.5	C	135
		SBL	78	3.1	A	62	30	7.2	A	52	105	6.1	A	85	63	11.2	B	93	137	10.7	B	120	99	19.5	C	135
		SBT	1,126	1.2	A	69	853	0.3	A	0	1,523	4.5	A	391	1,119	1.6	A	116	1,910	17.3	C	816	1,384	3.8	A	275
	Collier Center Way	WBR	91	7.0	A	123	130	9.9	A	151	116	8.7	A	149	159	15.4	C	190	144	10.8	B	153	187	28.6	D	302
	Old US 41	NBT	699	0.3	A	0	1,182	0.3	A	0	1,069	0.3	A	0	1,592	0.4	A	0	1,397	0.4	A	0	1,985	0.5	A	13
		NBR	90	0.5	A	0	21	0.4	A	0	117	0.6	A	0	28	0.4	A	0	135	0.6	A	0	36	0.4	A	0
	Overall		**2,090**	**1.2**	**A**	-	**2,223**	**1.0**	**A**	-	**2,938**	**3.0**	**A**	-	**2,969**	**1.9**	**A**	-	**3,732**	**9.9**	**A**	-	**3,702**	**3.7**	**A**	-
7 - Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	59	4.9	A	60	20	6.3	A	39	80	7.6	A	77	31	15.9	C	76	96	14.9	B	109	40	24.2	C	83
		SBT	1,110	1.1	A	61	785	0.5	A	0	1,505	1.7	A	130	1,046	1.1	A	42	1,890	5.6	A	667	1,327	1.6	A	96
		SBR	16	1.6	A	0	13	1.0	A	0	19	2.0	A	0	22	1.8	A	0	23	4.6	A	0	28	2.3	A	0
	Sun Century Rd	WBR	47	6.7	A	96	67	8.3	A	72	63	8.0	A	101	80	10.5	B	84	77	9.5	A	119	93	14.4	B	110
	Old US 41	NBU	61	7.2	A	72	83	5.3	A	98	74	13.1	B	117	102	9.1	A	139	93	40.6	E	255	119	14.8	B	200
		NBL	8	6.9	A	52	46	5.4	A	80	11	10.4	B	99	65	9.9	A	121	16	32.6	D	237	85	17.7	C	182
		NBT	685	0.4	A	29	1,178	0.5	A	5	1,047	0.7	A	79	1,568	0.8	A	4	1,363	0.9	A	82	1,957	1.1	A	103
		NBR	42	1.0	A	29	13	1.0	A	5	56	1.5	A	79	21	1.1	A	4	76	1.5	A	82	27	1.8	A	103
	Sterling Oaks Dr	EBR	40	7.1	A	66	23	5.8	A	46	50	9.3	A	74	30	7.3	A	48	63	19.1	C	97	37	8.8	A	57
	Overall		**2,067**	**1.4**	**A**	-	**2,227**	**1.1**	**A**	-	**2,904**	**2.1**	**A**	-	**2,965**	**1.9**	**A**	-	**3,696**	**5.4**	**A**	-	**3,713**	**2.8**	**A**	-
8 - Old US 41 at Rail Head Blvd (Signalized)	Old US 41	SBL	137	8.7	A	130	45	9.0	A	59	144	11.6	B	128	64	16.4	B	97	149	23.3	C	149	79	28.3	C	126
		SBT	1,107	6.1	A	514	721	4.2	A	224	1,507	6.5	A	622	988	9.6	A	559	1,893	12.7	B	1,339	1,256	11.4	B	704
	Rail Head Blvd	WBL	52	56.0	E	291	61	53.9	D	307	72	70.6	E	497	75	73.2	E	449	92	69.9	E	686	88	100.2	F	673
		WBR	79	27.0	C	296	117	30.7	C	311	112	45.7	D	501	144	50.8	D	453	143	51.1	D	691	172	80.1	F	677
	Old US 41	NBU	25	11.8	B	72	31	5.9	A	38	35	16.0	B	76	37	9.4	A	51	42	29.6	C	91	42	14.6	B	57
		NBT	629	4.3	A	210	1,158	3.8	A	200	966	7.0	A	194	1,508	5.9	A	293	1,253	10.6	B	359	1,859	9.5	A	590
		NBR	78	2.9	A	47	62	2.4	A	45	112	3.6	A	70	122	3.2	A	57	143	4.3	A	82	176	5.3	A	72
	Overall		**2,106**	**7.7**	**A**	-	**2,194**	**6.8**	**A**	-	**2,948**	**10.0**	**A**	-	**2,937**	**11.2**	**B**	-	**3,714**	**15.2**	**B**	-	**3,672**	**15.9**	**B**	-
9 - Old US 41 at Via Palacio Ave (Signalized)	Old US 41	SBT	1,208	2.3	A	273	752	1.4	A	154	1,614	2.6	A	341	1,020	2.7	A	322	1,990	2.9	A	495	1,298	2.7	A	375
		SBR	3	1.7	A	4	28	1.6	A	45	3	4.3	A	13	37	1.8	A	42	4	2.6	A	22	47	2.2	A	47
	Old US 41	NBL	9	9.4	A	9	46	4.6	A	41	12	9.9	A	13	59	7.3	A	53	14	17.7	B	26	74	9.0	A	64
		NBT	698	1.4	A	186	1,227	1.3	A	267	1,052	1.8	A	259	1,615	1.0	A	165	1,360	2.3	A	315	1,976	0.9	A	146
	Via Palacio Ave	EBL	11	56.6	E	45	8	55.6	E	41	17	56.2	E	65	10	61.7	E	47	20	59.1	E	59	12	68.5	E	52
		EBR	32	7.1	A	40	18	6.2	A	29	41	8.7	A	50	23	7.7	A	37	50	10.8	B	58	28	7.8	A	37
	Overall		**1,961**	**2.4**	**A**	-	**2,078**	**1.6**	**A**	-	**2,739**	**2.7**	**A**	-	**2,763**	**2.0**	**A**	-	**3,439**	**3.2**	**A**	-	**3,434**	**2.1**	**A**	-
10 - Old US 41 at Mediterra Dr (Signalized)	Old US 41	SBL	60	5.3	A	57	43	9.8	A	54	83	10.0	B	79	59	11.9	B	75	102	14.8	B	99	77	20.5	C	111
		SBT	1,178	1.6	A	155	738	2.1	A	165	1,558	5.0	A	618	995	4.1	A	381	1,917	7.4	A	779	1,262	6.2	A	527
	Mediterra Dr	WBL	34	53.9	D	93	42	51.1	D	100	56	61.0	E	144	57	63.4	E	139	74	60.1	E	164	71	61.4	E	157
		WBR	50	6.1	A	87	56	7.3	A	81	81	7.0	A	93	74	9.2	A	93	113	9.0	A	98	91	12.0	B	104
	Old US 41	NBT	663	2.7	A	120	1,200	1.7	A	157	994	2.8	A	229	1,569	3.5	A	334	1,296	4.2	A	338	1,920	4.9	A	648
		NBR	45	1.9	A	69	37	1.7	A	63	71	2.3	A	89	52	2.2	A	64	88	2.9	A	95	62	2.8	A	66
	Overall		**2,030**	**3.0**	**A**	-	**2,116**	**3.1**	**A**	-	**2,844**	**5.5**	**A**	-	**2,804**	**5.3**	**A**	-	**3,589**	**7.4**	**A**	-	**3,483**	**7.0**	**A**	-
11 - Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	Old US 41	SBL	9	10.4	B	27	7	4.1	A	13	10	14.9	B	37	8	12.0	B	31	11	21.8	C	28	9	13.5	B	33
		SBT	676	11.8	B	394	435	7.0	A	220	893	16.4	B	624	585	9.7	A	393	1,072	23.1	C	756	726	12.9	B	502
		SBR	3	14.2	B	394	1	5.0	A	220	5	13.3	B	624	1	2.6	A	393	5	16.5	B	756	2	10.2	B	502
	New Quadrant Rd	WBL	559	45.2	D	364	336	50.1	D	250	745	46.9	D	515	474	58.6	E	366	939	43.5	D	606	610	56.7	E	465
		WBT	2	38.6	D	43	1	29.8	C	35	3	37.8	D	50	1	58.3	E	41	4	26.6	C	49	1	22.8	C	35
		WBR	9	5.7	A	87	4	8.5	A	79	12	6.9	A	94	7	6.7	A	85	14	7.8	A	93	7	9.5	A	79
	Old US 41	NBL	2	21.5	C	16	3	12.4	B	12	4	12.2	B	12	4	21.6	C	9	3	16.7	B	9	3	46.5	D	15
		NBT	479	11.2	B	260	697	9.0	A	202	778	6.8	A	332	925	10.9	B	474	1,055	12.1	B	754	1,157	30.4	C	1,731
		NBR	233	3.0	A	89	568	9.3	A	350	310	4.1	A	131	705	14.2	B	609	371	7.1	A	114	843	30.6	C	1,522
	Industrial Rd	EBL	0	0.0	A	51	1	75.8	E	53	0	0.0	A	47	1	102.0	F	60	0	0.0	A	56	1	102.0	F	60
		EBT	1	87.1	F	51	1	83.1	F	53	1	61.6	E	47	1	85.6	F	60	1	44.5	D	56	1	85.7	F	60
		EBR	3	59.6	E	51	6	69.3	E	53	3	71.0	E	47	7	70.7	E	60	7	64.2	E	56	7	70.7	E	60
	Overall		**1,976**	**20.2**	**C**	-	**2,060**	**15.6**	**B**	-	**2,763**	**20.6**	**C**	-	**2,718**	**20.0**	**C**	-	**3,481**	**23.6**	**C**	-	**3,368**	**31.5**	**C**	-
12 - Old US 41 at Bonita Beach Rd (Signalized)	Old US 41	SBL	224	65.1	E	216	211	62.0	E	197	227	81.3	F	220	197	98.6	F	234	255	120.2	F	316	184	143.5	F	293
		SBT	258	54.9	D	285	210	52.4	D	266	437	67.3	E	657	370	78.0	E	559	586	88.3	F	2,454	528	94.1	F	2,173
		SBR	84	30.7	C	285	83	25.2	C	266	94	50.9	D	657	97	60.9	E	559	94	79.1	E	2,454	109	82.3	F	2,173
	Bonita Beach Rd	WBL	287	58.7	E	265	148	69.2	E	166	313	79.7	E	345	146	86.6	F	195	336	78.1	E	353	150	97.3	F	190
		WBT	1,454	20.5	C	1,124	1,106	15.7	B	403	1,517	26.1	C	1,299	1,121	20.9	C	652	1,589	37.1	D	1,426	1,155	22.8	C	769
		WBR	276	7.1	A	134	269	2.3	A	43	349	14.0	B	263	271	7.1	A	196	414	24.7	C	476	272	17.3	B	258
	Old US 41	NBL	96	71.4	E	242	133	64.1	E	242	92	95.5	F	257	122	174.5	F	383	92	160.7	F	308	110	310.5	F	605
		NBT	223	60.7	E	254	291	53.3	D	251	421	70.6	E	477	463	78.7	E	513	610	77.4	E	773	623	69.1	E	678
		NBR	169	11.7	B	214	271	14.3	B	250	264	14.6	B	310	356	20.8	C	425	354	19.3	B	410	444	27.3	C	486
	Bonita Beach Rd	EBT	1,026	33.8	C	457	1,577	48.3	D	1,278	1,020	36.6	D	528	1,630	33.0	C	1,087	1,016	38.3	D	524	1,692	46.6	D	1,357
		EBR	144	4.6	A	79	81	9.9	A	45	143	7.5	A	92	81	7.7	A	63	145	11.1	B	131	80	16.5	B	72
	Overall		**4,240**	**32.4**	**C**	-	**4,380**	**36.4**	**D**	-	**4,877**	**41.6**	**D**	-	**4,857**	**43.7**	**D**	-	**5,489**	**53.8**	**D**	-	**5,345**	**56.2**	**E**	-
13 - Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	373	64.4	E	359	192	61.2	E	194	570	34.2	C	331	323	39.6	D	230	771	33.3	C	596	446	37.5	D	283
		WBT	1,745	14.8	B	543	1,198	16.7	B	399	1,887	18.9	B	541	1,226	18.1	B	380	2,013	28.8	C	887	1,268	19.9	B	432
	Race Track Rd	NBL	181	66.1	E	431	195	60.7	E	414	179	38.7	D	294	193	44.4	D	305	180	40.1	D	318	196	69.4	E	272
		NBR	96	6.6	A	102	322	13.9	B	324	159	6.1	A	125	509	31.2	C	1,555	220	7.0	A	164	690	62.3	E	2,036
	Bonita Beach Rd	EBU	87	52.2	D	244	126	77.3	E	247	114	47.3	D	228	126	61.8	E	272	140	57.4	E	330	121	72.2	E	250
		EBT	1,122	26.8	C	432	1,788	10.4	B	252	1,195	19.1	B	424	1,910	22.7	C	735	1,286	25.3	C	451	2,043	44.3	D	1,188
		EBR	205	12.7	B	188	149	6.0	A	89	200	9.6	A	179	158	10.6	B	119	198	11.2	B	167	171	23.8	C	142
	Overall		**3,809**	**26.2**	**C**	-	**3,969**	**19.5**	**B**	-	**4,305**	**21.7**	**C**	-	**4,446**	**25.3**	**C**	-	**4,807**	**28.1**	**C**	-	**4,935**	**41.0**	**D**	-

Table 16 - Future Build Alternative B Vissim Results

Intersection	Approach	Movement	Future Build AM Peak 2025				Future Build PM Peak 2025				Future Build AM Peak 2035				Future Build PM Peak 2035				Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	96	73.6	E	210	146	79.5	E	284	109	73.7	E	256	157	111.4	F	418	128	72.7	E	255	164	208.4	F	586
		SBT	2,479	28.6	C	656	1,456	21.3	C	457	2,916	27.8	C	678	1,761	28.6	C	658	3,364	18.5	B	674	2,052	23.2	C	660
		SBR	293	10.6	B	228	218	6.8	A	151	295	11.2	B	226	217	8.5	A	189	295	8.4	A	191	221	8.9	A	179
	Wiggins Pass Rd	WBL	231	68.0	E	445	106	63.4	E	212	249	159.2	F	708	113	100.2	F	326	151	497.2	F	772	122	223.9	F	597
		WBT	30	55.2	E	160	18	54.1	D	180	30	130.1	F	325	23	88.6	F	266	16	366.5	F	286	28	175.3	F	613
		WBR	81	23.6	C	182	106	27.8	C	203	93	89.4	F	348	119	51.8	D	288	56	298.4	F	309	130	140.9	F	635
	US 41	NBL	473	67.0	E	388	403	67.3	E	328	470	69.7	E	379	447	94.1	F	468	444	221.4	F	1,247	495	114.0	F	2,283
		NBT	1,453	17.4	B	474	2,459	25.9	C	1,210	1,769	17.6	B	667	2,950	23.7	C	1,600	2,086	14.9	B	1,251	3,417	37.9	D	3,061
		NBR	147	4.2	A	92	244	11.0	B	127	151	4.7	A	115	243	17.3	B	116	150	5.0	A	99	240	43.2	D	149
	Wiggins Pass Rd	EBL	94	61.5	E	236	218	81.5	F	719	149	86.0	F	731	160	694.3	F	1,710	150	570.1	F	1,711	110	1062.1	F	1,711
		EBT	13	57.9	E	53	30	71.7	E	96	22	68.3	E	106	26	654.7	F	101	22	498.0	F	88	19	922.0	F	402
		EBR	211	14.6	B	168	210	17.6	B	150	240	30.8	C	613	155	519.7	F	924	208	455.8	F	1,730	105	800.4	F	593
	Overall		**5,599**	**29.9**	C	-	**5,613**	**30.6**	C	-	**6,493**	**35.5**	D	-	**6,372**	**64.8**	E	-	**7,069**	**69.6**	E	-	**7,103**	**76.9**	E	-
21 - US 41 and U-turn South (Signalized)	US 41	SBU	107	91.8	F	271	68	55.9	E	266	106	67.3	E	243	69	143.3	F	321	106	65.0	E	239	69	151.7	F	425
		SBL	21	79.7	E	271	51	77.2	E	266	22	58.1	E	243	48	115.8	F	321	20	65.3	E	239	50	127.6	F	425
		SBT	2,874	8.6	A	534	1,841	1.3	A	24	3,317	14.2	B	597	2,132	4.0	A	306	3,780	11.0	B	594	2,428	7.5	A	454
	Sunrise Blvd	WBR	108	6.2	A	72	72	5.9	A	56	108	6.2	A	67	71	5.8	A	56	108	6.2	A	67	71	5.8	A	57
	US 41	NBT	1,612	2.9	A	97	2,719	3.5	A	182	1,996	2.9	A	138	3,156	2.4	A	131	2,276	3.1	A	150	3,585	3.0	A	169
		NBR	15	4.3	A	93	73	4.5	A	197	16	3.4	A	131	75	2.6	A	139	14	4.2	A	171	74	2.9	A	195
	Overall		**4,736**	**8.8**	A	-	**4,823**	**4.2**	A	-	**5,565**	**11.2**	B	-	**5,551**	**5.8**	A	-	**6,303**	**9.2**	A	-	**6,276**	**7.4**	A	-
2 - Old US 41 at US 41 (Signalized)	US 41	SBT	2,049	26.7	C	625	1,321	15.2	B	341	2,172	39.9	D	664	1,414	19.9	B	456	2,294	44.5	D	671	1,499	24.8	C	523
		SBR	85	2.8	A	65	82	3.3	A	58	113	3.7	A	62	94	2.6	A	63	142	4.1	A	67	109	2.9	A	54
	Old US 41	WBL	926	57.1	E	588	599	67.3	E	362	1,262	62.9	E	842	794	79.1	E	559	1,585	88.5	F	1,038	1,004	92.2	F	838
		WBT	30	54.4	D	170	49	64.8	E	155	29	45.6	D	160	53	76.0	E	284	29	61.8	E	162	58	80.2	F	334
		WBR	66	13.7	B	91	46	13.1	B	69	67	15.1	B	86	48	12.4	B	68	68	28.2	C	76	49	17.2	B	71
	US 41	NBT	1,207	24.7	C	363	1,837	7.5	A	508	1,337	14.2	B	389	1,928	15.2	B	377	1,415	17.4	B	446	2,021	20.1	C	486
		NBR	620	3.3	A	121	1,017	3.9	A	316	867	3.8	A	246	1,372	2.9	A	188	1,079	3.8	A	328	1,722	3.6	A	262
	Old US 41	EBL	42	62.1	E	128	89	68.2	E	185	52	64.4	E	183	123	85.4	F	330	64	64.9	E	192	156	83.9	F	421
		EBT	39	67.5	E	112	47	70.2	E	141	41	75.4	E	151	46	93.7	F	142	42	83.1	F	133	47	94.3	F	160
		EBR	26	70.3	E	94	33	69.0	E	128	31	77.1	E	109	41	90.5	F	134	39	82.4	F	133	49	92.4	F	155
	Overall		**5,089**	**29.3**	C	-	**5,119**	**18.3**	B	-	**5,971**	**33.5**	C	-	**5,912**	**25.0**	C	-	**6,756**	**42.4**	D	-	**6,713**	**30.5**	C	-
22 - US 41 and U-turn North (Signalized)	US 41	SBT	2,115	1.2	A	95	1,382	1.8	A	201	2,246	11.9	B	430	1,467	2.2	A	144	2,365	15.9	B	666	1,546	2.6	A	172
	US 41	NBU	31	78.1	E	102	28	97.6	F	94	56	96.4	F	140	37	81.1	F	106	81	106.6	F	212	50	95.5	F	167
		NBT	1,284	0.6	A	0	1,949	1.1	A	0	1,402	0.5	A	0	2,061	1.5	A	47	1,466	0.7	A	0	2,171	2.7	A	65
	Overall		**3,430**	**1.7**	A	-	**3,358**	**2.2**	A	-	**3,703**	**8.9**	A	-	**3,565**	**2.6**	A	-	**3,912**	**12.1**	B	-	**3,767**	**3.9**	A	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	421	59.6	E	338	647	58.3	E	570	597	56.1	E	446	871	33.8	C	456	774	54.7	D	730	1,082	41.1	D	1,066
		SBT	2,109	5.1	A	293	1,376	4.0	A	188	2,240	4.3	A	262	1,459	2.7	A	157	2,365	4.4	A	300	1,538	2.8	A	147
	Veterans Memorial Extension	WBL	8	67.4	E	47	5	74.1	E	37	9	66.7	E	52	7	41.1	D	41	10	68.3	E	62	8	51.4	D	42
		WBR	687	48.2	D	545	443	36.1	D	277	901	50.7	D	598	590	24.3	C	356	1,109	48.0	D	766	725	24.3	C	412
	US 41	NBT	1,275	25.6	C	555	1,981	40.9	D	826	1,392	37.0	D	618	2,032	36.5	D	916	1,453	42.3	D	629	2,140	45.3	D	963
		NBR	9	10.0	B	55	24	30.8	C	65	11	22.5	C	58	29	21.7	C	68	13	31.9	C	66	35	32.5	C	65
	Overall		**4,508**	**22.7**	C	-	**4,476**	**31.6**	C	-	**5,150**	**27.4**	C	-	**4,989**	**24.6**	C	-	**5,724**	**29.4**	C	-	**5,528**	**29.9**	C	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	SBL	19	4.6	A	38	24	7.2	A	43	27	7.1	A	50	37	13.2	B	76	34	11.7	B	74	52	24.5	C	99
		SBT	974	0.7	A	0	658	0.3	A	0	1,308	1.2	A	10	869	0.6	A	0	1,634	9.5	A	552	1,085	1.7	A	69
	Gulf Coast Dr	WBL	46	11.0	B	113	26	12.0	B	100	55	14.6	B	115	32	16.8	C	103	65	35.8	E	161	39	24.7	C	110
		WBR	20	7.0	A	117	17	8.3	A	103	25	8.1	A	119	21	9.9	A	105	31	16.0	C	165	24	16.0	C	114
	Old US 41	NBT	634	0.2	A	0	1,019	0.3	A	0	879	0.3	A	0	1,355	0.4	A	0	1,088	0.5	A	19	1,701	1.8	A	163
		NBR	25	1.1	A	0	52	1.0	A	0	29	1.0	A	0	62	1.1	A	0	33	1.1	A	0	69	1.3	A	0
	Overall		**1,718**	**0.9**	A	-	**1,797**	**0.6**	A	-	**2,324**	**1.3**	A	-	**2,376**	**1.0**	A	-	**2,886**	**6.7**	A	-	**2,969**	**2.5**	A	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	71	11.7	B	112	123	23.8	C	171	98	20.9	C	142	140	43.3	D	261	124	34.8	C	202	151	68.4	E	304
		SBT	898	11.1	B	480	607	13.1	B	253	1,200	17.8	B	537	812	21.4	C	478	1,503	19.6	B	545	1,019	23.0	C	526
		SBR	156	4.9	A	92	126	4.6	A	86	215	8.3	A	158	170	5.6	A	88	272	9.0	A	171	215	8.0	A	125
	Veterans Memorial Extension	WBL	89	30.8	C	138	68	32.8	C	106	115	33.7	C	168	91	55.1	E	167	146	39.1	D	224	114	109.7	F	278
		WBT	543	42.5	D	311	335	41.8	D	202	685	51.1	D	493	433	55.9	E	291	836	56.0	E	637	528	62.9	E	368
		WBR	63	6.0	A	71	90	7.0	A	72	126	8.2	A	92	116	9.8	A	92	179	14.3	B	161	146	15.9	B	148
		NBT	604	20.2	C	314	980	26.6	C	542	849	28.1	C	495	1,297	30.7	C	791	1,050	33.0	C	597	1,622	42.3	D	1,030
		NBR	50	5.4	A	56	59	9.1	A	54	69	7.9	A	67	73	14.7	B	49	82	10.7	B	59	90	25.3	C	62
	Veterans Memorial Extension	EBL	143	61.8	E	163	138	60.4	E	152	241	69.2	E	218	209	64.8	E	208	340	83.0	F	318	269	64.6	E	254
		EBT	282	45.0	D	266	550	51.0	D	439	362	49.4	D	308	689	59.2	E	585	442	48.3	D	322	853	94.4	F	842
		EBR	5	40.2	D	266	6	47.9	D	439	4	43.3	D	308	7	60.0	E	585	6	47.7	D	322	7	81.3	F	842
	Overall		**2,904**	**24.8**	C	-	**3,079**	**29.7**	C	-	**3,963**	**31.4**	C	-	**4,036**	**37.3**	D	-	**4,980**	**35.5**	D	-	**5,014**	**50.5**	D	-

Table 16 - Future Build Alternative B Vissim Results

Intersection	Approach	Movement	Future Build AM Peak 2025				Future Build PM Peak 2025				Future Build AM Peak 2035				Future Build PM Peak 2035				Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
6 - Old US 41 at Collier Center Way	Old US 41	SBU	7	2.6	A	55	7	5.5	A	51	8	5.7	A	92	8	12.4	B	92	10	11.9	B	126	10	17.5	C	135
		SBL	78	3.2	A	55	30	6.3	A	51	106	6.6	A	92	64	12.0	B	92	136	10.3	B	126	99	19.2	C	135
		SBT	1,127	1.1	A	49	854	0.3	A	0	1,526	4.3	A	413	1,119	1.4	A	82	1,915	13.4	B	727	1,384	3.8	A	305
	Collier Center Way	WBR	91	7.1	A	125	130	10.0	A	150	116	8.7	A	150	159	16.3	C	196	144	10.7	B	159	187	31.4	D	332
	Old US 41	NBT	718	0.3	A	0	1,186	0.3	A	0	1,097	0.4	A	0	1,592	0.4	A	0	1,432	0.4	A	0	2,000	0.5	A	14
		NBR	92	0.6	A	0	21	0.4	A	0	120	0.6	A	0	28	0.4	A	0	139	0.6	A	0	36	0.4	A	0
	Overall		**2,113**	**1.2**	A	-	**2,227**	**1.0**	A	-	**2,971**	**3.0**	A	-	**2,971**	**1.9**	A	-	**3,776**	**7.8**	A	-	**3,717**	**3.9**	A	-
7 - Old US 41 at Sun Century Rd/Sterling Oaks Dr	Old US 41	SBL	59	4.7	A	64	20	7.0	A	49	80	8.0	A	70	31	15.8	C	77	96	13.3	B	122	40	26.5	D	88
		SBT	1,109	1.1	A	32	785	0.5	A	2	1,505	1.7	A	69	1,047	1.0	A	27	1,893	3.2	A	410	1,329	1.4	A	100
		SBR	16	1.6	A	0	13	1.0	A	0	18	1.9	A	0	22	1.7	A	0	23	3.0	A	0	28	2.1	A	0
	Sun Century Rd	WBR	46	6.9	A	96	67	8.2	A	70	62	7.7	A	105	81	10.8	B	88	77	9.2	A	118	93	14.8	B	116
	Old US 41	NBU	62	7.4	A	72	83	5.5	A	89	75	12.7	B	114	102	9.1	A	154	94	25.9	D	174	119	13.7	B	203
		NBL	8	6.4	A	51	46	5.0	A	68	12	14.2	B	96	66	10.3	B	137	16	25.3	D	156	86	17.0	C	185
		NBT	701	0.3	A	5	1,182	0.6	A	5	1,072	0.7	A	54	1,574	0.7	A	41	1,395	0.9	A	97	1,969	1.0	A	61
		NBR	44	1.0	A	5	13	1.1	A	5	57	1.4	A	54	21	1.3	A	41	77	1.5	A	97	27	1.8	A	61
	Sterling Oaks Dr	EBR	39	7.2	A	69	23	5.7	A	46	50	9.3	A	68	30	7.6	A	50	63	13.7	B	87	37	8.3	A	52
	Overall		**2,085**	**1.4**	A	-	**2,232**	**1.2**	A	-	**2,932**	**2.1**	A	-	**2,972**	**1.8**	A	-	**3,733**	**3.5**	A	-	**3,727**	**2.6**	A	-
8 - Old US 41 at Rail Head Blvd (Signalized)	Old US 41	SBL	137	9.5	A	127	45	9.3	A	65	144	11.7	B	124	64	16.3	B	96	149	23.3	C	172	79	27.8	C	131
		SBT	1,106	6.2	A	528	721	4.0	A	228	1,507	6.5	A	625	988	9.3	A	544	1,893	12.6	B	1,305	1,257	10.9	B	679
	Rail Head Blvd	WBL	52	54.8	D	290	61	53.8	D	307	72	70.6	E	497	75	73.0	E	449	92	69.5	E	686	88	100.0	F	673
		WBR	79	26.9	C	294	117	30.9	C	311	112	45.6	D	501	144	50.1	D	453	143	50.5	D	691	172	79.4	E	677
	Old US 41	NBU	25	11.8	B	63	31	6.3	A	30	35	16.1	B	76	37	10.5	B	50	42	29.6	C	97	42	10.4	B	49
		NBT	644	4.0	A	220	1,162	3.7	A	177	989	7.0	A	194	1,513	5.7	A	275	1,283	11.0	B	380	1,868	9.1	A	555
		NBR	80	2.9	A	60	62	2.3	A	44	113	3.6	A	75	122	3.2	A	46	146	4.6	A	71	178	5.0	A	83
	Overall		**2,122**	**7.7**	A	-	**2,198**	**6.8**	A	-	**2,972**	**9.9**	A	-	**2,943**	**11.0**	B	-	**3,748**	**15.2**	B	-	**3,683**	**15.4**	B	-
9 - Old US 41 at Via Palacio Ave (Signalized)	Old US 41	SBT	1,207	2.3	A	276	752	1.5	A	164	1,614	2.6	A	348	1,020	2.6	A	321	1,991	2.9	A	525	1,298	2.8	A	373
		SBR	3	2.1	A	8	28	1.6	A	51	3	4.4	A	13	37	1.9	A	49	4	2.4	A	22	47	2.4	A	45
	Old US 41	NBL	10	10.0	A	9	46	5.0	A	34	13	10.8	B	30	59	7.4	A	56	15	17.8	B	24	74	8.8	A	56
		NBT	715	1.5	A	180	1,230	1.2	A	231	1,074	1.7	A	237	1,619	0.9	A	155	1,389	2.2	A	356	1,985	1.0	A	141
	Via Palacio Ave	EBL	11	56.6	E	45	8	55.6	E	41	17	56.2	E	65	10	61.7	E	47	20	59.1	E	59	12	68.5	E	52
		EBR	32	7.2	A	40	18	6.2	A	29	40	8.7	A	50	23	7.7	A	37	50	10.8	B	58	28	7.8	A	37
	Overall		**1,977**	**2.4**	A	-	**2,081**	**1.7**	A	-	**2,761**	**2.7**	A	-	**2,768**	**2.0**	A	-	**3,468**	**3.1**	A	-	**3,443**	**2.2**	A	-
10 - Old US 41 at Mediterra Dr (Signalized)	Old US 41	SBL	60	5.4	A	50	43	9.8	A	53	83	9.8	A	77	59	11.4	B	80	102	14.8	B	103	77	19.5	B	112
		SBT	1,178	1.4	A	141	737	2.0	A	158	1,559	5.0	A	635	995	4.2	A	378	1,918	7.2	A	774	1,262	6.2	A	526
	Mediterra Dr	WBL	34	53.9	D	93	42	51.6	D	100	56	60.5	E	144	57	63.4	E	139	74	59.8	E	164	71	61.6	E	157
		WBR	50	6.1	A	87	56	7.6	A	81	81	6.9	A	93	74	9.2	A	101	112	9.0	A	100	91	11.6	B	104
	Old US 41	NBT	679	2.6	A	122	1,201	1.7	A	163	1,017	2.8	A	211	1,573	3.7	A	334	1,325	3.9	A	356	1,927	4.9	A	676
		NBR	47	2.2	A	68	37	1.7	A	63	71	2.3	A	82	52	2.6	A	69	89	2.8	A	98	62	3.0	A	69
	Overall		**2,047**	**2.9**	A	-	**2,117**	**3.1**	A	-	**2,868**	**5.4**	A	-	**2,809**	**5.3**	A	-	**3,619**	**7.3**	A	-	**3,490**	**7.0**	A	-
11 - Old US 41 at New Quadrant Rd and Industrial Rd (Signalized)	Old US 41	SBL	9	9.7	A	24	7	3.8	A	14	10	14.3	B	37	8	11.8	B	31	11	22.6	C	29	9	12.6	B	35
		SBT	676	12.3	B	397	435	7.0	A	217	894	16.4	B	607	585	9.7	A	392	1,073	23.2	C	748	727	12.8	B	504
		SBR	3	15.5	B	397	1	5.1	A	217	5	13.5	B	607	1	2.7	A	392	5	14.4	B	748	2	8.3	A	504
	New Quadrant Rd	WBL	559	45.2	D	364	336	50.1	D	250	745	46.9	D	515	474	58.6	E	366	939	43.5	D	606	610	56.7	E	465
		WBT	2	38.6	D	43	1	29.8	C	35	3	37.8	D	50	1	58.3	E	41	4	26.6	C	49	1	22.8	C	35
		WBR	9	5.8	A	87	4	8.9	A	79	12	7.5	A	94	7	7.0	A	85	14	8.4	A	93	7	7.9	A	79
	Old US 41	NBL	2	22.2	C	16	3	10.6	B	16	4	19.0	B	18	4	12.7	B	9	3	27.9	C	9	3	48.6	D	17
		NBT	489	11.9	B	301	697	9.1	A	200	792	6.9	A	287	925	10.5	B	527	1,081	13.5	B	967	1,161	32.0	C	1,638
		NBR	238	3.3	A	93	568	9.2	A	407	316	4.1	A	68	707	14.1	B	548	376	7.7	A	132	845	31.7	C	1,511
	Industrial Rd	EBL	0	0.0	A	51	1	75.8	E	53	0	0.0	A	47	1	102.0	F	60	0	0.0	A	56	1	102.0	F	60
		EBT	1	87.1	F	51	1	83.2	F	53	1	61.6	E	47	1	85.6	F	60	1	44.6	D	56	1	85.8	F	60
		EBR	3	59.6	E	51	6	69.3	E	53	3	71.0	E	47	7	70.7	E	60	7	64.2	E	56	7	70.7	E	60
	Overall		**1,991**	**20.5**	C	-	**2,060**	**15.6**	B	-	**2,785**	**20.5**	C	-	**2,721**	**19.9**	B	-	**3,513**	**24.0**	C	-	**3,374**	**32.3**	C	-
12 - Old US 41 at Bonita Beach Rd (Signalized)	Old US 41	SBL	224	65.0	E	216	211	62.0	E	197	227	81.2	F	220	197	98.3	F	234	255	120.3	F	321	184	143.6	F	285
		SBT	258	55.4	E	284	211	52.7	D	266	437	67.3	E	700	370	78.0	E	559	586	88.4	F	2,469	528	92.2	F	2,124
		SBR	84	30.1	C	284	83	24.9	C	266	94	52.1	D	700	97	60.8	E	559	94	79.0	E	2,469	109	80.4	F	2,124
	Bonita Beach Rd	WBL	287	58.0	E	255	148	68.9	E	165	313	79.2	E	343	146	86.7	F	196	336	79.7	E	350	150	97.1	F	196
		WBT	1,454	20.3	C	1,105	1,106	15.8	B	405	1,518	25.6	C	1,247	1,121	21.0	C	669	1,589	38.8	D	1,416	1,155	22.5	C	735
		WBR	276	7.2	A	139	269	2.4	A	45	349	14.1	B	270	271	7.2	A	186	414	26.8	C	404	272	17.1	B	257
	Old US 41	NBL	97	71.8	E	240	133	65.7	E	250	94	87.4	F	219	123	191.6	F	401	93	153.7	F	281	109	312.2	F	568
		NBT	229	61.7	E	263	291	53.6	D	240	428	71.6	E	466	465	79.6	E	525	620	79.8	E	780	623	69.7	E	698
		NBR	172	12.2	B	215	271	14.7	B	264	268	14.0	B	300	358	21.2	C	426	361	18.7	B	393	445	26.6	C	468
	Bonita Beach Rd	EBT	1,026	33.7	C	470	1,575	45.9	D	1,242	1,020	36.8	D	529	1,631	33.0	C	1,078	1,015	38.1	D	524	1,693	45.6	D	1,325
		EBR	144	4.3	A	80	81	8.8	A	43	143	7.4	A	94	81	7.7	A	63	145	11.3	B	129	80	15.3	B	67
	Overall		**4,251**	**32.5**	C	-	**4,379**	**35.6**	D	-	**4,891**	**41.4**	D	-	**4,860**	**44.3**	D	-	**5,507**	**54.6**	D	-	**5,348**	**55.6**	E	-
13 - Bonita Beach Rd at Race Track Rd (Signalized)	Bonita Beach Rd	WBL	373	64.4	E	350	192	61.3	E	194	570	34.2	C	320	322	39.7	D	230	770	32.9	C	530	446	37.6	D	280
		WBT	1,746	14.8	B	543	1,198	16.7	B	399	1,886	18.8	B	542	1,227	18.1	B	382	2,013	31.2	C	892	1,269	20.0	B	429
	Race Track Rd	NBL	181	66.1	E	431	195	60.8	E	414	179	38.8	D	294	193	44.3	D	308	180	41.5	D	330	196	69.7	E	270
		NBR	96	6.7	A	96	322	13.8	B	322	159	6.2	A	122	510	30.7	C	1,677	220	6.9	A	158	690	64.3	E	2,036
	Bonita Beach Rd	EBU	87	51.2	D	244	126	76.8	E	251	114	47.1	D	230	126	60.8	E	308	140	58.8	E	303	122	75.6	E	305
		EBT	1,126	26.5	C	434	1,788	10.5	B	248	1,198	19.2	B	418	1,911	22.8	C	728	1,291	26.3	C	490	2,043	43.1	D	1,101
		EBR	206	12.7	B	190	149	6.3	A	99	200	10.1	B	175	158	10.5	B	120	199	11.4	B	179	171	22.7	C	146
	Overall		**3,815**	**26.1**	C	-	**3,969**	**19.5**	B	-	**4,308**	**21.7**	C	-	**4,447**	**25.2**	C	-	**4,813**	**29.4**	C	-	**4,936**	**40.8**	D	-

Appendix H: HSM Spreadsheet Tool Worksheets

NO BUILD - HSM - INTERSECTION ANALYSIS

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Gulf Coast Drive	County:	Collier County
Agency or Company:	Gannett Fleming			City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	0.2%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,750	Intersection Type =	3ST		
Opening Year Minor AADT =	1,100	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	No	1.234479205	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,750	1,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,785	1,110		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,821	1,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,857	1,129		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,892	1,139		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,928	1,149		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	15,964	1,159	0.90	0.008	0.056	0.150	0.201	0.487	$83,023	$32,444	$23,526	$19,636	$3,701	$162,330	$156,087
2	2026	16,000	1,170	0.91	0.008	0.056	0.151	0.202	0.490	$83,517	$32,638	$23,667	$19,753	$3,723	$163,297	$150,977
3	2027	16,036	1,180	0.91	0.008	0.057	0.151	0.203	0.493	$84,015	$32,832	$23,808	$19,871	$3,745	$164,270	$146,035
4	2028	16,072	1,190	0.92	0.008	0.057	0.152	0.205	0.496	$84,515	$33,027	$23,949	$19,989	$3,767	$165,248	$141,255
5	2029	16,108	1,201	0.92	0.008	0.057	0.153	0.206	0.499	$85,019	$33,224	$24,092	$20,108	$3,790	$166,233	$136,631
6	2030	16,144	1,211	0.93	0.008	0.058	0.154	0.207	0.502	$85,525	$33,422	$24,236	$20,228	$3,812	$167,223	$132,159
7	2031	16,181	1,222	0.93	0.008	0.058	0.155	0.208	0.505	$86,034	$33,621	$24,380	$20,348	$3,835	$168,219	$127,833
8	2032	16,217	1,233	0.94	0.008	0.058	0.156	0.210	0.508	$86,547	$33,822	$24,525	$20,470	$3,858	$169,221	$123,648
9	2033	16,253	1,244	0.95	0.009	0.059	0.157	0.211	0.511	$87,063	$34,023	$24,671	$20,592	$3,881	$170,229	$119,601
10	2034	16,290	1,254	0.95	0.009	0.059	0.158	0.212	0.514	$87,581	$34,226	$24,818	$20,714	$3,904	$171,243	$115,686
11	2035	16,327	1,266	0.96	0.009	0.059	0.159	0.213	0.517	$88,103	$34,430	$24,966	$20,838	$3,927	$172,264	$111,899
12	2036	16,363	1,277	0.96	0.009	0.060	0.160	0.215	0.520	$88,628	$34,635	$25,115	$20,962	$3,951	$173,290	$108,236
13	2037	16,400	1,288	0.97	0.009	0.060	0.161	0.216	0.523	$89,156	$34,841	$25,264	$21,087	$3,974	$174,323	$104,694
14	2038	16,437	1,299	0.97	0.009	0.060	0.162	0.217	0.526	$89,687	$35,049	$25,415	$21,212	$3,998	$175,361	$101,267
15	2039	16,474	1,311	0.98	0.009	0.061	0.163	0.219	0.529	$90,222	$35,258	$25,566	$21,339	$4,022	$176,406	$97,952
16	2040	16,511	1,322	0.99	0.009	0.061	0.164	0.220	0.532	$90,759	$35,468	$25,719	$21,466	$4,046	$177,457	$94,746
17	2041	16,548	1,334	0.99	0.009	0.061	0.165	0.221	0.535	$91,300	$35,679	$25,872	$21,594	$4,070	$178,515	$91,645
18	2042	16,586	1,346	1.00	0.009	0.062	0.166	0.222	0.539	$91,844	$35,892	$26,026	$21,723	$4,094	$179,578	$88,645
19	2043	16,623	1,357	1.00	0.009	0.062	0.167	0.224	0.542	$92,391	$36,105	$26,181	$21,852	$4,118	$180,649	$85,743
20	2044	16,660	1,369	1.01	0.009	0.063	0.168	0.225	0.545	$92,942	$36,321	$26,337	$21,982	$4,143	$181,725	$82,937

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,317,676**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Veterans Memorial Boulevard	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	0.13%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.40%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	4SG		
Opening Year Minor AADT =	11,300	Intersection =	Intersection1	E	
		Crash Data Used =	No	1.72000327	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	11,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,620	11,571		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,641	11,849		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,661	12,133		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,681	12,424		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,702	12,723		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	15,722	13,028	3.03	0.027	0.188	0.503	0.676	1.637	$279,033	$109,043	$79,071	$65,996	$12,438	$545,581	$524,597
2	2026	15,743	13,341	3.05	0.027	0.189	0.507	0.681	1.648	$280,970	$109,800	$79,620	$66,454	$12,524	$549,368	$507,921
3	2027	15,763	13,661	3.07	0.028	0.191	0.510	0.685	1.659	$282,921	$110,562	$80,172	$66,915	$12,611	$553,182	$491,776
4	2028	15,783	13,989	3.09	0.028	0.192	0.514	0.690	1.671	$284,885	$111,330	$80,729	$67,380	$12,699	$557,022	$476,145
5	2029	15,804	14,324	3.12	0.028	0.193	0.517	0.695	1.682	$286,863	$112,103	$81,290	$67,848	$12,787	$560,890	$461,011
6	2030	15,825	14,668	3.14	0.028	0.195	0.521	0.700	1.694	$288,855	$112,881	$81,854	$68,319	$12,876	$564,785	$446,358
7	2031	15,845	15,020	3.16	0.028	0.196	0.524	0.704	1.706	$290,862	$113,665	$82,423	$68,793	$12,965	$568,708	$432,171
8	2032	15,866	15,381	3.18	0.029	0.197	0.528	0.709	1.718	$292,882	$114,455	$82,995	$69,271	$13,055	$572,658	$418,436
9	2033	15,886	15,750	3.20	0.029	0.199	0.532	0.714	1.730	$294,917	$115,250	$83,572	$69,752	$13,146	$576,636	$405,137
10	2034	15,907	16,128	3.23	0.029	0.200	0.535	0.719	1.742	$296,966	$116,051	$84,152	$70,237	$13,237	$580,642	$392,261
11	2035	15,928	16,515	3.25	0.029	0.201	0.539	0.724	1.754	$299,029	$116,857	$84,737	$70,725	$13,329	$584,677	$379,795
12	2036	15,948	16,911	3.27	0.029	0.203	0.543	0.729	1.766	$301,107	$117,669	$85,326	$71,216	$13,422	$588,740	$367,725
13	2037	15,969	17,317	3.29	0.030	0.204	0.547	0.734	1.778	$303,200	$118,487	$85,919	$71,711	$13,515	$592,832	$356,039
14	2038	15,990	17,733	3.32	0.030	0.206	0.550	0.739	1.791	$305,307	$119,310	$86,516	$72,210	$13,609	$596,952	$344,725
15	2039	16,011	18,158	3.34	0.030	0.207	0.554	0.745	1.803	$307,430	$120,140	$87,117	$72,712	$13,704	$601,102	$333,771
16	2040	16,031	18,594	3.36	0.030	0.208	0.558	0.750	1.816	$309,567	$120,975	$87,723	$73,217	$13,799	$605,281	$323,165
17	2041	16,052	19,040	3.39	0.030	0.210	0.562	0.755	1.828	$311,720	$121,816	$88,333	$73,726	$13,895	$609,490	$312,896
18	2042	16,073	19,497	3.41	0.031	0.211	0.566	0.760	1.841	$313,887	$122,663	$88,947	$74,239	$13,991	$613,729	$302,954
19	2043	16,094	19,965	3.43	0.031	0.213	0.570	0.766	1.854	$316,070	$123,516	$89,566	$74,755	$14,089	$617,997	$293,328
20	2044	16,115	20,445	3.46	0.031	0.214	0.574	0.771	1.867	$318,269	$124,376	$90,189	$75,275	$14,187	$622,296	$284,008

Shaded cell indicates the AADT is outside the limits

Total Present Value **$7,854,218**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Collier Center Way	County:	Collier County
Agency or Company:	Gannett Fleming			City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	1.1%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	3ST		
Opening Year Minor AADT =	2,100	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	No	0.890148229	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	2,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,768	2,118		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,937	2,137		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,109	2,156		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,282	2,175		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,457	2,194		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,634	2,213	1.24	0.011	0.077	0.205	0.275	0.667	$113,725	$44,442	$32,227	$26,898	$5,069	$222,361	$213,809
2	2026	16,812	2,233	1.25	0.011	0.078	0.208	0.279	0.677	$115,361	$45,082	$32,690	$27,285	$5,142	$225,560	$208,543
3	2027	16,993	2,252	1.27	0.011	0.079	0.211	0.283	0.686	$117,022	$45,731	$33,161	$27,678	$5,216	$228,808	$203,409
4	2028	17,176	2,272	1.29	0.012	0.080	0.214	0.288	0.696	$118,708	$46,390	$33,639	$28,076	$5,291	$232,104	$198,404
5	2029	17,360	2,292	1.31	0.012	0.081	0.217	0.292	0.706	$120,420	$47,059	$34,124	$28,481	$5,368	$235,451	$193,523
6	2030	17,547	2,312	1.33	0.012	0.082	0.220	0.296	0.716	$122,157	$47,737	$34,616	$28,892	$5,445	$238,847	$188,764
7	2031	17,736	2,333	1.35	0.012	0.083	0.223	0.300	0.727	$123,920	$48,427	$35,116	$29,309	$5,524	$242,295	$184,124
8	2032	17,926	2,353	1.37	0.012	0.085	0.227	0.304	0.737	$125,710	$49,126	$35,623	$29,732	$5,604	$245,795	$179,600
9	2033	18,119	2,374	1.39	0.012	0.086	0.230	0.309	0.748	$127,527	$49,836	$36,138	$30,162	$5,685	$249,348	$175,189
10	2034	18,314	2,395	1.41	0.013	0.087	0.233	0.313	0.759	$129,372	$50,557	$36,661	$30,598	$5,767	$252,955	$170,887
11	2035	18,511	2,416	1.43	0.013	0.088	0.237	0.318	0.770	$131,244	$51,289	$37,191	$31,041	$5,850	$256,616	$166,693
12	2036	18,710	2,437	1.45	0.013	0.090	0.240	0.322	0.781	$133,145	$52,031	$37,730	$31,491	$5,935	$260,332	$162,603
13	2037	18,911	2,459	1.47	0.013	0.091	0.244	0.327	0.792	$135,074	$52,785	$38,277	$31,947	$6,021	$264,105	$158,614
14	2038	19,114	2,480	1.49	0.013	0.092	0.247	0.332	0.804	$137,033	$53,551	$38,832	$32,410	$6,108	$267,934	$154,725
15	2039	19,320	2,502	1.51	0.014	0.094	0.251	0.337	0.815	$139,021	$54,328	$39,395	$32,881	$6,197	$271,822	$150,933
16	2040	19,527	2,524	1.53	0.014	0.095	0.254	0.342	0.827	$141,040	$55,117	$39,967	$33,358	$6,287	$275,768	$147,235
17	2041	19,737	2,546	1.55	0.014	0.096	0.258	0.347	0.839	$143,088	$55,917	$40,548	$33,843	$6,378	$279,774	$143,628
18	2042	19,949	2,569	1.58	0.014	0.098	0.262	0.352	0.851	$145,168	$56,730	$41,137	$34,335	$6,471	$283,841	$140,112
19	2043	20,164	2,591	1.60	0.014	0.099	0.266	0.357	0.864	$147,280	$57,555	$41,735	$34,834	$6,565	$287,969	$136,682
20	2044	20,381	2,614	1.62	0.015	0.101	0.269	0.362	0.876	$149,423	$58,393	$42,343	$35,341	$6,661	$292,160	$133,338

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,410,816**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Sun Century Road	County:	Collier County
Agency or Company:	Gannett Fleming			City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	1.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,150	Intersection Type =	4ST		
Opening Year Minor AADT =	850	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	No	1.086269348	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,150	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,305	857		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,461	865		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,618	873		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,778	880		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,939	888		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,101	896	1.09	0.010	0.068	0.181	0.243	0.589	$100,407	$39,238	$28,453	$23,748	$4,476	$196,321	$188,770
2	2026	16,265	904	1.10	0.010	0.068	0.183	0.246	0.595	$101,395	$39,624	$28,733	$23,981	$4,520	$198,252	$183,295
3	2027	16,431	912	1.11	0.010	0.069	0.185	0.248	0.601	$102,392	$40,014	$29,015	$24,217	$4,564	$200,203	$177,980
4	2028	16,599	920	1.12	0.010	0.070	0.186	0.250	0.606	$103,400	$40,408	$29,301	$24,456	$4,609	$202,174	$172,819
5	2029	16,768	928	1.13	0.010	0.070	0.188	0.253	0.612	$104,418	$40,805	$29,589	$24,697	$4,654	$204,164	$167,808
6	2030	16,939	936	1.15	0.010	0.071	0.190	0.255	0.618	$105,447	$41,207	$29,881	$24,940	$4,700	$206,176	$162,944
7	2031	17,112	944	1.16	0.010	0.072	0.192	0.258	0.625	$106,486	$41,614	$30,175	$25,186	$4,747	$208,207	$158,221
8	2032	17,287	953	1.17	0.011	0.072	0.194	0.260	0.631	$107,536	$42,024	$30,473	$25,434	$4,793	$210,260	$153,635
9	2033	17,463	961	1.18	0.011	0.073	0.196	0.263	0.637	$108,597	$42,438	$30,773	$25,685	$4,841	$212,334	$149,183
10	2034	17,641	969	1.19	0.011	0.074	0.198	0.266	0.643	$109,668	$42,857	$31,077	$25,938	$4,888	$214,428	$144,860
11	2035	17,821	978	1.20	0.011	0.075	0.200	0.268	0.650	$110,750	$43,280	$31,384	$26,194	$4,937	$216,545	$140,663
12	2036	18,003	987	1.21	0.011	0.075	0.202	0.271	0.656	$111,844	$43,707	$31,694	$26,453	$4,985	$218,683	$136,589
13	2037	18,186	995	1.23	0.011	0.076	0.204	0.274	0.662	$112,948	$44,139	$32,007	$26,714	$5,035	$220,843	$132,632
14	2038	18,372	1,004	1.24	0.011	0.077	0.206	0.276	0.669	$114,064	$44,575	$32,323	$26,978	$5,084	$223,025	$128,791
15	2039	18,559	1,013	1.25	0.011	0.078	0.208	0.279	0.676	$115,192	$45,016	$32,642	$27,245	$5,135	$225,229	$125,062
16	2040	18,749	1,022	1.26	0.011	0.078	0.210	0.282	0.682	$116,331	$45,461	$32,965	$27,514	$5,185	$227,456	$121,441
17	2041	18,940	1,031	1.28	0.011	0.079	0.212	0.285	0.689	$117,482	$45,910	$33,291	$27,786	$5,237	$229,706	$117,925
18	2042	19,133	1,040	1.29	0.012	0.080	0.214	0.287	0.696	$118,644	$46,365	$33,621	$28,061	$5,289	$231,979	$114,511
19	2043	19,328	1,049	1.30	0.012	0.081	0.216	0.290	0.703	$119,818	$46,824	$33,953	$28,339	$5,341	$234,275	$111,197
20	2044	19,525	1,058	1.31	0.012	0.081	0.218	0.293	0.710	$121,005	$47,287	$34,290	$28,619	$5,394	$236,595	$107,979

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,896,304**

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Rail Head Boulevard	County:	Collier County
Agency or Company:	Gannett Fleming			City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.6%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,350	Intersection Type =	3ST		
Opening Year Minor AADT =	2,800	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	No	1.359187724	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,350	2,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,490	2,872		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,632	2,945		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,775	3,021		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,920	3,098		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,065	3,177		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,212	3,259	1.42	0.013	0.088	0.236	0.316	0.766	$130,657	$51,059	$37,025	$30,902	$5,824	$255,468	$245,642
2	2026	16,361	3,342	1.45	0.013	0.090	0.240	0.323	0.782	$133,253	$52,074	$37,760	$31,516	$5,940	$260,543	$240,887
3	2027	16,510	3,428	1.48	0.013	0.092	0.245	0.329	0.797	$135,901	$53,108	$38,511	$32,143	$6,058	$265,721	$236,225
4	2028	16,661	3,515	1.51	0.014	0.093	0.250	0.336	0.813	$138,602	$54,164	$39,276	$32,782	$6,178	$271,002	$231,654
5	2029	16,814	3,605	1.54	0.014	0.095	0.255	0.342	0.829	$141,358	$55,241	$40,057	$33,433	$6,301	$276,390	$227,172
6	2030	16,968	3,698	1.57	0.014	0.097	0.260	0.349	0.846	$144,169	$56,339	$40,854	$34,098	$6,426	$281,886	$222,779
7	2031	17,123	3,792	1.60	0.014	0.099	0.265	0.356	0.862	$147,036	$57,460	$41,666	$34,776	$6,554	$287,493	$218,471
8	2032	17,280	3,889	1.63	0.015	0.101	0.270	0.363	0.880	$149,961	$58,603	$42,495	$35,468	$6,684	$293,212	$214,247
9	2033	17,438	3,989	1.66	0.015	0.103	0.276	0.370	0.897	$152,945	$59,769	$43,341	$36,174	$6,817	$299,046	$210,106
10	2034	17,597	4,091	1.69	0.015	0.105	0.281	0.378	0.915	$155,989	$60,959	$44,203	$36,894	$6,953	$304,998	$206,046
11	2035	17,758	4,196	1.73	0.016	0.107	0.287	0.385	0.933	$159,094	$62,172	$45,083	$37,628	$7,092	$311,070	$202,065
12	2036	17,921	4,303	1.76	0.016	0.109	0.293	0.393	0.952	$162,262	$63,410	$45,981	$38,377	$7,233	$317,263	$198,162
13	2037	18,085	4,413	1.80	0.016	0.111	0.298	0.401	0.971	$165,494	$64,673	$46,897	$39,142	$7,377	$323,582	$194,335
14	2038	18,250	4,526	1.83	0.016	0.114	0.304	0.409	0.990	$168,790	$65,961	$47,831	$39,921	$7,524	$330,027	$190,583
15	2039	18,417	4,642	1.87	0.017	0.116	0.310	0.417	1.010	$172,153	$67,275	$48,784	$40,717	$7,674	$336,603	$186,904
16	2040	18,586	4,761	1.91	0.017	0.118	0.317	0.425	1.030	$175,584	$68,616	$49,756	$41,528	$7,827	$343,311	$183,296
17	2041	18,756	4,883	1.95	0.018	0.121	0.323	0.434	1.050	$179,084	$69,984	$50,748	$42,356	$7,983	$350,153	$179,759
18	2042	18,927	5,008	1.98	0.018	0.123	0.329	0.442	1.071	$182,654	$71,379	$51,759	$43,200	$8,142	$357,134	$176,291
19	2043	19,101	5,136	2.02	0.018	0.125	0.336	0.451	1.093	$186,296	$72,802	$52,791	$44,062	$8,304	$364,256	$172,891
20	2044	19,275	5,268	2.06	0.019	0.128	0.343	0.460	1.114	$190,012	$74,254	$53,844	$44,941	$8,470	$371,520	$169,557
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$4,107,072

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Via Palacio Avenue	County:	Lee County
Agency or Company:	Gannett Fleming			City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2019	Project Opening Year =	2025		
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	20		
Opening Year Major AADT =	15,500	Intersection Type =	3ST				
Opening Year Minor AADT =	700	Intersection =	Intersection1	E	Analyze		
		Crash Data Used =	No	1.353092841			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,500	700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,632	706		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,765	712		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,899	719		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,034	725		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,170	731		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,307	738	1.03	0.009	0.064	0.171	0.230	0.556	$94,762	$37,032	$26,853	$22,413	$4,224	$185,283	$178,157
2	2026	16,446	744	1.04	0.009	0.065	0.173	0.232	0.563	$95,920	$37,484	$27,181	$22,687	$4,276	$187,548	$173,399
3	2027	16,586	751	1.05	0.009	0.065	0.175	0.235	0.569	$97,093	$37,943	$27,514	$22,964	$4,328	$189,842	$168,769
4	2028	16,727	757	1.07	0.010	0.066	0.177	0.238	0.576	$98,282	$38,407	$27,850	$23,245	$4,381	$192,165	$164,264
5	2029	16,869	764	1.08	0.010	0.067	0.179	0.241	0.583	$99,485	$38,877	$28,191	$23,530	$4,435	$194,517	$159,879
6	2030	17,012	771	1.09	0.010	0.068	0.182	0.244	0.591	$100,703	$39,354	$28,537	$23,818	$4,489	$196,900	$155,613
7	2031	17,157	778	1.11	0.010	0.069	0.184	0.247	0.598	$101,937	$39,836	$28,886	$24,110	$4,544	$199,312	$151,461
8	2032	17,303	784	1.12	0.010	0.069	0.186	0.250	0.605	$103,186	$40,324	$29,240	$24,405	$4,600	$201,755	$147,421
9	2033	17,450	791	1.13	0.010	0.070	0.188	0.253	0.613	$104,452	$40,818	$29,599	$24,704	$4,656	$204,229	$143,489
10	2034	17,598	798	1.15	0.010	0.071	0.191	0.256	0.620	$105,733	$41,319	$29,962	$25,007	$4,713	$206,735	$139,663
11	2035	17,748	805	1.16	0.010	0.072	0.193	0.259	0.628	$107,031	$41,826	$30,330	$25,314	$4,771	$209,272	$135,939
12	2036	17,899	812	1.18	0.011	0.073	0.195	0.262	0.635	$108,345	$42,340	$30,702	$25,625	$4,829	$211,841	$132,316
13	2037	18,051	820	1.19	0.011	0.074	0.198	0.266	0.643	$109,676	$42,860	$31,079	$25,940	$4,889	$214,444	$128,789
14	2038	18,204	827	1.21	0.011	0.075	0.200	0.269	0.651	$111,023	$43,387	$31,461	$26,259	$4,949	$217,079	$125,358
15	2039	18,359	834	1.22	0.011	0.076	0.203	0.272	0.659	$112,388	$43,920	$31,848	$26,582	$5,010	$219,747	$122,018
16	2040	18,515	841	1.24	0.011	0.077	0.205	0.276	0.667	$113,770	$44,460	$32,240	$26,908	$5,071	$222,450	$118,768
17	2041	18,672	849	1.25	0.011	0.078	0.208	0.279	0.675	$115,170	$45,007	$32,636	$27,240	$5,134	$225,187	$115,605
18	2042	18,831	856	1.27	0.011	0.079	0.210	0.282	0.684	$116,588	$45,561	$33,038	$27,575	$5,197	$227,959	$112,527
19	2043	18,991	864	1.28	0.012	0.079	0.213	0.286	0.692	$118,023	$46,122	$33,445	$27,914	$5,261	$230,766	$109,531
20	2044	19,153	871	1.30	0.012	0.080	0.215	0.289	0.701	$119,477	$46,690	$33,857	$28,258	$5,326	$233,608	$106,616

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,789,579**

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Mediterra Dr	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,500	Intersection Type =	3ST		
Opening Year Minor AADT =	1,500	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	No	1.022294485	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%	Segment Type =	2U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,500	1,500		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,636	1,513		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,772	1,527		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,910	1,540		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,050	1,554		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,190	1,567		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,332	1,581	1.05	0.009	0.065	0.175	0.235	0.568	$96,842	$37,845	$27,442	$22,905	$4,317	$189,350	$182,068
2	2026	16,475	1,595	1.06	0.010	0.066	0.177	0.237	0.575	$98,044	$38,315	$27,783	$23,189	$4,370	$191,701	$177,239
3	2027	16,619	1,609	1.08	0.010	0.067	0.179	0.240	0.582	$99,262	$38,790	$28,128	$23,477	$4,425	$194,083	$172,539
4	2028	16,764	1,623	1.09	0.010	0.068	0.181	0.243	0.589	$100,496	$39,273	$28,478	$23,769	$4,480	$196,495	$167,965
5	2029	16,911	1,637	1.11	0.010	0.069	0.183	0.246	0.597	$101,746	$39,761	$28,832	$24,064	$4,535	$198,938	$163,513
6	2030	17,059	1,652	1.12	0.010	0.069	0.186	0.250	0.604	$103,011	$40,256	$29,191	$24,364	$4,592	$201,413	$159,180
7	2031	17,208	1,666	1.13	0.010	0.070	0.188	0.253	0.612	$104,293	$40,757	$29,554	$24,667	$4,649	$203,920	$154,962
8	2032	17,359	1,681	1.15	0.010	0.071	0.190	0.256	0.619	$105,592	$41,264	$29,922	$24,974	$4,707	$206,459	$150,857
9	2033	17,511	1,696	1.16	0.010	0.072	0.193	0.259	0.627	$106,907	$41,778	$30,295	$25,285	$4,765	$209,031	$146,862
10	2034	17,664	1,711	1.18	0.011	0.073	0.195	0.262	0.635	$108,240	$42,299	$30,672	$25,600	$4,825	$211,636	$142,974
11	2035	17,818	1,726	1.19	0.011	0.074	0.198	0.265	0.643	$109,590	$42,826	$31,055	$25,920	$4,885	$214,275	$139,189
12	2036	17,974	1,741	1.21	0.011	0.075	0.200	0.269	0.651	$110,957	$43,361	$31,442	$26,243	$4,946	$216,948	$135,505
13	2037	18,132	1,756	1.22	0.011	0.076	0.203	0.272	0.659	$112,342	$43,902	$31,835	$26,571	$5,008	$219,656	$131,920
14	2038	18,290	1,772	1.24	0.011	0.077	0.205	0.275	0.667	$113,745	$44,450	$32,232	$26,902	$5,070	$222,399	$128,430
15	2039	18,450	1,787	1.25	0.011	0.078	0.208	0.279	0.675	$115,165	$45,005	$32,635	$27,238	$5,133	$225,178	$125,033
16	2040	18,612	1,803	1.27	0.011	0.079	0.210	0.282	0.684	$116,605	$45,568	$33,043	$27,579	$5,198	$227,992	$121,727
17	2041	18,775	1,819	1.28	0.012	0.080	0.213	0.286	0.692	$118,063	$46,138	$33,456	$27,924	$5,263	$230,843	$118,508
18	2042	18,939	1,835	1.30	0.012	0.080	0.216	0.290	0.701	$119,540	$46,715	$33,874	$28,273	$5,328	$233,730	$115,376
19	2043	19,105	1,851	1.31	0.012	0.082	0.218	0.293	0.710	$121,036	$47,299	$34,298	$28,627	$5,395	$236,656	$112,327
20	2044	19,272	1,867	1.33	0.012	0.083	0.221	0.297	0.719	$122,551	$47,892	$34,728	$28,985	$5,463	$239,619	$109,359

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,855,532**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Bonita Beach Rd	County:	Lee County
Agency or Company:	Gannett Fleming			City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	1.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	31,050	Intersection Type =	4SG		
Opening Year Minor AADT =	12,450	Intersection =	Intersection1	E	
		Crash Data Used =	No	4.070599103	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.9%
Incapacitating =	5.5%	Property Damage Only =	54.0%
Non-Incapacitating =	15.8%	Segment Type =	4D 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	31,050	12,450		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	31,351	12,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	31,655	12,670		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	31,962	12,782		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	32,272	12,894		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	32,585	13,008		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	32,902	13,122	4.91	0.039	0.270	0.777	1.175	2.654	$402,212	$156,863	$122,044	$114,699	$20,170	$815,987	$784,603
2	2026	33,221	13,237	4.97	0.040	0.274	0.786	1.189	2.686	$407,067	$158,756	$123,517	$116,084	$20,413	$825,837	$763,533
3	2027	33,543	13,354	5.03	0.040	0.277	0.795	1.203	2.718	$411,982	$160,673	$125,008	$117,485	$20,659	$835,808	$743,030
4	2028	33,868	13,471	5.09	0.041	0.280	0.805	1.218	2.751	$416,957	$162,613	$126,518	$118,904	$20,909	$845,900	$723,079
5	2029	34,197	13,590	5.16	0.041	0.284	0.815	1.232	2.784	$421,992	$164,577	$128,046	$120,340	$21,161	$856,116	$703,665
6	2030	34,528	13,710	5.22	0.042	0.287	0.825	1.247	2.818	$427,090	$166,565	$129,593	$121,793	$21,417	$866,458	$684,774
7	2031	34,863	13,830	5.28	0.042	0.290	0.834	1.262	2.852	$432,249	$168,577	$131,158	$123,265	$21,676	$876,926	$666,391
8	2032	35,202	13,952	5.35	0.043	0.294	0.845	1.278	2.887	$437,472	$170,614	$132,743	$124,754	$21,938	$887,522	$648,503
9	2033	35,543	14,075	5.41	0.043	0.298	0.855	1.293	2.921	$442,759	$172,676	$134,347	$126,262	$22,203	$898,247	$631,097
10	2034	35,888	14,199	5.48	0.044	0.301	0.865	1.309	2.957	$448,111	$174,763	$135,971	$127,788	$22,471	$909,105	$614,158
11	2035	36,236	14,324	5.54	0.044	0.305	0.876	1.324	2.992	$453,528	$176,876	$137,615	$129,333	$22,743	$920,095	$597,676
12	2036	36,587	14,450	5.61	0.045	0.308	0.886	1.340	3.029	$459,012	$179,015	$139,279	$130,897	$23,018	$931,219	$581,637
13	2037	36,942	14,577	5.68	0.045	0.312	0.897	1.357	3.065	$464,562	$181,179	$140,963	$132,479	$23,296	$942,480	$566,029
14	2038	37,301	14,705	5.75	0.046	0.316	0.908	1.373	3.102	$470,181	$183,371	$142,668	$134,082	$23,578	$953,879	$550,841
15	2039	37,662	14,834	5.81	0.047	0.320	0.919	1.390	3.140	$475,868	$185,589	$144,394	$135,704	$23,863	$965,417	$536,062
16	2040	38,028	14,965	5.88	0.047	0.324	0.930	1.407	3.178	$481,625	$187,834	$146,141	$137,345	$24,152	$977,097	$521,680
17	2041	38,397	15,097	5.96	0.048	0.328	0.941	1.424	3.216	$487,453	$190,107	$147,909	$139,007	$24,444	$988,920	$507,685
18	2042	38,769	15,230	6.03	0.048	0.332	0.952	1.441	3.255	$493,352	$192,407	$149,699	$140,689	$24,740	$1,000,888	$494,066
19	2043	39,145	15,364	6.10	0.049	0.336	0.964	1.458	3.295	$499,324	$194,736	$151,511	$142,392	$25,039	$1,013,002	$480,814
20	2044	39,525	15,499	6.18	0.049	0.340	0.976	1.476	3.335	$505,368	$197,094	$153,345	$144,116	$25,343	$1,025,265	$467,918

Shaded cell indicates the AADT is outside the limits

Total Present Value **$12,267,242**

NO BUILD - NCHRP - INTERSECTION ANALYSIS

US 41 at Wiggins Pass Road No-Build

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	50100
Analysis Year Minor AADT =	6600
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.09%
Minor Growth Rate =	1.41%
Rate of Return =	4%

	Default Crash Distribution					
	K	A	B	C	O	Sum
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	50100	6600
2020	50646	6693
2021	51198	6787
2022	51756	6883
2023	52320	6980
2024	52891	7079
2025	53467	7178
2026	54050	7280
2027	54639	7382
2028	55235	7486
2029	55837	7592
2030	56445	7699
2031	57061	7808
2032	57683	7918
2033	58311	8029
2034	58947	8142
2035	59589	8257
2036	60239	8374
2037	60896	8492
2038	61559	8612
2039	62230	8733
2040	62909	8856
2041	63594	8981
2042	64287	9108
2043	64988	9236
2044	65697	9366
2045	66413	9498
2046	67137	9632
2047	67868	9768
2048	68608	9906
2049	69356	10045
2050	70112	10187
2051	70876	10331
2052	71649	10476
2053	72430	10624
2054	73219	10774
2055	74017	10926
2056	74824	11080
2057	75640	11236
2058	76464	11394
2059	77298	11555
2060	78140	11718
2061	78992	11883
2062	79853	12051
2063	80723	12221
2064	81603	12393
2065	82493	12568
2066	83392	12745
2067	84301	12925
2068	85220	13107
2069	86148	13292
2070	87087	13479
2071	88037	13669
2072	88996	13862
2073	89966	14057
2074	90947	14256
2075	91938	14457

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.490	0.027	0.239	0.841	1.676	4.707
7.544	0.027	0.240	0.847	1.688	4.741
7.599	0.028	0.242	0.853	1.701	4.775
7.653	0.028	0.244	0.859	1.713	4.810
7.709	0.028	0.246	0.865	1.725	4.844
7.764	0.028	0.247	0.872	1.738	4.879
7.820	0.028	0.249	0.878	1.750	4.915
7.877	0.029	0.251	0.884	1.763	4.950
7.934	0.029	0.253	0.891	1.776	4.986
7.991	0.029	0.255	0.897	1.788	5.022
8.049	0.029	0.256	0.904	1.801	5.058
8.107	0.029	0.258	0.910	1.814	5.094
8.165	0.030	0.260	0.917	1.827	5.131
8.224	0.030	0.262	0.923	1.841	5.168
8.283	0.030	0.264	0.930	1.854	5.206
8.343	0.030	0.266	0.937	1.867	5.243
8.404	0.030	0.268	0.943	1.881	5.281
8.464	0.031	0.270	0.950	1.894	5.319
8.525	0.031	0.272	0.957	1.908	5.358
8.587	0.031	0.274	0.964	1.922	5.396
8.649	0.031	0.276	0.971	1.936	5.435
8.711	0.032	0.278	0.978	1.950	5.474
8.774	0.032	0.280	0.985	1.964	5.514
8.838	0.032	0.282	0.992	1.978	5.554
8.901	0.032	0.284	0.999	1.992	5.594
8.966	0.033	0.286	1.007	2.007	5.634

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	6.833	0.025	0.218	0.767	1.529	4.294
0.911	6.883	0.025	0.219	0.773	1.540	4.325
0.911	6.932	0.025	0.221	0.778	1.552	4.356
0.911	6.982	0.025	0.223	0.784	1.563	4.388
0.911	7.033	0.026	0.224	0.790	1.574	4.420
0.911	7.083	0.026	0.226	0.795	1.585	4.451
0.911	7.134	0.026	0.227	0.801	1.597	4.483
0.911	7.186	0.026	0.229	0.807	1.608	4.516
0.911	7.238	0.026	0.231	0.813	1.620	4.548
0.911	7.290	0.026	0.232	0.818	1.632	4.581
0.911	7.343	0.027	0.234	0.824	1.643	4.614
0.911	7.396	0.027	0.236	0.830	1.655	4.648
0.911	7.449	0.027	0.237	0.836	1.667	4.681
0.911	7.503	0.027	0.239	0.842	1.679	4.715
0.911	7.557	0.027	0.241	0.848	1.691	4.749
0.911	7.611	0.028	0.243	0.854	1.704	4.783
0.911	7.666	0.028	0.244	0.861	1.716	4.818
0.911	7.722	0.028	0.246	0.867	1.728	4.852
0.911	7.777	0.028	0.248	0.873	1.741	4.887
0.911	7.833	0.028	0.250	0.879	1.753	4.923
0.911	7.890	0.029	0.251	0.886	1.766	4.958
0.911	7.947	0.029	0.253	0.892	1.779	4.994
0.911	8.004	0.029	0.255	0.899	1.791	5.030
0.911	8.062	0.029	0.257	0.905	1.804	5.066
0.911	8.120	0.029	0.259	0.912	1.817	5.103
0.911	8.179	0.030	0.261	0.918	1.831	5.140
0.911						
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0.911						
	152.906	0.555			56.261	96.090

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 290,195	$ 144,630	$ 137,987	$ 170,916	$ 37,350	$ 781,079	$ 751,038
$ 292,289	$ 145,674	$ 138,983	$ 172,150	$ 37,620	$ 786,716	$ 727,363
$ 294,399	$ 146,725	$ 139,986	$ 173,392	$ 37,891	$ 792,394	$ 704,435
$ 296,523	$ 147,784	$ 140,996	$ 174,644	$ 38,165	$ 798,112	$ 682,230
$ 298,663	$ 148,851	$ 142,014	$ 175,904	$ 38,440	$ 803,873	$ 660,725
$ 300,819	$ 149,925	$ 143,039	$ 177,174	$ 38,718	$ 809,675	$ 639,898
$ 302,990	$ 151,007	$ 144,071	$ 178,452	$ 38,997	$ 815,519	$ 619,727
$ 305,177	$ 152,097	$ 145,111	$ 179,741	$ 39,279	$ 821,405	$ 600,193
$ 307,380	$ 153,195	$ 146,159	$ 181,038	$ 39,562	$ 827,335	$ 581,274
$ 309,599	$ 154,301	$ 147,214	$ 182,345	$ 39,848	$ 833,307	$ 562,953
$ 311,834	$ 155,415	$ 148,277	$ 183,661	$ 40,136	$ 839,323	$ 545,208
$ 314,086	$ 156,537	$ 149,347	$ 184,987	$ 40,425	$ 845,383	$ 528,023
$ 316,353	$ 157,667	$ 150,425	$ 186,323	$ 40,717	$ 851,486	$ 511,380
$ 318,637	$ 158,806	$ 151,511	$ 187,668	$ 41,011	$ 857,634	$ 495,262
$ 320,938	$ 159,952	$ 152,605	$ 189,023	$ 41,307	$ 863,826	$ 479,652
$ 323,256	$ 161,107	$ 153,707	$ 190,388	$ 41,606	$ 870,064	$ 464,534
$ 325,590	$ 162,271	$ 154,817	$ 191,763	$ 41,906	$ 876,346	$ 449,893
$ 327,941	$ 163,442	$ 155,935	$ 193,148	$ 42,209	$ 882,675	$ 435,713
$ 330,309	$ 164,623	$ 157,061	$ 194,542	$ 42,513	$ 889,049	$ 421,980
$ 332,695	$ 165,812	$ 158,196	$ 195,947	$ 42,821	$ 895,470	$ 408,681
$ -	$ -	$ -	$ -	$ -	$ -	$ -

US 41 at Old US 41 No-Build

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	43350
Analysis Year Minor AADT =	9300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.16%
Minor Growth Rate =	0.50%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	43350	9300
2020	43853	9347
2021	44362	9393
2022	44876	9440
2023	45397	9487
2024	45923	9535
2025	46456	9583
2026	46995	9630
2027	47540	9679
2028	48092	9727
2029	48649	9776
2030	49214	9824
2031	49785	9874
2032	50362	9923
2033	50946	9973
2034	51537	10022
2035	52135	10073
2036	52740	10123
2037	53352	10174
2038	53971	10224
2039	54597	10276
2040	55230	10327
2041	55871	10379
2042	56519	10430
2043	57174	10483
2044	57838	10535
2045	58508	10588
2046	59187	10641
2047	59874	10694
2048	60568	10747
2049	61271	10801
2050	61982	10855
2051	62701	10909
2052	63428	10964
2053	64164	11019
2054	64908	11074
2055	65661	11129
2056	66423	11185
2057	67193	11241
2058	67972	11297
2059	68761	11353
2060	69559	11410
2061	70365	11467
2062	71182	11525
2063	72007	11582
2064	72843	11640
2065	73688	11698
2066	74542	11757
2067	75407	11816
2068	76282	11875
2069	77167	11934
2070	78062	11994
2071	78967	12054
2072	79883	12114
2073	80810	12174
2074	81747	12235
2075	82696	12297

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.743	0.021	0.183	0.645	1.285	3.609
5.771	0.021	0.184	0.648	1.292	3.627
5.800	0.021	0.185	0.651	1.298	3.645
5.829	0.021	0.186	0.654	1.305	3.663
5.858	0.021	0.187	0.658	1.311	3.682
5.888	0.021	0.188	0.661	1.318	3.700
5.917	0.021	0.189	0.664	1.324	3.718
5.947	0.022	0.190	0.668	1.331	3.737
5.976	0.022	0.190	0.671	1.338	3.756
6.006	0.022	0.191	0.674	1.344	3.775
6.036	0.022	0.192	0.678	1.351	3.793
6.067	0.022	0.193	0.681	1.358	3.812
6.097	0.022	0.194	0.684	1.365	3.831
6.127	0.022	0.195	0.688	1.371	3.851
6.158	0.022	0.196	0.691	1.378	3.870
6.189	0.022	0.197	0.695	1.385	3.889
6.220	0.023	0.198	0.698	1.392	3.909
6.251	0.023	0.199	0.702	1.399	3.928
6.282	0.023	0.200	0.705	1.406	3.948
6.314	0.023	0.201	0.709	1.413	3.968
6.345	0.023	0.202	0.712	1.420	3.988
6.377	0.023	0.203	0.716	1.427	4.008
6.409	0.023	0.204	0.720	1.434	4.028
6.441	0.023	0.205	0.723	1.442	4.048
6.473	0.023	0.206	0.727	1.449	4.068
6.506	0.024	0.207	0.730	1.456	4.088

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	5.234	0.019	0.167	0.588	1.171	3.289
0.911	5.260	0.019	0.168	0.590	1.177	3.305
0.911	5.286	0.019	0.168	0.593	1.183	3.322
0.911	5.313	0.019	0.169	0.596	1.189	3.339
0.911	5.339	0.019	0.170	0.599	1.195	3.355
0.911	5.366	0.019	0.171	0.602	1.201	3.372
0.911	5.393	0.020	0.172	0.605	1.207	3.389
0.911	5.420	0.020	0.173	0.608	1.213	3.406
0.911	5.447	0.020	0.174	0.611	1.219	3.423
0.911	5.474	0.020	0.174	0.615	1.225	3.440
0.911	5.501	0.020	0.175	0.618	1.231	3.457
0.911	5.529	0.020	0.176	0.621	1.237	3.474
0.911	5.556	0.020	0.177	0.624	1.244	3.492
0.911	5.584	0.020	0.178	0.627	1.250	3.509
0.911	5.612	0.020	0.179	0.630	1.256	3.527
0.911	5.640	0.020	0.180	0.633	1.262	3.544
0.911	5.668	0.021	0.181	0.636	1.269	3.562
0.911	5.697	0.021	0.182	0.640	1.275	3.580
0.911	5.725	0.021	0.182	0.643	1.281	3.598
0.911	5.754	0.021	0.183	0.646	1.288	3.616
0.911	5.783	0.021	0.184	0.649	1.294	3.634
0.911	5.812	0.021	0.185	0.652	1.301	3.652
0.911	5.841	0.021	0.186	0.656	1.307	3.670
0.911	5.870	0.021	0.187	0.659	1.314	3.689
0.911	5.899	0.021	0.188	0.662	1.320	3.707
0.911	5.929	0.022	0.189	0.666	1.327	3.726
0.911						
0.911						
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0.911						
0.911						
0.911						
	113.133	0.410			41.627	71.096

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 219,569	$ 109,431	$ 104,405	$ 129,320	$ 28,260	$ 590,985	$ 568,255
$ 220,667	$ 109,978	$ 104,927	$ 129,966	$ 28,402	$ 593,940	$ 549,131
$ 221,771	$ 110,528	$ 105,452	$ 130,617	$ 28,544	$ 596,911	$ 530,652
$ 222,880	$ 111,081	$ 105,979	$ 131,270	$ 28,686	$ 599,897	$ 512,794
$ 223,995	$ 111,637	$ 106,509	$ 131,927	$ 28,830	$ 602,898	$ 495,538
$ 225,116	$ 112,195	$ 107,042	$ 132,587	$ 28,974	$ 605,914	$ 478,862
$ 226,242	$ 112,757	$ 107,578	$ 133,250	$ 29,119	$ 608,945	$ 462,748
$ 227,374	$ 113,321	$ 108,116	$ 133,917	$ 29,265	$ 611,992	$ 447,176
$ 228,512	$ 113,888	$ 108,657	$ 134,587	$ 29,411	$ 615,054	$ 432,129
$ 229,655	$ 114,458	$ 109,201	$ 135,260	$ 29,558	$ 618,132	$ 417,588
$ 230,804	$ 115,030	$ 109,747	$ 135,937	$ 29,706	$ 621,225	$ 403,536
$ 231,959	$ 115,606	$ 110,296	$ 136,617	$ 29,855	$ 624,334	$ 389,957
$ 233,120	$ 116,185	$ 110,848	$ 137,301	$ 30,004	$ 627,459	$ 376,836
$ 234,287	$ 116,766	$ 111,403	$ 137,988	$ 30,155	$ 630,599	$ 364,155
$ 235,460	$ 117,351	$ 111,961	$ 138,679	$ 30,306	$ 633,756	$ 351,902
$ 236,639	$ 117,938	$ 112,521	$ 139,373	$ 30,457	$ 636,929	$ 340,061
$ 237,823	$ 118,529	$ 113,085	$ 140,071	$ 30,610	$ 640,117	$ 328,619
$ 239,014	$ 119,122	$ 113,651	$ 140,772	$ 30,763	$ 643,322	$ 317,562
$ 240,211	$ 119,719	$ 114,220	$ 141,477	$ 30,917	$ 646,543	$ 306,877
$ 241,413	$ 120,318	$ 114,792	$ 142,185	$ 31,072	$ 649,780	$ 296,551
$ -	$ -	$ -	$ -	$ -	$ -	$ -

US 41 at Veterans Memorial Blvd No-Build

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	39000
Analysis Year Minor AADT =	11300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.49%
Minor Growth Rate =	2.42%
Rate of Return =	4%

Default Crash Distribution	K	A	B	C	O	Sum
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	39000	11300
2020	39581	11573
2021	40171	11854
2022	40769	12140
2023	41377	12434
2024	41993	12735
2025	42619	13043
2026	43254	13359
2027	43899	13682
2028	44553	14013
2029	45217	14352
2030	45890	14700
2031	46574	15056
2032	47268	15420
2033	47972	15793
2034	48687	16175
2035	49412	16567
2036	50149	16968
2037	50896	17378
2038	51654	17799
2039	52424	18229
2040	53205	18671
2041	53998	19122
2042	54802	19585
2043	55619	20059
2044	56448	20545
2045	57289	21042
2046	58142	21551
2047	59009	22073
2048	59888	22607
2049	60780	23154
2050	61686	23714
2051	62605	24288
2052	63538	24876
2053	64484	25478
2054	65445	26094
2055	66420	26726
2056	67410	27373
2057	68415	28035
2058	69434	28713
2059	70468	29408
2060	71518	30120
2061	72584	30849
2062	73666	31595
2063	74763	32360
2064	75877	33143
2065	77008	33945
2066	78155	34767
2067	79320	35608
2068	80502	36470
2069	81701	37352
2070	82918	38256
2071	84154	39182
2072	85408	40130
2073	86680	41101
2074	87972	42096
2075	89283	43115

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.235	0.020	0.195	0.610	1.229	3.181
5.297	0.021	0.197	0.618	1.243	3.219
5.361	0.021	0.199	0.625	1.258	3.257
5.425	0.021	0.202	0.632	1.273	3.296
5.489	0.021	0.204	0.640	1.288	3.336
5.555	0.022	0.207	0.648	1.304	3.375
5.621	0.022	0.209	0.655	1.319	3.416
5.689	0.022	0.212	0.663	1.335	3.457
5.757	0.022	0.214	0.671	1.351	3.498
5.825	0.023	0.217	0.679	1.367	3.540
5.895	0.023	0.219	0.687	1.383	3.582
5.966	0.023	0.222	0.696	1.400	3.625
6.037	0.024	0.225	0.704	1.417	3.668
6.109	0.024	0.227	0.712	1.434	3.712
6.182	0.024	0.230	0.721	1.451	3.757
6.256	0.024	0.233	0.729	1.468	3.802
6.331	0.025	0.235	0.738	1.486	3.847
6.407	0.025	0.238	0.747	1.504	3.893
6.484	0.025	0.241	0.756	1.522	3.940
6.562	0.026	0.244	0.765	1.540	3.987
6.640	0.026	0.247	0.774	1.558	4.035
6.720	0.026	0.250	0.784	1.577	4.083
6.801	0.027	0.253	0.793	1.596	4.132
6.882	0.027	0.256	0.802	1.615	4.182
6.965	0.027	0.259	0.812	1.635	4.232
7.048	0.027	0.262	0.822	1.654	4.283

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	4.770	0.019	0.177	0.556	1.119	2.898
0.911	4.827	0.019	0.180	0.563	1.133	2.933
0.911	4.884	0.019	0.182	0.569	1.146	2.968
0.911	4.943	0.019	0.184	0.576	1.160	3.003
0.911	5.002	0.020	0.186	0.583	1.174	3.039
0.911	5.061	0.020	0.188	0.590	1.188	3.075
0.911	5.122	0.020	0.190	0.597	1.202	3.112
0.911	5.183	0.020	0.193	0.604	1.216	3.149
0.911	5.245	0.020	0.195	0.612	1.231	3.187
0.911	5.308	0.021	0.197	0.619	1.246	3.225
0.911	5.371	0.021	0.200	0.626	1.261	3.264
0.911	5.435	0.021	0.202	0.634	1.276	3.303
0.911	5.500	0.021	0.205	0.641	1.291	3.342
0.911	5.566	0.022	0.207	0.649	1.306	3.382
0.911	5.633	0.022	0.209	0.657	1.322	3.423
0.911	5.700	0.022	0.212	0.665	1.338	3.464
0.911	5.768	0.022	0.215	0.673	1.354	3.505
0.911	5.838	0.023	0.217	0.681	1.370	3.547
0.911	5.908	0.023	0.220	0.689	1.386	3.590
0.911	5.978	0.023	0.222	0.697	1.403	3.633
0.911	6.050	0.024	0.225	0.705	1.420	3.676
0.911	6.122	0.024	0.228	0.714	1.437	3.720
0.911	6.196	0.024	0.230	0.722	1.454	3.765
0.911	6.270	0.024	0.233	0.731	1.472	3.810
0.911	6.345	0.025	0.236	0.740	1.489	3.856
0.911	6.422	0.025	0.239	0.749	1.507	3.902
0.911						
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0.911						
0.911						
0.911						
0.911						
	114.961	0.448			44.659	69.854

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 224,215	$ 121,321	$ 103,012	$ 128,826	$ 25,960	$ 603,332	$ 580,127
$ 226,895	$ 122,771	$ 104,243	$ 130,365	$ 26,270	$ 610,543	$ 564,482
$ 229,607	$ 124,238	$ 105,489	$ 131,924	$ 26,584	$ 617,842	$ 549,260
$ 232,353	$ 125,724	$ 106,750	$ 133,501	$ 26,902	$ 625,230	$ 534,450
$ 235,132	$ 127,228	$ 108,027	$ 135,098	$ 27,224	$ 632,708	$ 520,040
$ 237,945	$ 128,750	$ 109,319	$ 136,714	$ 27,549	$ 640,278	$ 506,021
$ 240,792	$ 130,290	$ 110,628	$ 138,350	$ 27,879	$ 647,939	$ 492,381
$ 243,674	$ 131,850	$ 111,952	$ 140,006	$ 28,213	$ 655,695	$ 479,110
$ 246,592	$ 133,428	$ 113,292	$ 141,682	$ 28,550	$ 663,545	$ 466,198
$ 249,544	$ 135,026	$ 114,649	$ 143,379	$ 28,892	$ 671,490	$ 453,635
$ 252,533	$ 136,644	$ 116,022	$ 145,096	$ 29,238	$ 679,533	$ 441,412
$ 255,559	$ 138,281	$ 117,412	$ 146,835	$ 29,589	$ 687,674	$ 429,519
$ 258,621	$ 139,938	$ 118,819	$ 148,594	$ 29,943	$ 695,915	$ 417,949
$ 261,721	$ 141,615	$ 120,243	$ 150,375	$ 30,302	$ 704,256	$ 406,691
$ 264,859	$ 143,313	$ 121,685	$ 152,178	$ 30,665	$ 712,700	$ 395,737
$ 268,035	$ 145,031	$ 123,144	$ 154,003	$ 31,033	$ 721,246	$ 385,079
$ 271,250	$ 146,771	$ 124,621	$ 155,850	$ 31,405	$ 729,897	$ 374,710
$ 274,504	$ 148,532	$ 126,116	$ 157,720	$ 31,782	$ 738,654	$ 364,620
$ 277,798	$ 150,314	$ 127,629	$ 159,613	$ 32,164	$ 747,518	$ 354,804
$ 281,133	$ 152,118	$ 129,161	$ 161,528	$ 32,550	$ 756,491	$ 345,252
$ -	$ -	$ -	$ -	$ -	$ -	$ -

Bonita Beach Road at Racetrack Rd No-Build

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	35500
Analysis Year Minor AADT =	7700
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.11%
Minor Growth Rate =	0.88%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	35500	7700
2020	35894	7768
2021	36292	7836
2022	36695	7905
2023	37103	7975
2024	37514	8045
2025	37931	8116
2026	38352	8187
2027	38778	8259
2028	39208	8332
2029	39643	8405
2030	40083	8479
2031	40528	8554
2032	40978	8629
2033	41433	8705
2034	41893	8781
2035	42358	8859
2036	42828	8937
2037	43303	9015
2038	43784	9095
2039	44270	9175
2040	44762	9255
2041	45258	9337
2042	45761	9419
2043	46269	9502
2044	46782	9586
2045	47302	9670
2046	47827	9755
2047	48357	9841
2048	48894	9927
2049	49437	10015
2050	49986	10103
2051	50541	10192
2052	51102	10282
2053	51669	10372
2054	52242	10463
2055	52822	10555
2056	53409	10648
2057	54001	10742
2058	54601	10836
2059	55207	10932
2060	55820	11028
2061	56439	11125
2062	57066	11223
2063	57699	11322
2064	58340	11421
2065	58987	11522
2066	59642	11623
2067	60304	11726
2068	60973	11829
2069	61650	11933
2070	62334	12038
2071	63026	12144
2072	63726	12251
2073	64433	12358
2074	65149	12467
2075	65872	12577

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
4.033	0.016	0.150	0.470	0.947	2.451
4.064	0.016	0.151	0.474	0.954	2.469
4.094	0.016	0.152	0.477	0.961	2.488
4.125	0.016	0.153	0.481	0.968	2.506
4.156	0.016	0.155	0.485	0.975	2.525
4.187	0.016	0.156	0.488	0.983	2.544
4.218	0.016	0.157	0.492	0.990	2.563
4.250	0.017	0.158	0.496	0.997	2.582
4.282	0.017	0.159	0.499	1.005	2.602
4.314	0.017	0.160	0.503	1.012	2.621
4.346	0.017	0.162	0.507	1.020	2.641
4.379	0.017	0.163	0.511	1.028	2.661
4.412	0.017	0.164	0.514	1.035	2.681
4.445	0.017	0.165	0.518	1.043	2.701
4.478	0.017	0.167	0.522	1.051	2.721
4.512	0.018	0.168	0.526	1.059	2.742
4.546	0.018	0.169	0.530	1.067	2.762
4.580	0.018	0.170	0.534	1.075	2.783
4.615	0.018	0.172	0.538	1.083	2.804
4.649	0.018	0.173	0.542	1.091	2.825
4.684	0.018	0.174	0.546	1.099	2.846
4.720	0.018	0.176	0.550	1.108	2.868
4.755	0.019	0.177	0.554	1.116	2.889
4.791	0.019	0.178	0.559	1.124	2.911
4.827	0.019	0.180	0.563	1.133	2.933
4.863	0.019	0.181	0.567	1.141	2.955

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	3.675	0.014	0.137	0.428	0.862	2.233
0.911	3.703	0.014	0.138	0.432	0.869	2.250
0.911	3.730	0.015	0.139	0.435	0.875	2.267
0.911	3.758	0.015	0.140	0.438	0.882	2.284
0.911	3.787	0.015	0.141	0.441	0.889	2.301
0.911	3.815	0.015	0.142	0.445	0.895	2.318
0.911	3.844	0.015	0.143	0.448	0.902	2.335
0.911	3.872	0.015	0.144	0.451	0.909	2.353
0.911	3.901	0.015	0.145	0.455	0.916	2.371
0.911	3.931	0.015	0.146	0.458	0.922	2.388
0.911	3.960	0.015	0.147	0.462	0.929	2.406
0.911	3.990	0.016	0.148	0.465	0.936	2.424
0.911	4.020	0.016	0.149	0.469	0.943	2.443
0.911	4.050	0.016	0.151	0.472	0.950	2.461
0.911	4.080	0.016	0.152	0.476	0.958	2.479
0.911	4.111	0.016	0.153	0.479	0.965	2.498
0.911	4.142	0.016	0.154	0.483	0.972	2.517
0.911	4.173	0.016	0.155	0.487	0.979	2.536
0.911	4.205	0.016	0.156	0.490	0.987	2.555
0.911	4.236	0.017	0.158	0.494	0.994	2.574
0.911	4.268	0.017	0.159	0.498	1.002	2.593
0.911	4.300	0.017	0.160	0.501	1.009	2.613
0.911	4.332	0.017	0.161	0.505	1.017	2.633
0.911	4.365	0.017	0.162	0.509	1.024	2.652
0.911	4.398	0.017	0.164	0.513	1.032	2.672
0.911	4.431	0.017	0.165	0.517	1.040	2.692
0.911						
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0.911						
0.911						
0.911						
0.911						
	82.610	0.322			32.092	50.197

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 168,248	$ 91,037	$ 77,298	$ 96,669	$ 19,480	$ 452,732	$ 435,319
$ 169,510	$ 91,721	$ 77,878	$ 97,394	$ 19,626	$ 456,130	$ 421,718
$ 170,783	$ 92,409	$ 78,463	$ 98,125	$ 19,773	$ 459,554	$ 408,541
$ 172,065	$ 93,103	$ 79,052	$ 98,862	$ 19,922	$ 463,004	$ 395,778
$ 173,357	$ 93,802	$ 79,646	$ 99,605	$ 20,071	$ 466,481	$ 383,413
$ 174,659	$ 94,506	$ 80,244	$ 100,353	$ 20,222	$ 469,984	$ 371,435
$ 175,971	$ 95,216	$ 80,847	$ 101,107	$ 20,374	$ 473,515	$ 359,832
$ 177,293	$ 95,932	$ 81,454	$ 101,866	$ 20,527	$ 477,073	$ 348,592
$ 178,626	$ 96,653	$ 82,066	$ 102,632	$ 20,681	$ 480,658	$ 337,704
$ 179,969	$ 97,379	$ 82,683	$ 103,403	$ 20,837	$ 484,271	$ 327,156
$ 181,322	$ 98,111	$ 83,305	$ 104,181	$ 20,993	$ 487,912	$ 316,938
$ 182,685	$ 98,849	$ 83,931	$ 104,964	$ 21,151	$ 491,581	$ 307,040
$ 184,059	$ 99,593	$ 84,563	$ 105,753	$ 21,310	$ 495,278	$ 297,451
$ 185,444	$ 100,342	$ 85,199	$ 106,549	$ 21,471	$ 499,004	$ 288,162
$ 186,839	$ 101,097	$ 85,840	$ 107,351	$ 21,632	$ 502,758	$ 279,164
$ 188,245	$ 101,858	$ 86,486	$ 108,158	$ 21,795	$ 506,542	$ 270,447
$ 189,662	$ 102,624	$ 87,137	$ 108,973	$ 21,959	$ 510,354	$ 262,002
$ 191,090	$ 103,397	$ 87,793	$ 109,793	$ 22,124	$ 514,196	$ 253,822
$ 192,528	$ 104,175	$ 88,454	$ 110,620	$ 22,291	$ 518,068	$ 245,897
$ 193,978	$ 104,960	$ 89,120	$ 111,453	$ 22,459	$ 521,970	$ 238,220
$ -	$ -	$ -	$ -	$ -	$ -	$ -

NO BUILD - HSM - SEGMENT ANALYSIS

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old Us 41 from US 41 to Gulf Coast Drive	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	0.1%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,900	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.19	Segment Type =	2U	E	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.904913256			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,900		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,919		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,938		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,957		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,976		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,015	1.5	0.014	0.094	0.251	0.337	0.816	$139,152	$54,379	$39,432	$32,911	$6,203	$272,076	$261,612
2	2026	16,034	1.5	0.014	0.094	0.251	0.338	0.817	$139,357	$54,459	$39,490	$32,960	$6,212	$272,479	$251,922
3	2027	16,053	1.5	0.014	0.094	0.252	0.338	0.819	$139,564	$54,540	$39,549	$33,009	$6,221	$272,882	$242,591
4	2028	16,073	1.5	0.014	0.094	0.252	0.339	0.820	$139,770	$54,620	$39,607	$33,058	$6,230	$273,286	$233,606
5	2029	16,092	1.5	0.014	0.094	0.252	0.339	0.821	$139,977	$54,701	$39,666	$33,107	$6,239	$273,690	$224,954
6	2030	16,111	1.5	0.014	0.094	0.253	0.340	0.822	$140,184	$54,782	$39,725	$33,156	$6,249	$274,096	$216,622
7	2031	16,130	1.5	0.014	0.095	0.253	0.340	0.823	$140,392	$54,863	$39,783	$33,205	$6,258	$274,502	$208,599
8	2032	16,150	1.5	0.014	0.095	0.253	0.341	0.825	$140,600	$54,945	$39,842	$33,254	$6,267	$274,908	$200,873
9	2033	16,169	1.5	0.014	0.095	0.254	0.341	0.826	$140,808	$55,026	$39,901	$33,303	$6,276	$275,315	$193,433
10	2034	16,189	1.5	0.014	0.095	0.254	0.342	0.827	$141,017	$55,108	$39,960	$33,353	$6,286	$275,723	$186,269
11	2035	16,208	1.5	0.014	0.095	0.255	0.342	0.828	$141,226	$55,189	$40,020	$33,402	$6,295	$276,132	$179,370
12	2036	16,227	1.5	0.014	0.095	0.255	0.343	0.830	$141,435	$55,271	$40,079	$33,452	$6,304	$276,541	$172,727
13	2037	16,247	1.5	0.014	0.095	0.255	0.343	0.831	$141,645	$55,353	$40,138	$33,501	$6,314	$276,951	$166,330
14	2038	16,266	1.5	0.014	0.096	0.256	0.344	0.832	$141,855	$55,435	$40,198	$33,551	$6,323	$277,362	$160,169
15	2039	16,286	1.5	0.014	0.096	0.256	0.344	0.833	$142,065	$55,517	$40,258	$33,601	$6,333	$277,773	$154,237
16	2040	16,306	1.5	0.014	0.096	0.257	0.345	0.834	$142,276	$55,600	$40,317	$33,650	$6,342	$278,185	$148,525
17	2041	16,325	1.5	0.014	0.096	0.257	0.345	0.836	$142,487	$55,682	$40,377	$33,700	$6,351	$278,598	$143,025
18	2042	16,345	1.5	0.014	0.096	0.257	0.346	0.837	$142,698	$55,765	$40,437	$33,750	$6,361	$279,011	$137,728
19	2043	16,364	1.6	0.014	0.096	0.258	0.346	0.838	$142,910	$55,848	$40,497	$33,800	$6,370	$279,425	$132,627
20	2044	16,384	1.6	0.014	0.096	0.258	0.347	0.839	$143,122	$55,930	$40,557	$33,851	$6,380	$279,840	$127,715
	2045	16,404		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,742,932**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	I US 41 from Gulf Coast Drive to Veterans Memorial I	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	0.2%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.9%	Possible Injury =	22.3%
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	6.2%	Property Damage Only =	54.0%
Segment Length =	0.19	Segment Type =	2U		P	Non-Incapacitating =	16.6%		100.0%
Crash Data Used =	No	Segment =	Segment1		0.900950872				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,631		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,662		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,694		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,725		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,757		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	15,788	1.0	0.009	0.063	0.170	0.228	0.552	$94,127	$36,784	$26,673	$22,262	$4,196	$184,041	$176,963
2	2026	15,820	1.0	0.009	0.064	0.170	0.229	0.554	$94,375	$36,881	$26,743	$22,321	$4,207	$184,528	$170,606
3	2027	15,851	1.0	0.009	0.064	0.171	0.229	0.555	$94,625	$36,978	$26,814	$22,380	$4,218	$185,015	$164,478
4	2028	15,883	1.0	0.009	0.064	0.171	0.230	0.556	$94,875	$37,076	$26,885	$22,439	$4,229	$185,504	$158,570
5	2029	15,915	1.0	0.009	0.064	0.172	0.230	0.558	$95,126	$37,174	$26,956	$22,499	$4,240	$185,995	$152,874
6	2030	15,947	1.0	0.009	0.064	0.172	0.231	0.559	$95,377	$37,272	$27,027	$22,558	$4,251	$186,487	$147,383
7	2031	15,979	1.0	0.009	0.064	0.172	0.232	0.561	$95,630	$37,371	$27,099	$22,618	$4,263	$186,980	$142,089
8	2032	16,011	1.0	0.009	0.065	0.173	0.232	0.562	$95,883	$37,470	$27,171	$22,678	$4,274	$187,475	$136,986
9	2033	16,043	1.0	0.009	0.065	0.173	0.233	0.564	$96,137	$37,569	$27,243	$22,738	$4,285	$187,971	$132,066
10	2034	16,075	1.0	0.009	0.065	0.174	0.233	0.565	$96,391	$37,669	$27,315	$22,798	$4,297	$188,469	$127,323
11	2035	16,107	1.0	0.009	0.065	0.174	0.234	0.567	$96,647	$37,768	$27,387	$22,858	$4,308	$188,968	$122,750
12	2036	16,139	1.1	0.009	0.065	0.175	0.235	0.568	$96,903	$37,868	$27,460	$22,919	$4,319	$189,469	$118,342
13	2037	16,171	1.1	0.009	0.065	0.175	0.235	0.570	$97,160	$37,969	$27,532	$22,980	$4,331	$189,972	$114,092
14	2038	16,204	1.1	0.010	0.066	0.176	0.236	0.571	$97,417	$38,070	$27,606	$23,041	$4,342	$190,475	$109,995
15	2039	16,236	1.1	0.010	0.066	0.176	0.237	0.573	$97,676	$38,170	$27,679	$23,102	$4,354	$190,981	$106,045
16	2040	16,268	1.1	0.010	0.066	0.177	0.237	0.574	$97,935	$38,272	$27,752	$23,163	$4,365	$191,487	$102,237
17	2041	16,301	1.1	0.010	0.066	0.177	0.238	0.576	$98,195	$38,373	$27,826	$23,225	$4,377	$191,996	$98,565
18	2042	16,334	1.1	0.010	0.066	0.178	0.238	0.577	$98,456	$38,475	$27,900	$23,286	$4,389	$192,506	$95,026
19	2043	16,366	1.1	0.010	0.066	0.178	0.239	0.579	$98,717	$38,577	$27,974	$23,348	$4,400	$193,017	$91,614
20	2044	16,399	1.1	0.010	0.067	0.178	0.240	0.581	$98,979	$38,680	$28,048	$23,410	$4,412	$193,530	$88,324
	2045	16,432		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,556,329**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from VMB to Collier Center Way	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	0.65%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.9%	Possible Injury =	22.3%
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	6.2%	Property Damage Only =	54.0%
Segment Length =	0.08	Segment Type =	2U		P	Non-Incapacitating =	16.6%		100.0%
Crash Data Used =	No	Segment =	Segment1		0.900950872				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,701		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,803		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,906		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,010		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,114		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,218	0.7	0.006	0.044	0.118	0.158	0.382	$65,184	$25,473	$18,471	$15,417	$2,906	$127,451	$122,549
2	2026	16,324	0.7	0.006	0.044	0.118	0.159	0.385	$65,718	$25,682	$18,623	$15,543	$2,929	$128,495	$118,801
3	2027	16,430	0.7	0.006	0.045	0.119	0.160	0.389	$66,257	$25,892	$18,775	$15,671	$2,953	$129,549	$115,169
4	2028	16,537	0.7	0.007	0.045	0.120	0.162	0.392	$66,801	$26,105	$18,930	$15,799	$2,978	$130,612	$111,648
5	2029	16,644	0.7	0.007	0.045	0.121	0.163	0.395	$67,350	$26,319	$19,085	$15,929	$3,002	$131,686	$108,236
6	2030	16,752	0.7	0.007	0.046	0.122	0.164	0.398	$67,904	$26,536	$19,242	$16,060	$3,027	$132,769	$104,929
7	2031	16,861	0.7	0.007	0.046	0.123	0.166	0.402	$68,463	$26,754	$19,401	$16,192	$3,052	$133,862	$101,724
8	2032	16,971	0.7	0.007	0.046	0.124	0.167	0.405	$69,027	$26,975	$19,560	$16,326	$3,077	$134,965	$98,617
9	2033	17,081	0.8	0.007	0.047	0.125	0.169	0.408	$69,596	$27,197	$19,722	$16,461	$3,102	$136,078	$95,607
10	2034	17,192	0.8	0.007	0.047	0.127	0.170	0.412	$70,171	$27,422	$19,885	$16,596	$3,128	$137,201	$92,688
11	2035	17,304	0.8	0.007	0.048	0.128	0.171	0.415	$70,751	$27,648	$20,049	$16,734	$3,154	$138,335	$89,860
12	2036	17,416	0.8	0.007	0.048	0.129	0.173	0.418	$71,336	$27,877	$20,215	$16,872	$3,180	$139,479	$87,118
13	2037	17,530	0.8	0.007	0.048	0.130	0.174	0.422	$71,926	$28,108	$20,382	$17,012	$3,206	$140,634	$84,461
14	2038	17,644	0.8	0.007	0.049	0.131	0.176	0.425	$72,523	$28,341	$20,551	$17,153	$3,233	$141,800	$81,886
15	2039	17,758	0.8	0.007	0.049	0.132	0.177	0.429	$73,124	$28,576	$20,721	$17,295	$3,259	$142,976	$79,390
16	2040	17,874	0.8	0.007	0.050	0.133	0.179	0.432	$73,731	$28,813	$20,894	$17,439	$3,287	$144,163	$76,970
17	2041	17,990	0.8	0.007	0.050	0.134	0.180	0.436	$74,344	$29,053	$21,067	$17,584	$3,314	$145,361	$74,625
18	2042	18,107	0.8	0.007	0.050	0.135	0.182	0.440	$74,963	$29,294	$21,242	$17,730	$3,341	$146,571	$72,351
19	2043	18,224	0.8	0.007	0.051	0.136	0.183	0.443	$75,587	$29,538	$21,419	$17,877	$3,369	$147,791	$70,148
20	2044	18,343	0.8	0.007	0.051	0.137	0.185	0.447	$76,217	$29,785	$21,598	$18,026	$3,397	$149,023	$68,012
	2045	18,462		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
													Total Present Value		**$1,854,789**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/F-I)})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Collier Center Way to Sun Century R	County:	Collier County
Agency or Company:	Gannett Fleming			City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.0%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.21	Segment Type =	2U	E		Analyze	
Crash Data Used =	No	Segment =	Segment1	1.116557847			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,762		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,926		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,092		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,259		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,428		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,599	1.3	0.012	0.083	0.222	0.298	0.722	$123,095	$48,104	$34,882	$29,114	$5,487	$240,681	$231,424
2	2026	16,772	1.4	0.012	0.084	0.225	0.302	0.732	$124,804	$48,772	$35,366	$29,518	$5,563	$244,024	$225,613
3	2027	16,946	1.4	0.012	0.085	0.228	0.306	0.742	$126,540	$49,450	$35,858	$29,929	$5,640	$247,418	$219,954
4	2028	17,122	1.4	0.013	0.086	0.231	0.311	0.753	$128,303	$50,139	$36,358	$30,346	$5,719	$250,865	$214,440
5	2029	17,300	1.4	0.013	0.088	0.235	0.315	0.763	$130,094	$50,839	$36,865	$30,769	$5,799	$254,366	$209,070
6	2030	17,480	1.4	0.013	0.089	0.238	0.320	0.774	$131,912	$51,550	$37,380	$31,199	$5,880	$257,921	$203,839
7	2031	17,662	1.5	0.013	0.090	0.241	0.324	0.785	$133,759	$52,271	$37,904	$31,636	$5,962	$261,533	$198,743
8	2032	17,846	1.5	0.013	0.091	0.245	0.329	0.796	$135,635	$53,004	$38,435	$32,080	$6,046	$265,200	$193,779
9	2033	18,031	1.5	0.013	0.093	0.248	0.333	0.807	$137,540	$53,749	$38,975	$32,530	$6,131	$268,925	$188,943
10	2034	18,219	1.5	0.014	0.094	0.251	0.338	0.818	$139,475	$54,505	$39,524	$32,988	$6,217	$272,709	$184,232
11	2035	18,408	1.5	0.014	0.095	0.255	0.343	0.830	$141,440	$55,273	$40,080	$33,453	$6,305	$276,551	$179,642
12	2036	18,600	1.6	0.014	0.097	0.259	0.347	0.841	$143,436	$56,053	$40,646	$33,925	$6,394	$280,454	$175,171
13	2037	18,793	1.6	0.014	0.098	0.262	0.352	0.853	$145,464	$56,846	$41,221	$34,404	$6,484	$284,419	$170,815
14	2038	18,989	1.6	0.014	0.099	0.266	0.357	0.865	$147,523	$57,650	$41,804	$34,892	$6,576	$288,446	$166,570
15	2039	19,186	1.6	0.015	0.101	0.270	0.362	0.878	$149,615	$58,468	$42,397	$35,386	$6,669	$292,536	$162,435
16	2040	19,386	1.6	0.015	0.102	0.274	0.368	0.890	$151,740	$59,298	$42,999	$35,889	$6,764	$296,690	$158,405
17	2041	19,587	1.7	0.015	0.104	0.277	0.373	0.903	$153,898	$60,142	$43,611	$36,399	$6,860	$300,910	$154,479
18	2042	19,791	1.7	0.015	0.105	0.281	0.378	0.915	$156,091	$60,998	$44,232	$36,918	$6,958	$305,197	$150,654
19	2043	19,997	1.7	0.015	0.107	0.285	0.383	0.929	$158,318	$61,869	$44,863	$37,445	$7,057	$309,551	$146,926
20	2044	20,205	1.7	0.016	0.108	0.290	0.389	0.942	$160,580	$62,753	$45,504	$37,980	$7,158	$313,974	$143,294
	2045	20,415		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,678,430**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Sun Century Rd to Rail Head Blvd	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	1.0%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.9%	Possible Injury =	22.3%
Opening Year AADT =	15,000	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	6.2%	Property Damage Only =	54.0%
Segment Length =	0.36	Segment Type =	2U	E	Analyze	Non-Incapacitating =	16.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	0.719182373					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,000		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,143		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,286		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,432		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,578		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,726		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	15,876	1.9	0.017	0.119	0.318	0.427	1.034	$176,311	$68,900	$49,962	$41,700	$7,859	$344,732	$331,473
2	2026	16,026	1.9	0.017	0.120	0.322	0.432	1.047	$178,514	$69,761	$50,586	$42,221	$7,957	$349,040	$322,707
3	2027	16,179	2.0	0.018	0.122	0.326	0.438	1.060	$180,748	$70,634	$51,219	$42,750	$8,057	$353,408	$314,179
4	2028	16,332	2.0	0.018	0.123	0.330	0.443	1.073	$183,014	$71,520	$51,861	$43,286	$8,158	$357,838	$305,882
5	2029	16,487	2.0	0.018	0.125	0.334	0.449	1.087	$185,312	$72,418	$52,512	$43,829	$8,260	$362,331	$297,809
6	2030	16,644	2.0	0.018	0.126	0.338	0.454	1.101	$187,641	$73,328	$53,173	$44,380	$8,364	$366,886	$289,956
7	2031	16,802	2.1	0.019	0.128	0.343	0.460	1.114	$190,004	$74,251	$53,842	$44,939	$8,469	$371,506	$282,314
8	2032	16,962	2.1	0.019	0.130	0.347	0.466	1.128	$192,400	$75,188	$54,521	$45,506	$8,576	$376,191	$274,879
9	2033	17,123	2.1	0.019	0.131	0.351	0.472	1.143	$194,830	$76,137	$55,210	$46,080	$8,685	$380,943	$267,645
10	2034	17,286	2.1	0.019	0.133	0.356	0.478	1.157	$197,295	$77,100	$55,908	$46,663	$8,794	$385,761	$260,606
11	2035	17,450	2.2	0.020	0.135	0.360	0.484	1.172	$199,794	$78,077	$56,616	$47,254	$8,906	$390,648	$253,757
12	2036	17,616	2.2	0.020	0.136	0.365	0.490	1.187	$202,329	$79,068	$57,335	$47,854	$9,019	$395,604	$247,093
13	2037	17,783	2.2	0.020	0.138	0.369	0.496	1.202	$204,899	$80,072	$58,063	$48,462	$9,133	$400,630	$240,608
14	2038	17,952	2.3	0.020	0.140	0.374	0.503	1.217	$207,506	$81,091	$58,802	$49,078	$9,250	$405,727	$234,297
15	2039	18,122	2.3	0.021	0.142	0.379	0.509	1.233	$210,150	$82,124	$59,551	$49,704	$9,367	$410,897	$228,156
16	2040	18,295	2.3	0.021	0.143	0.384	0.515	1.248	$212,832	$83,172	$60,311	$50,338	$9,487	$416,140	$222,181
17	2041	18,468	2.3	0.021	0.145	0.389	0.522	1.264	$215,552	$84,235	$61,082	$50,981	$9,608	$421,458	$216,365
18	2042	18,644	2.4	0.021	0.147	0.394	0.529	1.280	$218,310	$85,313	$61,863	$51,634	$9,731	$426,852	$210,706
19	2043	18,821	2.4	0.022	0.149	0.399	0.536	1.297	$221,108	$86,406	$62,656	$52,295	$9,856	$432,322	$205,198
20	2044	19,000	2.4	0.022	0.151	0.404	0.542	1.313	$223,946	$87,515	$63,460	$52,967	$9,982	$437,871	$199,838
	2045	19,180		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
														Total Present Value	**$5,205,651**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Rail Head Blvd to Via Palacio Ave	County:	Collier County & Lee County
Agency or Company:		Gannett Fleming		City:	Naples & Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	0.8%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,700	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.64	Segment Type =	2U	E		Analyze	
Crash Data Used =	No	Segment =	Segment1	0.828931199			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,832		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,965		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,099		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,234		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,371		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,508	3.9	0.035	0.242	0.648	0.870	2.107	$359,325	$140,420	$101,823	$84,986	$16,017	$702,572	$675,550
2	2026	16,647	3.9	0.036	0.245	0.655	0.880	2.131	$363,419	$142,020	$102,983	$85,954	$16,199	$710,575	$656,966
3	2027	16,787	4.0	0.036	0.248	0.663	0.890	2.156	$367,564	$143,640	$104,158	$86,934	$16,384	$718,680	$638,904
4	2028	16,928	4.0	0.036	0.250	0.670	0.900	2.180	$371,762	$145,280	$105,348	$87,927	$16,571	$726,889	$621,348
5	2029	17,070	4.1	0.037	0.253	0.678	0.911	2.205	$376,014	$146,942	$106,553	$88,933	$16,761	$735,203	$604,283
6	2030	17,213	4.1	0.037	0.256	0.686	0.921	2.231	$380,321	$148,625	$107,773	$89,952	$16,953	$743,623	$587,696
7	2031	17,358	4.2	0.038	0.259	0.694	0.932	2.256	$384,683	$150,329	$109,009	$90,983	$17,147	$752,151	$571,573
8	2032	17,504	4.2	0.038	0.262	0.702	0.942	2.282	$389,100	$152,056	$110,261	$92,028	$17,344	$760,789	$555,901
9	2033	17,651	4.3	0.038	0.265	0.710	0.953	2.308	$393,574	$153,804	$111,529	$93,086	$17,543	$769,537	$540,666
10	2034	17,799	4.3	0.039	0.268	0.718	0.964	2.335	$398,106	$155,575	$112,813	$94,158	$17,745	$778,397	$525,857
11	2035	17,948	4.4	0.039	0.271	0.726	0.975	2.362	$402,696	$157,369	$114,113	$95,244	$17,950	$787,372	$511,462
12	2036	18,099	4.4	0.040	0.274	0.734	0.987	2.389	$407,345	$159,185	$115,431	$96,343	$18,157	$796,461	$497,467
13	2037	18,251	4.5	0.040	0.277	0.743	0.998	2.417	$412,053	$161,025	$116,765	$97,457	$18,367	$805,668	$483,863
14	2038	18,404	4.5	0.041	0.281	0.752	1.010	2.445	$416,822	$162,889	$118,116	$98,585	$18,580	$814,992	$470,638
15	2039	18,559	4.6	0.041	0.284	0.760	1.021	2.473	$421,653	$164,777	$119,485	$99,727	$18,795	$824,437	$457,781
16	2040	18,715	4.6	0.042	0.287	0.769	1.033	2.502	$426,546	$166,689	$120,872	$100,885	$19,013	$834,004	$445,282
17	2041	18,872	4.7	0.042	0.291	0.778	1.045	2.531	$431,501	$168,626	$122,276	$102,057	$19,234	$843,694	$433,130
18	2042	19,031	4.7	0.043	0.294	0.787	1.057	2.560	$436,521	$170,587	$123,699	$103,244	$19,458	$853,509	$421,316
19	2043	19,191	4.8	0.043	0.297	0.796	1.070	2.590	$441,606	$172,574	$125,140	$104,446	$19,684	$863,451	$409,830
20	2044	19,352	4.9	0.044	0.301	0.805	1.082	2.620	$446,756	$174,587	$126,599	$105,665	$19,914	$873,521	$398,663
	2045	19,514		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$10,508,177**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Via Palacio Ave to Mediterra Dr	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	0.9%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,300	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.23	Segment Type =	2U	E	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.789242037			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,432		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	15,564		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	15,698		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	15,833		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	15,969		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,107	1.6	0.014	0.100	0.267	0.359	0.869	$148,190	$57,911	$41,993	$35,049	$6,606	$289,749	$278,604
2	2026	16,245	1.6	0.015	0.101	0.270	0.363	0.879	$149,892	$58,576	$42,475	$35,452	$6,681	$293,077	$270,966
3	2027	16,385	1.6	0.015	0.102	0.273	0.367	0.889	$151,616	$59,250	$42,964	$35,860	$6,758	$296,448	$263,541
4	2028	16,526	1.7	0.015	0.103	0.277	0.371	0.899	$153,363	$59,932	$43,459	$36,273	$6,836	$299,862	$256,324
5	2029	16,668	1.7	0.015	0.104	0.280	0.376	0.910	$155,131	$60,623	$43,960	$36,691	$6,915	$303,321	$249,308
6	2030	16,811	1.7	0.015	0.106	0.283	0.380	0.920	$156,923	$61,324	$44,468	$37,115	$6,995	$306,824	$242,488
7	2031	16,956	1.7	0.016	0.107	0.286	0.384	0.931	$158,738	$62,033	$44,982	$37,544	$7,076	$310,373	$235,858
8	2032	17,102	1.7	0.016	0.108	0.290	0.389	0.942	$160,577	$62,751	$45,503	$37,979	$7,158	$313,968	$229,413
9	2033	17,249	1.8	0.016	0.109	0.293	0.393	0.953	$162,439	$63,479	$46,031	$38,419	$7,241	$317,609	$223,148
10	2034	17,397	1.8	0.016	0.111	0.296	0.398	0.964	$164,326	$64,216	$46,566	$38,866	$7,325	$321,298	$217,057
11	2035	17,547	1.8	0.016	0.112	0.300	0.403	0.975	$166,237	$64,963	$47,107	$39,317	$7,410	$325,035	$211,136
12	2036	17,698	1.8	0.016	0.113	0.303	0.407	0.986	$168,173	$65,720	$47,656	$39,775	$7,496	$328,820	$205,380
13	2037	17,850	1.8	0.017	0.115	0.307	0.412	0.998	$170,134	$66,486	$48,211	$40,239	$7,584	$332,654	$199,783
14	2038	18,003	1.9	0.017	0.116	0.310	0.417	1.010	$172,120	$67,262	$48,774	$40,709	$7,672	$336,538	$194,342
15	2039	18,158	1.9	0.017	0.117	0.314	0.422	1.021	$174,132	$68,049	$49,345	$41,185	$7,762	$340,473	$189,052
16	2040	18,314	1.9	0.017	0.119	0.318	0.427	1.033	$176,171	$68,846	$49,922	$41,667	$7,853	$344,459	$183,909
17	2041	18,472	1.9	0.017	0.120	0.321	0.432	1.045	$178,236	$69,653	$50,507	$42,156	$7,945	$348,497	$178,909
18	2042	18,631	2.0	0.018	0.121	0.325	0.437	1.058	$180,328	$70,470	$51,100	$42,650	$8,038	$352,587	$174,047
19	2043	18,791	2.0	0.018	0.123	0.329	0.442	1.070	$182,448	$71,298	$51,701	$43,152	$8,133	$356,731	$169,320
20	2044	18,952	2.0	0.018	0.124	0.333	0.447	1.083	$184,595	$72,137	$52,309	$43,660	$8,228	$360,930	$164,724
	2045	19,115		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
													Total Present Value		**$4,337,310**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Mediterra Dr to Bonita Beach Road	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	0.9%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.9%	Possible Injury =	22.3%
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	6.2%	Property Damage Only =	54.0%
Segment Length =	0.84	Segment Type =	2U		E	Non-Incapacitating =	16.6%		100.0%
Crash Data Used =	No	Segment =	Segment1		1.2194468				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,941		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,082		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,226		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	16,370		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	16,516		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	16,663	7.2	0.065	0.447	1.196	1.607	3.891	$663,460	$259,272	$188,007	$156,918	$29,574	$1,297,231	$1,247,337
2	2026	16,811	7.3	0.066	0.452	1.210	1.625	3.935	$670,963	$262,204	$190,133	$158,693	$29,908	$1,311,901	$1,212,926
3	2027	16,961	7.4	0.066	0.457	1.223	1.644	3.980	$678,561	$265,173	$192,286	$160,490	$30,247	$1,326,757	$1,179,482
4	2028	17,112	7.5	0.067	0.462	1.237	1.662	4.025	$686,255	$268,180	$194,467	$162,310	$30,590	$1,341,801	$1,146,977
5	2029	17,264	7.5	0.068	0.467	1.251	1.681	4.071	$694,047	$271,225	$196,675	$164,153	$30,937	$1,357,036	$1,115,385
6	2030	17,418	7.6	0.069	0.473	1.266	1.700	4.117	$701,937	$274,309	$198,911	$166,019	$31,289	$1,372,464	$1,084,678
7	2031	17,573	7.7	0.069	0.478	1.280	1.719	4.164	$709,928	$277,431	$201,175	$167,909	$31,645	$1,388,088	$1,054,833
8	2032	17,729	7.8	0.070	0.484	1.295	1.739	4.211	$718,020	$280,594	$203,468	$169,823	$32,006	$1,403,911	$1,025,824
9	2033	17,887	7.9	0.071	0.489	1.309	1.759	4.259	$726,216	$283,796	$205,790	$171,761	$32,371	$1,419,934	$997,627
10	2034	18,046	8.0	0.072	0.495	1.324	1.779	4.308	$734,515	$287,040	$208,142	$173,724	$32,741	$1,436,162	$970,220
11	2035	18,207	8.1	0.073	0.500	1.339	1.799	4.357	$742,920	$290,324	$210,524	$175,712	$33,116	$1,452,596	$943,579
12	2036	18,369	8.2	0.073	0.506	1.355	1.820	4.407	$751,433	$293,651	$212,936	$177,725	$33,495	$1,469,240	$917,683
13	2037	18,532	8.3	0.074	0.512	1.370	1.841	4.458	$760,054	$297,020	$215,379	$179,764	$33,879	$1,486,097	$892,511
14	2038	18,697	8.4	0.075	0.518	1.386	1.862	4.509	$768,785	$300,432	$217,854	$181,829	$34,268	$1,503,168	$868,042
15	2039	18,863	8.4	0.076	0.524	1.402	1.883	4.561	$777,628	$303,888	$220,359	$183,921	$34,663	$1,520,458	$844,257
16	2040	19,031	8.5	0.077	0.530	1.418	1.905	4.613	$786,584	$307,387	$222,897	$186,039	$35,062	$1,537,970	$821,135
17	2041	19,201	8.6	0.078	0.536	1.435	1.927	4.667	$795,655	$310,932	$225,468	$188,184	$35,466	$1,555,705	$798,657
18	2042	19,372	8.7	0.079	0.542	1.451	1.949	4.720	$804,842	$314,522	$228,071	$190,357	$35,876	$1,573,668	$776,807
19	2043	19,544	8.8	0.080	0.548	1.468	1.972	4.775	$814,146	$318,159	$230,708	$192,558	$36,290	$1,591,861	$755,565
20	2044	19,718	8.9	0.081	0.555	1.485	1.995	4.830	$823,571	$321,841	$233,378	$194,787	$36,710	$1,610,288	$734,914
	2045	19,893		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$19,388,439**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
No-Build

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Bonita Beach Rd from Old US 41 to Race Track Rd	County:	Lee County
Agency or Company:	Gannett Fleming			City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.1%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	35,600	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.27	Segment Type =	4D	E	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.569895674			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.9%
Incapacitating =	5.5%	Property Damage Only =	54.0%
Non-Incapacitating =	15.8%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	35,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	35,984		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	36,373		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	36,766		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	37,163		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	37,564		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	37,970	2.3	0.018	0.126	0.363	0.550	1.242	$188,168	$73,386	$57,096	$53,660	$9,436	$381,747	$367,064
2	2026	38,380	2.3	0.019	0.128	0.368	0.557	1.259	$190,738	$74,388	$57,876	$54,393	$9,565	$386,960	$357,767
3	2027	38,795	2.4	0.019	0.130	0.373	0.565	1.276	$193,345	$75,405	$58,667	$55,136	$9,696	$392,249	$348,708
4	2028	39,214	2.4	0.019	0.132	0.378	0.572	1.293	$195,990	$76,436	$59,469	$55,890	$9,828	$397,614	$339,882
5	2029	39,637	2.4	0.019	0.134	0.384	0.580	1.311	$198,672	$77,482	$60,283	$56,655	$9,963	$403,055	$331,282
6	2030	40,065	2.5	0.020	0.135	0.389	0.588	1.329	$201,392	$78,543	$61,109	$57,431	$10,099	$408,574	$322,902
7	2031	40,498	2.5	0.020	0.137	0.394	0.596	1.347	$204,152	$79,619	$61,946	$58,218	$10,238	$414,173	$314,737
8	2032	40,935	2.5	0.020	0.139	0.400	0.604	1.366	$206,951	$80,711	$62,795	$59,016	$10,378	$419,851	$306,781
9	2033	41,377	2.6	0.021	0.141	0.405	0.613	1.384	$209,790	$81,818	$63,657	$59,826	$10,520	$425,611	$299,029
10	2034	41,824	2.6	0.021	0.143	0.411	0.621	1.403	$212,670	$82,941	$64,531	$60,647	$10,665	$431,454	$291,475
11	2035	42,276	2.6	0.021	0.145	0.416	0.630	1.423	$215,591	$84,081	$65,417	$61,480	$10,811	$437,381	$284,114
12	2036	42,733	2.7	0.021	0.147	0.422	0.638	1.442	$218,555	$85,236	$66,316	$62,325	$10,960	$443,393	$276,942
13	2037	43,194	2.7	0.022	0.149	0.428	0.647	1.462	$221,561	$86,409	$67,229	$63,183	$11,111	$449,491	$269,953
14	2038	43,661	2.7	0.022	0.151	0.434	0.656	1.482	$224,610	$87,598	$68,154	$64,052	$11,263	$455,676	$263,142
15	2039	44,132	2.8	0.022	0.153	0.440	0.665	1.502	$227,702	$88,804	$69,092	$64,934	$11,419	$461,951	$256,505
16	2040	44,609	2.8	0.023	0.155	0.446	0.674	1.523	$230,840	$90,027	$70,044	$65,829	$11,576	$468,316	$250,038
17	2041	45,091	2.9	0.023	0.157	0.452	0.683	1.544	$234,022	$91,269	$71,010	$66,736	$11,735	$474,772	$243,735
18	2042	45,577	2.9	0.023	0.159	0.458	0.693	1.565	$237,250	$92,528	$71,989	$67,657	$11,897	$481,321	$237,593
19	2043	46,070	2.9	0.024	0.162	0.464	0.702	1.587	$240,525	$93,805	$72,983	$68,590	$12,061	$487,964	$231,608
20	2044	46,567	3.0	0.024	0.164	0.471	0.712	1.609	$243,846	$95,100	$73,991	$69,538	$12,228	$494,703	$225,776
	2045	47,070		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$5,819,032**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

NO BUILD - NCHRP - SEGMENT ANALYSIS

US 41 from Wiggins to Old US 41 No-Build

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	47700
Growth Rate =	1.10%	Segment Length (mi) =	0.22249053
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	47700
2020	48225
2021	48755
2022	49291
2023	49834
2024	50382
2025	50936
2026	51496
2027	52063
2028	52636
2029	53214
2030	53800
2031	54392
2032	54990
2033	55595
2034	56206
2035	56825
2036	57450
2037	58082
2038	58721
2039	59367
2040	60020
2041	60680
2042	61347
2043	62022
2044	62704
2045	63394
2046	64091
2047	64796
2048	65509
2049	66230
2050	66958
2051	67695
2052	68439
2053	69192
2054	69953
2055	70723
2056	71501
2057	72287
2058	73083
2059	73886
2060	74699
2061	75521
2062	76352
2063	77191
2064	78041
2065	78899
2066	79767
2067	80644
2068	81531
2069	82428
2070	83335
2071	84252
2072	85178
2073	86115
2074	87063
2075	88020

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.089	0.04	0.30	0.90	1.69	4.16
7.174	0.04	0.30	0.91	1.71	4.21
7.260	0.04	0.31	0.92	1.73	4.26
7.348	0.04	0.31	0.93	1.75	4.31
7.436	0.04	0.31	0.95	1.77	4.36
7.526	0.05	0.32	0.96	1.79	4.41
7.617	0.05	0.32	0.97	1.82	4.47
7.709	0.05	0.33	0.98	1.84	4.52
7.801	0.05	0.33	0.99	1.86	4.57
7.896	0.05	0.33	1.00	1.88	4.63
7.991	0.05	0.34	1.02	1.90	4.68
8.087	0.05	0.34	1.03	1.93	4.74
8.185	0.05	0.35	1.04	1.95	4.80
8.284	0.05	0.35	1.05	1.97	4.86
8.384	0.05	0.35	1.07	2.00	4.92
8.485	0.05	0.36	1.08	2.02	4.97
8.588	0.05	0.36	1.09	2.05	5.03
8.692	0.05	0.37	1.11	2.07	5.10
8.797	0.05	0.37	1.12	2.10	5.16
8.903	0.05	0.38	1.13	2.12	5.22
9.011	0.05	0.38	1.15	2.15	5.28
9.120	0.05	0.38	1.16	2.17	5.35
9.231	0.06	0.39	1.17	2.20	5.41
9.343	0.06	0.39	1.19	2.23	5.48
9.456	0.06	0.40	1.20	2.25	5.54
9.570	0.06	0.40	1.22	2.28	5.61

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	6.663	0.03993461	0.28095505	0.847668612	1.588530979	3.906339522
0.94	6.744	0.040415187	0.28433609	0.857869532	1.607647502	3.953348758
0.94	6.825	0.040901704	0.28775893	0.868196556	1.627000347	4.000939131
0.94	6.907	0.041394238	0.29122408	0.878651269	1.646592478	4.049117931
0.94	6.990	0.041892862	0.29473209	0.889235271	1.666426898	4.09789254
0.94	7.074	0.042397653	0.29828349	0.899950185	1.686506646	4.147270435
0.94	7.160	0.042908689	0.30187882	0.910797653	1.706834802	4.197259186
0.94	7.246	0.043426049	0.30551864	0.92177934	1.727414483	4.247866459
0.94	7.333	0.043949811	0.3092035	0.93289693	1.748248847	4.299100019
0.94	7.422	0.044480056	0.31293398	0.944152129	1.769341089	4.350967727
0.94	7.511	0.045016865	0.31671063	0.955546664	1.790694449	4.403477545
0.94	7.602	0.045560321	0.32053405	0.967082286	1.812312204	4.456637536
0.94	7.694	0.046110507	0.32440482	0.978760766	1.834197676	4.510455864
0.94	7.787	0.046667508	0.32832353	0.990583898	1.856354226	4.564940799
0.94	7.881	0.047231409	0.33229079	1.0025535	1.878785259	4.620100712
0.94	7.976	0.047802298	0.3363072	1.014671411	1.901494223	4.675944084
0.94	8.073	0.048380261	0.34037339	1.026939494	1.924484611	4.7324795
0.94	8.170	0.048965387	0.34448998	1.039359636	1.947759959	4.789715658
0.94	8.269	0.049557768	0.3486576	1.051933749	1.971323846	4.847661362
0.94	8.369	0.050157493	0.35287689	1.064663768	1.995179901	4.90632553
0.94	8.471	0.050764656	0.35714851	1.077551651	2.019331795	4.965717194
0.94	8.573	0.051379349	0.36147311	1.090599385	2.043783247	5.025845497
0.94	8.677	0.052001667	0.36585135	1.103808977	2.068538023	5.086719703
0.94	8.782	0.052631707	0.37028392	1.117182464	2.093599938	5.148349188
0.94	8.888	0.053269565	0.37477149	1.130721906	2.118972853	5.210743452
0.94	8.996	0.05391534	0.37931476	1.144429392	2.14466068	5.273912113
0.94						
0.94						
0.94					

US 41 from Old US 41 to Veterans Memorial Blvd No-Build

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	39000
Growth Rate =	1.16%	Segment Length (mi) =	0.284090909
Rate of Return =	4%	Analysis Year =	2019

Default Crash Distribution						
	K	A	B	C	O	Sum
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	39000
2020	39452
2021	39910
2022	40373
2023	40841
2024	41315
2025	41794
2026	42279
2027	42770
2028	43266
2029	43768
2030	44275
2031	44789
2032	45308
2033	45834
2034	46366
2035	46904
2036	47448
2037	47998
2038	48555
2039	49118
2040	49688
2041	50264
2042	50847
2043	51437
2044	52034
2045	52637
2046	53248
2047	53866
2048	54490
2049	55123
2050	55762
2051	56409
2052	57063
2053	57725
2054	58395
2055	59072
2056	59757
2057	60450
2058	61152
2059	61861
2060	62579
2061	63305
2062	64039
2063	64782
2064	65533
2065	66293
2066	67062
2067	67840
2068	68627
2069	69423
2070	70229
2071	71043
2072	71867
2073	72701
2074	73544
2075	74398

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.786	0.03	0.24	0.74	1.38	3.39
5.859	0.04	0.25	0.75	1.40	3.43
5.932	0.04	0.25	0.75	1.41	3.48
6.006	0.04	0.25	0.76	1.43	3.52
6.082	0.04	0.26	0.77	1.45	3.57
6.158	0.04	0.26	0.78	1.47	3.61
6.235	0.04	0.26	0.79	1.49	3.66
6.314	0.04	0.27	0.80	1.51	3.70
6.393	0.04	0.27	0.81	1.52	3.75
6.474	0.04	0.27	0.82	1.54	3.80
6.555	0.04	0.28	0.83	1.56	3.84
6.637	0.04	0.28	0.84	1.58	3.89
6.721	0.04	0.28	0.85	1.60	3.94
6.806	0.04	0.29	0.87	1.62	3.99
6.891	0.04	0.29	0.88	1.64	4.04
6.978	0.04	0.29	0.89	1.66	4.09
7.066	0.04	0.30	0.90	1.68	4.14
7.155	0.04	0.30	0.91	1.71	4.19
7.245	0.04	0.31	0.92	1.73	4.25
7.337	0.04	0.31	0.93	1.75	4.30
7.430	0.04	0.31	0.95	1.77	4.36
7.523	0.05	0.32	0.96	1.79	4.41
7.618	0.05	0.32	0.97	1.82	4.47
7.715	0.05	0.33	0.98	1.84	4.52
7.812	0.05	0.33	0.99	1.86	4.58
7.911	0.05	0.33	1.01	1.89	4.64

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	5.439	0.032596309	0.22932733	0.691902784	1.296625818	3.188518664
0.94	5.507	0.033004737	0.23220078	0.70057224	1.312872378	3.228470407
0.94	5.576	0.033418456	0.23511145	0.709354027	1.329329447	3.268939808
0.94	5.646	0.033837538	0.23805985	0.718249626	1.345999799	3.309933692
0.94	5.717	0.034262052	0.24104646	0.727260537	1.362886247	3.351458976
0.94	5.789	0.03469207	0.24407181	0.736388282	1.379991641	3.393522667
0.94	5.861	0.035127665	0.24713638	0.745634402	1.39731887	3.43613187
0.94	5.935	0.03556891	0.25024071	0.755000459	1.414870859	3.47929378
0.94	6.010	0.036015881	0.25338531	0.764488034	1.432650576	3.52301569
0.94	6.085	0.036468651	0.25657072	0.774098732	1.450661024	3.567304991
0.94	6.162	0.036927299	0.25979748	0.783834178	1.46890525	3.612169171
0.94	6.239	0.037391901	0.26306614	0.793696018	1.487386338	3.657615818
0.94	6.318	0.037862537	0.26637723	0.803685922	1.506107417	3.703652623
0.94	6.397	0.038339285	0.26973134	0.813805579	1.525071655	3.750287377
0.94	6.478	0.038822227	0.27312902	0.824056704	1.544282263	3.797527978
0.94	6.559	0.039311444	0.27657084	0.834441033	1.563742495	3.845382426
0.94	6.642	0.03980702	0.28005741	0.844960325	1.583455649	3.89385883
0.94	6.726	0.040309038	0.28358929	0.855616363	1.603425065	3.942965407
0.94	6.811	0.040817583	0.2871671	0.866410955	1.623654129	3.992710483
0.94	6.897	0.041332742	0.29079143	0.87734593	1.644146273	4.043102495
0.94	6.984	0.041854602	0.29446292	0.888423145	1.664904974	4.094149994
0.94	7.072	0.042383251	0.29818216	0.89964448	1.685933755	4.145861644
0.94	7.161	0.04291878	0.30194981	0.911011839	1.707236186	4.198246225
0.94	7.252	0.043461279	0.3057665	0.922527154	1.728815886	4.251312634
0.94	7.344	0.044010841	0.30963287	0.93419238	1.750676521	4.305069887
0.94	7.436	0.044567559	0.31354959	0.946009502	1.772821806	4.35952712
0.94						
0.94						
0.94					

ALTERNATIVE A - HSM - INTERSECTION ANALYSIS

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
BUILD ALTERNATIVE A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Gulf Coast Drive	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.6%	Current Year =	2019	Project Opening Year =	2025				
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year Major AADT =	15,750	Intersection Type =	3ST			Incapacitating =	3.7%	Property Damage Only =	62.3%
Opening Year Minor AADT =	1,100	Intersection =	Intersection1	P	Analyze	Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%
		Crash Data Used =	No	1.280095352					

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,750	1,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,166	1,126		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,593	1,153		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,031	1,181		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,480	1,209		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,942	1,238		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,415	1,268	1.08	0.005	0.040	0.136	0.226	0.673	$55,244	$23,190	$21,388	$22,042	$5,114	$126,978	$122,094
2	2026	18,902	1,299	1.12	0.006	0.041	0.141	0.234	0.698	$57,279	$24,045	$22,176	$22,854	$5,302	$131,657	$121,725
3	2027	19,401	1,330	1.16	0.006	0.043	0.146	0.243	0.723	$59,393	$24,932	$22,995	$23,698	$5,498	$136,516	$121,362
4	2028	19,913	1,362	1.20	0.006	0.045	0.152	0.252	0.750	$61,588	$25,853	$23,845	$24,574	$5,701	$141,561	$121,007
5	2029	20,438	1,394	1.25	0.006	0.046	0.157	0.261	0.778	$63,867	$26,810	$24,727	$25,483	$5,912	$146,799	$120,658
6	2030	20,978	1,428	1.29	0.006	0.048	0.163	0.271	0.807	$66,233	$27,803	$25,643	$26,427	$6,131	$152,238	$120,316
7	2031	21,532	1,462	1.34	0.007	0.050	0.169	0.281	0.837	$68,690	$28,835	$26,594	$27,407	$6,358	$157,885	$119,980
8	2032	22,100	1,497	1.39	0.007	0.052	0.175	0.291	0.868	$71,242	$29,906	$27,582	$28,425	$6,595	$163,750	$119,650
9	2033	22,684	1,533	1.44	0.007	0.053	0.182	0.302	0.900	$73,891	$31,018	$28,608	$29,483	$6,840	$169,840	$119,327
10	2034	23,283	1,570	1.50	0.007	0.055	0.189	0.313	0.933	$76,643	$32,173	$29,673	$30,580	$7,095	$176,164	$119,010
11	2035	23,897	1,608	1.55	0.008	0.058	0.196	0.325	0.968	$79,500	$33,373	$30,779	$31,720	$7,359	$182,731	$118,699
12	2036	24,528	1,646	1.61	0.008	0.060	0.203	0.337	1.004	$82,467	$34,618	$31,928	$32,904	$7,634	$189,551	$118,393
13	2037	25,176	1,686	1.67	0.008	0.062	0.211	0.350	1.042	$85,548	$35,912	$33,121	$34,134	$7,919	$196,634	$118,093
14	2038	25,840	1,726	1.74	0.009	0.064	0.219	0.363	1.081	$88,749	$37,255	$34,360	$35,411	$8,215	$203,990	$117,799
15	2039	26,522	1,768	1.80	0.009	0.067	0.227	0.376	1.121	$92,072	$38,650	$35,647	$36,737	$8,523	$211,629	$117,510
16	2040	27,223	1,810	1.87	0.009	0.069	0.235	0.390	1.163	$95,524	$40,099	$36,983	$38,114	$8,842	$219,563	$117,226
17	2041	27,941	1,853	1.94	0.010	0.072	0.244	0.405	1.207	$99,109	$41,604	$38,371	$39,544	$9,174	$227,803	$116,948
18	2042	28,679	1,898	2.01	0.010	0.074	0.253	0.420	1.252	$102,832	$43,167	$39,813	$41,030	$9,519	$236,361	$116,674
19	2043	29,436	1,944	2.09	0.010	0.077	0.263	0.436	1.300	$106,699	$44,790	$41,310	$42,573	$9,877	$245,249	$116,406
20	2044	30,213	1,990	2.16	0.011	0.080	0.273	0.452	1.349	$110,716	$46,476	$42,865	$44,176	$10,249	$254,481	$116,142

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,379,018**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
BUILD ALTERNATIVE A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Veterans Memorial Boulevard	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	4SG		
Opening Year Minor AADT =	11,300	Intersection =	Intersection1	E	
		Crash Data Used =	No	1.72000327	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	11,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,070	11,571		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,553	11,849		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,052	12,133		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,565	12,424		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,093	12,723		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,638	13,028	3.61	0.018	0.134	0.455	0.755	2.251	$184,775	$77,565	$71,538	$73,725	$17,104	$424,707	$408,372
2	2026	19,199	13,341	3.75	0.019	0.139	0.472	0.783	2.334	$191,592	$80,427	$74,177	$76,445	$17,735	$440,376	$407,152
3	2027	19,777	13,661	3.88	0.019	0.144	0.489	0.812	2.420	$198,663	$83,395	$76,915	$79,267	$18,390	$456,629	$405,942
4	2028	20,372	13,989	4.03	0.020	0.149	0.507	0.842	2.509	$205,998	$86,474	$79,755	$82,193	$19,069	$473,489	$404,740
5	2029	20,985	14,324	4.18	0.021	0.155	0.526	0.873	2.602	$213,606	$89,668	$82,701	$85,229	$19,773	$490,977	$403,547
6	2030	21,617	14,668	4.33	0.022	0.160	0.546	0.905	2.698	$221,498	$92,981	$85,756	$88,378	$20,503	$509,117	$402,363
7	2031	22,268	15,020	4.49	0.022	0.166	0.566	0.938	2.798	$229,685	$96,418	$88,926	$91,644	$21,261	$527,934	$401,187
8	2032	22,938	15,381	4.66	0.023	0.172	0.587	0.973	2.901	$238,177	$99,983	$92,214	$95,033	$22,047	$547,454	$400,019
9	2033	23,628	15,750	4.83	0.024	0.179	0.608	1.009	3.008	$246,987	$103,680	$95,624	$98,548	$22,863	$567,702	$398,860
10	2034	24,340	16,128	5.01	0.025	0.185	0.631	1.047	3.120	$256,125	$107,516	$99,162	$102,194	$23,709	$588,705	$397,708
11	2035	25,072	16,515	5.19	0.026	0.192	0.654	1.085	3.235	$265,604	$111,496	$102,832	$105,976	$24,586	$610,493	$396,565
12	2036	25,827	16,911	5.38	0.027	0.199	0.678	1.125	3.355	$275,437	$115,623	$106,639	$109,899	$25,496	$633,095	$395,429
13	2037	26,604	17,317	5.58	0.028	0.207	0.704	1.167	3.479	$285,637	$119,905	$110,588	$113,969	$26,441	$656,540	$394,301
14	2038	27,405	17,733	5.79	0.029	0.214	0.730	1.210	3.608	$296,218	$124,347	$114,685	$118,191	$27,420	$680,862	$393,181
15	2039	28,230	18,158	6.01	0.030	0.222	0.757	1.255	3.742	$307,195	$128,955	$118,935	$122,571	$28,436	$706,092	$392,068
16	2040	29,080	18,594	6.23	0.031	0.230	0.785	1.302	3.880	$318,582	$133,735	$123,343	$127,114	$29,490	$732,264	$390,962
17	2041	29,955	19,040	6.46	0.032	0.239	0.814	1.350	4.024	$330,394	$138,693	$127,917	$131,827	$30,584	$759,415	$389,863
18	2042	30,857	19,497	6.70	0.033	0.248	0.844	1.400	4.173	$342,648	$143,837	$132,661	$136,717	$31,718	$787,581	$388,772
19	2043	31,786	19,965	6.95	0.035	0.257	0.875	1.452	4.328	$355,360	$149,174	$137,582	$141,789	$32,895	$816,799	$387,687
20	2044	32,742	20,445	7.21	0.036	0.267	0.908	1.506	4.489	$368,547	$154,709	$142,688	$147,050	$34,115	$847,110	$386,610

Shaded cell indicates the AADT is outside the limits

Total Present Value **$7,945,327**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
Build Alternative A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Collier Center Way	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	3ST		
Opening Year Minor AADT =	2,100	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	0.922303473	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	2,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,117	2,151		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,651	2,203		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,203	2,256		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,774	2,311		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,363	2,367		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,972	2,424	1.46	0.007	0.054	0.184	0.306	0.911	$74,831	$31,413	$28,972	$29,857	$6,927	$171,999	$165,384
2	2026	19,601	2,483	1.53	0.008	0.056	0.192	0.319	0.951	$78,100	$32,785	$30,237	$31,162	$7,229	$179,514	$165,971
3	2027	20,250	2,543	1.59	0.008	0.059	0.201	0.333	0.993	$81,519	$34,220	$31,561	$32,526	$7,546	$187,372	$166,573
4	2028	20,922	2,604	1.66	0.008	0.062	0.210	0.348	1.036	$85,094	$35,721	$32,945	$33,953	$7,877	$195,590	$167,191
5	2029	21,615	2,667	1.74	0.009	0.064	0.219	0.363	1.082	$88,833	$37,291	$34,393	$35,444	$8,223	$204,184	$167,824
6	2030	22,332	2,732	1.81	0.009	0.067	0.228	0.379	1.130	$92,744	$38,932	$35,907	$37,005	$8,585	$213,172	$168,473
7	2031	23,072	2,798	1.89	0.009	0.070	0.239	0.396	1.179	$96,833	$40,649	$37,490	$38,637	$8,964	$222,573	$169,137
8	2032	23,837	2,866	1.98	0.010	0.073	0.249	0.413	1.232	$101,111	$42,445	$39,147	$40,343	$9,360	$232,405	$169,816
9	2033	24,627	2,935	2.06	0.010	0.076	0.260	0.431	1.286	$105,585	$44,323	$40,879	$42,129	$9,774	$242,689	$170,510
10	2034	25,443	3,006	2.16	0.011	0.080	0.272	0.451	1.343	$110,265	$46,287	$42,691	$43,996	$10,207	$253,446	$171,219
11	2035	26,287	3,079	2.25	0.011	0.083	0.284	0.471	1.403	$115,160	$48,342	$44,586	$45,949	$10,660	$264,697	$171,942
12	2036	27,158	3,153	2.35	0.012	0.087	0.296	0.491	1.465	$120,281	$50,492	$46,568	$47,992	$11,134	$276,467	$172,681
13	2037	28,059	3,230	2.46	0.012	0.091	0.309	0.513	1.530	$125,637	$52,740	$48,642	$50,129	$11,630	$288,779	$173,433
14	2038	28,989	3,308	2.57	0.013	0.095	0.323	0.536	1.598	$131,241	$55,092	$50,812	$52,365	$12,149	$301,658	$174,200
15	2039	29,950	3,388	2.68	0.013	0.099	0.338	0.560	1.670	$137,102	$57,553	$53,081	$54,704	$12,691	$315,131	$174,981
16	2040	30,943	3,470	2.80	0.014	0.104	0.353	0.585	1.745	$143,235	$60,127	$55,455	$57,151	$13,259	$329,226	$175,777
17	2041	31,968	3,554	2.93	0.015	0.108	0.369	0.611	1.823	$149,650	$62,820	$57,939	$59,710	$13,853	$343,972	$176,586
18	2042	33,028	3,640	3.06	0.015	0.113	0.385	0.639	1.904	$156,362	$65,638	$60,538	$62,388	$14,474	$359,399	$177,410
19	2043	34,123	3,728	3.19	0.016	0.118	0.402	0.668	1.990	$163,384	$68,586	$63,256	$65,190	$15,124	$375,540	$178,247
20	2044	35,254	3,818	3.34	0.017	0.124	0.421	0.698	2.079	$170,731	$71,670	$66,101	$68,122	$15,804	$392,426	$179,098

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,436,454**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
Build Alternative A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Sun Century Road	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,150	Intersection Type =	4ST		
Opening Year Minor AADT =	850	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.130566802	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,150	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,650	871		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,166	892		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,700	913		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,251	935		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,820	958		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,408	981	1.23	0.006	0.046	0.155	0.258	0.769	$63,123	$26,498	$24,439	$25,186	$5,843	$145,088	$139,508
2	2026	19,016	1,005	1.27	0.006	0.047	0.160	0.266	0.793	$65,078	$27,319	$25,196	$25,966	$6,024	$149,582	$138,297
3	2027	19,643	1,029	1.31	0.007	0.049	0.165	0.274	0.817	$67,096	$28,166	$25,977	$26,771	$6,211	$154,221	$137,102
4	2028	20,292	1,054	1.35	0.007	0.050	0.170	0.283	0.843	$69,179	$29,040	$26,784	$27,602	$6,404	$159,009	$135,921
5	2029	20,961	1,080	1.39	0.007	0.052	0.176	0.291	0.869	$71,329	$29,943	$27,616	$28,460	$6,603	$163,950	$134,755
6	2030	21,653	1,106	1.44	0.007	0.053	0.181	0.301	0.896	$73,548	$30,874	$28,475	$29,346	$6,808	$169,051	$133,604
7	2031	22,367	1,132	1.48	0.007	0.055	0.187	0.310	0.924	$75,839	$31,836	$29,362	$30,260	$7,020	$174,317	$132,466
8	2032	23,106	1,160	1.53	0.008	0.057	0.193	0.320	0.953	$78,203	$32,828	$30,278	$31,203	$7,239	$179,752	$131,343
9	2033	23,868	1,188	1.58	0.008	0.058	0.199	0.330	0.982	$80,644	$33,853	$31,223	$32,177	$7,465	$185,362	$130,233
10	2034	24,656	1,217	1.63	0.008	0.060	0.205	0.340	1.013	$83,164	$34,911	$32,198	$33,182	$7,698	$191,153	$129,136
11	2035	25,469	1,246	1.68	0.008	0.062	0.211	0.350	1.045	$85,765	$36,002	$33,205	$34,220	$7,939	$197,131	$128,053
12	2036	26,310	1,276	1.73	0.009	0.064	0.218	0.361	1.077	$88,450	$37,129	$34,244	$35,291	$8,188	$203,302	$126,982
13	2037	27,178	1,307	1.78	0.009	0.066	0.225	0.373	1.111	$91,221	$38,293	$35,317	$36,397	$8,444	$209,673	$125,924
14	2038	28,075	1,339	1.84	0.009	0.068	0.232	0.384	1.146	$94,082	$39,494	$36,425	$37,539	$8,709	$216,249	$124,879
15	2039	29,001	1,371	1.90	0.009	0.070	0.239	0.396	1.182	$97,036	$40,734	$37,569	$38,717	$8,982	$223,038	$123,845
16	2040	29,958	1,404	1.96	0.010	0.072	0.247	0.409	1.219	$100,085	$42,014	$38,749	$39,934	$9,265	$230,047	$122,824
17	2041	30,947	1,438	2.02	0.010	0.075	0.254	0.422	1.257	$103,233	$43,335	$39,968	$41,190	$9,556	$237,282	$121,814
18	2042	31,968	1,473	2.08	0.010	0.077	0.262	0.435	1.297	$106,483	$44,700	$41,226	$42,487	$9,857	$244,752	$120,816
19	2043	33,023	1,509	2.15	0.011	0.079	0.271	0.449	1.338	$109,838	$46,108	$42,525	$43,825	$10,167	$252,463	$119,830
20	2044	34,113	1,545	2.22	0.011	0.082	0.279	0.463	1.380	$113,301	$47,562	$43,866	$45,207	$10,488	$260,425	$118,854

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,576,187**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Alternative A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Rail Head Boulevard	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.1%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.6%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,350	Intersection Type =	3SG		
Opening Year Minor AADT =	2,800	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.408381265	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,350	2,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,830	2,872		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,324	2,945		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,835	3,021		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,361	3,098		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,903	3,177		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,463	3,259	1.98	0.010	0.073	0.249	0.413	1.232	$101,135	$42,455	$39,156	$40,353	$9,362	$232,461	$223,520
2	2026	19,040	3,342	2.06	0.010	0.076	0.259	0.430	1.281	$105,194	$44,158	$40,727	$41,972	$9,737	$241,789	$223,548
3	2027	19,635	3,428	2.14	0.011	0.079	0.270	0.447	1.333	$109,418	$45,932	$42,363	$43,658	$10,128	$251,498	$223,581
4	2028	20,248	3,515	2.23	0.011	0.082	0.280	0.465	1.386	$113,814	$47,777	$44,065	$45,412	$10,535	$261,604	$223,620
5	2029	20,881	3,605	2.31	0.012	0.086	0.292	0.484	1.442	$118,390	$49,698	$45,836	$47,238	$10,959	$272,121	$223,664
6	2030	21,533	3,698	2.41	0.012	0.089	0.303	0.503	1.500	$123,153	$51,697	$47,680	$49,138	$11,400	$283,069	$223,713
7	2031	22,206	3,792	2.50	0.013	0.093	0.316	0.523	1.560	$128,110	$53,778	$49,600	$51,116	$11,859	$294,463	$223,768
8	2032	22,900	3,889	2.61	0.013	0.096	0.328	0.545	1.623	$133,270	$55,944	$51,597	$53,175	$12,336	$306,323	$223,827
9	2033	23,616	3,989	2.71	0.014	0.100	0.342	0.566	1.689	$138,641	$58,199	$53,677	$55,318	$12,834	$318,667	$223,891
10	2034	24,354	4,091	2.82	0.014	0.104	0.355	0.589	1.757	$144,231	$60,546	$55,841	$57,548	$13,351	$331,517	$223,961
11	2035	25,115	4,196	2.93	0.015	0.109	0.370	0.613	1.828	$150,050	$62,988	$58,094	$59,870	$13,890	$344,891	$224,035
12	2036	25,900	4,303	3.05	0.015	0.113	0.385	0.638	1.901	$156,107	$65,531	$60,439	$62,287	$14,450	$358,813	$224,113
13	2037	26,709	4,413	3.18	0.016	0.117	0.400	0.664	1.978	$162,411	$68,177	$62,880	$64,802	$15,034	$373,304	$224,197
14	2038	27,544	4,526	3.30	0.017	0.122	0.416	0.690	2.058	$168,974	$70,932	$65,421	$67,421	$15,641	$388,388	$224,285
15	2039	28,405	4,642	3.44	0.017	0.127	0.433	0.718	2.141	$175,805	$73,800	$68,065	$70,146	$16,274	$404,090	$224,377
16	2040	29,292	4,761	3.58	0.018	0.132	0.451	0.747	2.228	$182,916	$76,785	$70,818	$72,984	$16,932	$420,435	$224,474
17	2041	30,208	4,883	3.72	0.019	0.138	0.469	0.778	2.318	$190,318	$79,892	$73,684	$75,937	$17,617	$437,449	$224,575
18	2042	31,152	5,008	3.87	0.019	0.143	0.488	0.809	2.412	$198,024	$83,127	$76,668	$79,012	$18,330	$455,160	$224,680
19	2043	32,125	5,136	4.03	0.020	0.149	0.508	0.842	2.510	$206,045	$86,494	$79,773	$82,212	$19,073	$473,597	$224,789
20	2044	33,129	5,268	4.19	0.021	0.155	0.528	0.876	2.611	$214,395	$89,999	$83,006	$85,544	$19,846	$492,790	$224,903

Shaded cell indicates the AADT is outside the limits

Total Present Value **$4,481,520**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Via Palacio Avenue	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,500	Intersection Type =	3SG		
Opening Year Minor AADT =	700	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.403225806	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,500	700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,957	717		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,428	734		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,913	752		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,412	770		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,925	789		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,454	808	1.30	0.007	0.048	0.164	0.273	0.812	$66,702	$28,000	$25,825	$26,614	$6,174	$153,316	$147,420
2	2026	18,998	828	1.35	0.007	0.050	0.171	0.283	0.843	$69,241	$29,066	$26,808	$27,627	$6,409	$159,152	$147,145
3	2027	19,559	848	1.41	0.007	0.052	0.177	0.294	0.875	$71,878	$30,173	$27,829	$28,679	$6,654	$165,213	$146,874
4	2028	20,136	868	1.46	0.007	0.054	0.184	0.305	0.909	$74,617	$31,323	$28,889	$29,772	$6,907	$171,508	$146,606
5	2029	20,730	889	1.51	0.008	0.056	0.191	0.317	0.943	$77,461	$32,517	$29,990	$30,907	$7,170	$178,046	$146,341
6	2030	21,341	911	1.57	0.008	0.058	0.198	0.329	0.979	$80,416	$33,757	$31,134	$32,086	$7,444	$184,837	$146,080
7	2031	21,971	933	1.63	0.008	0.060	0.206	0.341	1.017	$83,485	$35,045	$32,322	$33,310	$7,728	$191,891	$145,821
8	2032	22,619	955	1.69	0.008	0.063	0.214	0.354	1.056	$86,672	$36,383	$33,556	$34,582	$8,023	$199,217	$145,566
9	2033	23,286	978	1.76	0.009	0.065	0.222	0.368	1.096	$89,983	$37,773	$34,838	$35,903	$8,329	$206,827	$145,314
10	2034	23,973	1,002	1.83	0.009	0.068	0.230	0.382	1.138	$93,422	$39,217	$36,170	$37,275	$8,648	$214,732	$145,065
11	2035	24,680	1,026	1.90	0.009	0.070	0.239	0.396	1.181	$96,994	$40,716	$37,553	$38,701	$8,978	$222,942	$144,819
12	2036	25,409	1,051	1.97	0.010	0.073	0.248	0.411	1.227	$100,704	$42,274	$38,989	$40,181	$9,322	$231,470	$144,576
13	2037	26,158	1,077	2.04	0.010	0.076	0.258	0.427	1.274	$104,558	$43,892	$40,481	$41,719	$9,679	$240,329	$144,335
14	2038	26,930	1,103	2.12	0.011	0.079	0.267	0.444	1.322	$108,562	$45,572	$42,031	$43,316	$10,049	$249,530	$144,098
15	2039	27,724	1,129	2.20	0.011	0.082	0.278	0.461	1.373	$112,720	$47,318	$43,641	$44,975	$10,434	$259,088	$143,863
16	2040	28,542	1,157	2.29	0.011	0.085	0.288	0.478	1.426	$117,039	$49,131	$45,313	$46,699	$10,834	$269,017	$143,630
17	2041	29,384	1,185	2.38	0.012	0.088	0.299	0.497	1.480	$121,526	$51,015	$47,051	$48,489	$11,249	$279,330	$143,400
18	2042	30,251	1,213	2.47	0.012	0.091	0.311	0.516	1.537	$126,187	$52,971	$48,855	$50,349	$11,681	$290,043	$143,173
19	2043	31,143	1,243	2.56	0.013	0.095	0.323	0.535	1.596	$131,029	$55,003	$50,729	$52,280	$12,129	$301,171	$142,948
20	2044	32,062	1,273	2.66	0.013	0.098	0.335	0.556	1.657	$136,058	$57,115	$52,677	$54,287	$12,594	$312,730	$142,726

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,899,799**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Mediterra Dr	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,550	Intersection Type =	3SG		
Opening Year Minor AADT =	1,500	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.060509554	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,550	1,500		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,009	1,536		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,481	1,573		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,967	1,611		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,468	1,649		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,983	1,689		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,513	1,729	1.45	0.007	0.054	0.182	0.302	0.901	$73,975	$31,053	$28,640	$29,516	$6,848	$170,032	$163,492
2	2026	19,060	1,771	1.50	0.008	0.056	0.189	0.314	0.935	$76,754	$32,220	$29,716	$30,625	$7,105	$176,419	$163,109
3	2027	19,622	1,813	1.56	0.008	0.058	0.196	0.325	0.970	$79,640	$33,431	$30,834	$31,776	$7,372	$183,053	$162,733
4	2028	20,201	1,857	1.62	0.008	0.060	0.204	0.338	1.007	$82,637	$34,689	$31,994	$32,972	$7,649	$189,942	$162,363
5	2029	20,797	1,901	1.68	0.008	0.062	0.211	0.350	1.044	$85,750	$35,996	$33,199	$34,214	$7,938	$197,097	$161,999
6	2030	21,410	1,947	1.74	0.009	0.064	0.219	0.364	1.084	$88,982	$37,353	$34,451	$35,504	$8,237	$204,527	$161,641
7	2031	22,042	1,994	1.81	0.009	0.067	0.227	0.377	1.125	$92,340	$38,763	$35,751	$36,844	$8,548	$212,244	$161,288
8	2032	22,692	2,042	1.87	0.009	0.069	0.236	0.392	1.167	$95,827	$40,226	$37,101	$38,235	$8,870	$220,259	$160,941
9	2033	23,361	2,091	1.94	0.010	0.072	0.245	0.406	1.211	$99,448	$41,746	$38,503	$39,680	$9,206	$228,582	$160,599
10	2034	24,051	2,141	2.02	0.010	0.075	0.254	0.422	1.257	$103,209	$43,325	$39,959	$41,180	$9,554	$237,227	$160,262
11	2035	24,760	2,192	2.09	0.010	0.077	0.264	0.438	1.305	$107,115	$44,965	$41,471	$42,739	$9,915	$246,206	$159,930
12	2036	25,491	2,245	2.17	0.011	0.080	0.274	0.454	1.354	$111,172	$46,668	$43,042	$44,358	$10,291	$255,531	$159,604
13	2037	26,242	2,299	2.26	0.011	0.083	0.284	0.471	1.405	$115,386	$48,437	$44,673	$46,039	$10,681	$265,216	$159,282
14	2038	27,017	2,354	2.34	0.012	0.087	0.295	0.489	1.459	$119,762	$50,274	$46,368	$47,785	$11,086	$275,275	$158,964
15	2039	27,814	2,410	2.43	0.012	0.090	0.306	0.508	1.514	$124,308	$52,182	$48,127	$49,599	$11,507	$285,723	$158,652
16	2040	28,634	2,468	2.52	0.013	0.093	0.318	0.527	1.572	$129,029	$54,164	$49,955	$51,482	$11,944	$296,574	$158,343
17	2041	29,479	2,527	2.62	0.013	0.097	0.330	0.547	1.631	$133,932	$56,222	$51,854	$53,439	$12,398	$307,845	$158,040
18	2042	30,348	2,588	2.72	0.014	0.101	0.342	0.568	1.693	$139,026	$58,360	$53,826	$55,471	$12,869	$319,552	$157,740
19	2043	31,244	2,650	2.82	0.014	0.104	0.355	0.590	1.758	$144,316	$60,581	$55,874	$57,582	$13,359	$331,711	$157,444
20	2044	32,165	2,714	2.93	0.015	0.108	0.369	0.612	1.825	$149,810	$62,888	$58,001	$59,774	$13,867	$344,341	$157,153

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,203,579**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative A

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at New Quadrant Roadway	County:	Lee County
Agency or Company:	Gannett Fleming			City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.4%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Minor Growth Rate =	3.0%	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Opening Year Major AADT =	15,800	Intersection Type =	4SG			Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%
Opening Year Minor AADT =	7,700	Intersection =	Intersection1	E	Analyze				
		Crash Data Used =	No	0.713038117					

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800	7,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,181	7,931		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,571	8,169		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,970	8,414		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,379	8,666		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,798	8,926		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,227	9,194	3.19	0.016	0.118	0.402	0.666	1.986	$163,042	$68,442	$63,124	$65,054	$15,092	$374,754	$360,341
2	2026	18,666	9,470	3.29	0.016	0.122	0.414	0.688	2.049	$168,262	$70,633	$65,145	$67,136	$15,575	$386,751	$357,573
3	2027	19,116	9,754	3.39	0.017	0.126	0.428	0.710	2.115	$173,650	$72,895	$67,231	$69,286	$16,074	$399,136	$354,830
4	2028	19,577	10,047	3.50	0.018	0.130	0.441	0.732	2.183	$179,212	$75,230	$69,384	$71,506	$16,589	$411,921	$352,112
5	2029	20,048	10,348	3.62	0.018	0.134	0.456	0.756	2.253	$184,954	$77,640	$71,607	$73,797	$17,121	$425,119	$349,417
6	2030	20,532	10,659	3.73	0.019	0.138	0.470	0.780	2.325	$190,881	$80,129	$73,902	$76,162	$17,669	$438,743	$346,745
7	2031	21,026	10,978	3.85	0.019	0.143	0.485	0.805	2.399	$197,001	$82,697	$76,271	$78,603	$18,236	$452,808	$344,097
8	2032	21,533	11,308	3.97	0.020	0.147	0.501	0.831	2.476	$203,317	$85,349	$78,717	$81,124	$18,820	$467,328	$341,472
9	2033	22,052	11,647	4.10	0.021	0.152	0.517	0.857	2.556	$209,839	$88,086	$81,242	$83,726	$19,424	$482,317	$338,869
10	2034	22,584	11,996	4.23	0.021	0.157	0.533	0.885	2.638	$216,571	$90,912	$83,848	$86,412	$20,047	$497,791	$336,290
11	2035	23,128	12,356	4.37	0.022	0.162	0.551	0.913	2.722	$223,521	$93,830	$86,539	$89,185	$20,691	$513,765	$333,732
12	2036	23,685	12,727	4.51	0.023	0.167	0.568	0.943	2.810	$230,695	$96,842	$89,317	$92,047	$21,355	$530,256	$331,196
13	2037	24,256	13,109	4.65	0.023	0.172	0.587	0.973	2.900	$238,102	$99,951	$92,185	$95,003	$22,040	$547,281	$328,683
14	2038	24,841	13,502	4.80	0.024	0.178	0.605	1.004	2.993	$245,749	$103,161	$95,145	$98,054	$22,748	$564,856	$326,190
15	2039	25,439	13,907	4.96	0.025	0.183	0.625	1.036	3.089	$253,643	$106,475	$98,201	$101,203	$23,479	$583,001	$323,720
16	2040	26,052	14,324	5.12	0.026	0.189	0.645	1.070	3.189	$261,792	$109,896	$101,356	$104,455	$24,233	$601,732	$321,270
17	2041	26,680	14,754	5.28	0.026	0.195	0.666	1.104	3.291	$270,205	$113,427	$104,614	$107,812	$25,012	$621,070	$318,841
18	2042	27,323	15,197	5.45	0.027	0.202	0.687	1.140	3.397	$278,891	$117,073	$107,976	$111,277	$25,816	$641,034	$316,432
19	2043	27,982	15,653	5.63	0.028	0.208	0.709	1.176	3.506	$287,858	$120,837	$111,448	$114,855	$26,646	$661,644	$314,044
20	2044	28,656	16,122	5.81	0.029	0.215	0.732	1.214	3.619	$297,115	$124,723	$115,032	$118,549	$27,503	$682,922	$311,677

Shaded cell indicates the AADT is outside the limits

Total Present Value **$6,707,531**

ALTERNATIVE A - NCHRP - INTERSECTION ANALYSIS

US 41 at Wiggins Pass Road Build Alternative A

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	50100
Analysis Year Minor AADT =	6600
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.33%
Minor Growth Rate =	1.44%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	50100	6600
2020	50766	6695
2021	51442	6791
2022	52126	6889
2023	52819	6988
2024	53521	7089
2025	54233	7191
2026	54955	7295
2027	55685	7400
2028	56426	7506
2029	57177	7614
2030	57937	7724
2031	58708	7835
2032	59488	7948
2033	60280	8063
2034	61081	8179
2035	61894	8296
2036	62717	8416
2037	63551	8537
2038	64396	8660
2039	65253	8785
2040	66121	8911
2041	67000	9040
2042	67891	9170
2043	68794	9302
2044	69709	9436
2045	70636	9572
2046	71576	9709
2047	72528	9849
2048	73492	9991
2049	74470	10135
2050	75460	10281
2051	76464	10429
2052	77481	10579
2053	78511	10731
2054	79555	10886
2055	80613	11043
2056	81686	11202
2057	82772	11363
2058	83873	11527
2059	84988	11693
2060	86119	11861
2061	87264	12032
2062	88425	12205
2063	89601	12381
2064	90792	12559
2065	92000	12740
2066	93224	12923
2067	94463	13110
2068	95720	13298
2069	96993	13490
2070	98283	13684
2071	99590	13881
2072	100915	14081
2073	102257	14284
2074	103617	14489
2075	104995	14698

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.490	0.027	0.239	0.841	1.676	4.707
7.550	0.027	0.241	0.848	1.690	4.745
7.611	0.028	0.243	0.854	1.703	4.783
7.672	0.028	0.245	0.861	1.717	4.822
7.734	0.028	0.246	0.868	1.731	4.860
7.796	0.028	0.248	0.875	1.745	4.899
7.859	0.029	0.250	0.882	1.759	4.939
7.922	0.029	0.252	0.889	1.773	4.979
7.986	0.029	0.255	0.897	1.787	5.019
8.050	0.029	0.257	0.904	1.802	5.059
8.115	0.029	0.259	0.911	1.816	5.100
8.181	0.030	0.261	0.918	1.831	5.141
8.246	0.030	0.263	0.926	1.846	5.182
8.313	0.030	0.265	0.933	1.860	5.224
8.380	0.030	0.267	0.941	1.875	5.266
8.447	0.031	0.269	0.948	1.891	5.308
8.515	0.031	0.271	0.956	1.906	5.351
8.584	0.031	0.274	0.964	1.921	5.394
8.653	0.031	0.276	0.971	1.937	5.438
8.722	0.032	0.278	0.979	1.952	5.481
8.793	0.032	0.280	0.987	1.968	5.526
8.864	0.032	0.282	0.995	1.984	5.570
8.935	0.032	0.285	1.003	2.000	5.615
9.007	0.033	0.287	1.011	2.016	5.660
9.079	0.033	0.289	1.019	2.032	5.706
9.153	0.033	0.292	1.028	2.048	5.752

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	6.833	0.025	0.218	0.767	1.529	4.294
0.911	6.888	0.025	0.220	0.773	1.542	4.329
0.911	6.944	0.025	0.221	0.780	1.554	4.364
0.911	7.000	0.025	0.223	0.786	1.567	4.399
0.911	7.056	0.026	0.225	0.792	1.579	4.434
0.911	7.113	0.026	0.227	0.798	1.592	4.470
0.911	7.170	0.026	0.228	0.805	1.605	4.506
0.911	7.227	0.026	0.230	0.811	1.618	4.542
0.911	7.286	0.026	0.232	0.818	1.631	4.578
0.911	7.344	0.027	0.234	0.824	1.644	4.615
0.911	7.403	0.027	0.236	0.831	1.657	4.652
0.911	7.463	0.027	0.238	0.838	1.670	4.690
0.911	7.523	0.027	0.240	0.845	1.684	4.728
0.911	7.583	0.028	0.242	0.851	1.697	4.766
0.911	7.644	0.028	0.244	0.858	1.711	4.804
0.911	7.706	0.028	0.246	0.865	1.725	4.843
0.911	7.768	0.028	0.248	0.872	1.739	4.882
0.911	7.830	0.028	0.250	0.879	1.753	4.921
0.911	7.893	0.029	0.252	0.886	1.767	4.960
0.911	7.957	0.029	0.254	0.893	1.781	5.000
0.911	8.021	0.029	0.256	0.900	1.795	5.041
0.911	8.086	0.029	0.258	0.908	1.810	5.081
0.911	8.151	0.030	0.260	0.915	1.824	5.122
0.911	8.216	0.030	0.262	0.922	1.839	5.163
0.911	8.282	0.030	0.264	0.930	1.854	5.205
0.911	8.349	0.030	0.266	0.937	1.869	5.247
0.911						
0.911						
0.911					

US 41 at Old US 41 Build Alternative A

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	43350
Analysis Year Minor AADT =	9300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.05%
Minor Growth Rate =	2.51%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	43350	9300
2020	43805	9533
2021	44265	9773
2022	44730	10018
2023	45200	10269
2024	45674	10527
2025	46154	10791
2026	46638	11062
2027	47128	11340
2028	47623	11625
2029	48123	11916
2030	48628	12216
2031	49139	12522
2032	49655	12836
2033	50176	13159
2034	50703	13489
2035	51235	13827
2036	51773	14175
2037	52317	14530
2038	52866	14895
2039	53421	15269
2040	53982	15652
2041	54549	16045
2042	55122	16448
2043	55701	16861
2044	56286	17284
2045	56877	17718
2046	57474	18162
2047	58077	18618
2048	58687	19086
2049	59303	19565
2050	59926	20056
2051	60555	20559
2052	61191	21075
2053	61834	21604
2054	62483	22146
2055	63139	22702
2056	63802	23272
2057	64472	23856
2058	65149	24455
2059	65833	25069
2060	66524	25698
2061	67222	26343
2062	67928	27004
2063	68642	27682
2064	69362	28377
2065	70091	29089
2066	70827	29819
2067	71570	30568
2068	72322	31335
2069	73081	32121
2070	73848	32928
2071	74624	33754
2072	75407	34601
2073	76199	35470
2074	76999	36360
2075	77808	37273

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.629	0.020	0.179	0.632	1.260	3.537
5.685	0.021	0.181	0.638	1.272	3.573
5.742	0.021	0.183	0.645	1.285	3.609
5.800	0.021	0.185	0.651	1.298	3.645
5.858	0.021	0.187	0.658	1.311	3.682
5.917	0.021	0.189	0.664	1.324	3.719
5.977	0.022	0.190	0.671	1.338	3.756
6.037	0.022	0.192	0.678	1.351	3.794
6.097	0.022	0.194	0.685	1.365	3.832
6.159	0.022	0.196	0.691	1.378	3.870
6.221	0.023	0.198	0.698	1.392	3.909
6.283	0.023	0.200	0.705	1.406	3.949
6.346	0.023	0.202	0.712	1.420	3.988
6.410	0.023	0.204	0.720	1.435	4.028
6.475	0.023	0.206	0.727	1.449	4.069
6.540	0.024	0.208	0.734	1.464	4.110
6.605	0.024	0.211	0.742	1.478	4.151
6.672	0.024	0.213	0.749	1.493	4.193
6.739	0.024	0.215	0.757	1.508	4.235
6.807	0.025	0.217	0.764	1.523	4.278
6.875	0.025	0.219	0.772	1.539	4.321
6.944	0.025	0.221	0.780	1.554	4.364
7.014	0.025	0.224	0.787	1.570	4.408
7.085	0.026	0.226	0.795	1.586	4.452
7.156	0.026	0.228	0.803	1.602	4.497
7.228	0.026	0.230	0.811	1.618	4.542

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	5.130	0.019	0.163	0.576	1.148	3.224
0.911	5.181	0.019	0.165	0.582	1.160	3.256
0.911	5.233	0.019	0.167	0.588	1.171	3.289
0.911	5.286	0.019	0.168	0.593	1.183	3.322
0.911	5.339	0.019	0.170	0.599	1.195	3.355
0.911	5.393	0.020	0.172	0.605	1.207	3.389
0.911	5.447	0.020	0.174	0.612	1.219	3.423
0.911	5.502	0.020	0.175	0.618	1.231	3.457
0.911	5.557	0.020	0.177	0.624	1.244	3.492
0.911	5.613	0.020	0.179	0.630	1.256	3.527
0.911	5.669	0.021	0.181	0.636	1.269	3.563
0.911	5.726	0.021	0.182	0.643	1.282	3.599
0.911	5.784	0.021	0.184	0.649	1.295	3.635
0.911	5.842	0.021	0.186	0.656	1.308	3.671
0.911	5.901	0.021	0.188	0.662	1.321	3.708
0.911	5.960	0.022	0.190	0.669	1.334	3.745
0.911	6.020	0.022	0.192	0.676	1.347	3.783
0.911	6.081	0.022	0.194	0.683	1.361	3.821
0.911	6.142	0.022	0.196	0.689	1.375	3.860
0.911	6.203	0.023	0.198	0.696	1.388	3.898
0.911	6.266	0.023	0.200	0.703	1.402	3.938
0.911	6.329	0.023	0.202	0.710	1.416	3.977
0.911	6.392	0.023	0.204	0.718	1.431	4.017
0.911	6.457	0.023	0.206	0.725	1.445	4.058
0.911	6.522	0.024	0.208	0.732	1.460	4.098
0.911	6.587	0.024	0.210	0.740	1.474	4.140
0.911						
0.911						
0.911					

US 41 at Veterans Memorial Blvd Build Alternative A

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	39000
Analysis Year Minor AADT =	11300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.13%
Minor Growth Rate =	2.42%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	39000	11300
2020	39441	11573
2021	39886	11854
2022	40337	12140
2023	40793	12434
2024	41254	12735
2025	41720	13043
2026	42191	13359
2027	42668	13682
2028	43150	14013
2029	43638	14352
2030	44131	14700
2031	44630	15056
2032	45134	15420
2033	45644	15793
2034	46160	16175
2035	46681	16567
2036	47209	16968
2037	47742	17378
2038	48282	17799
2039	48828	18229
2040	49379	18671
2041	49937	19122
2042	50502	19585
2043	51072	20059
2044	51649	20545
2045	52233	21042
2046	52823	21551
2047	53420	22073
2048	54024	22607
2049	54634	23154
2050	55252	23714
2051	55876	24288
2052	56507	24876
2053	57146	25478
2054	57792	26094
2055	58445	26726
2056	59105	27373
2057	59773	28035
2058	60448	28713
2059	61131	29408
2060	61822	30120
2061	62521	30849
2062	63227	31595
2063	63942	32360
2064	64664	33143
2065	65395	33945
2066	66134	34767
2067	66881	35608
2068	67637	36470
2069	68401	37352
2070	69174	38256
2071	69956	39182
2072	70747	40130
2073	71546	41101
2074	72354	42096
2075	73172	43115

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.235	0.020	0.195	0.610	1.229	3.181
5.287	0.021	0.197	0.616	1.241	3.212
5.339	0.021	0.199	0.623	1.253	3.244
5.392	0.021	0.201	0.629	1.266	3.277
5.446	0.021	0.203	0.635	1.278	3.309
5.500	0.021	0.205	0.641	1.291	3.342
5.555	0.022	0.207	0.648	1.304	3.375
5.610	0.022	0.209	0.654	1.317	3.409
5.666	0.022	0.211	0.661	1.330	3.443
5.722	0.022	0.213	0.667	1.343	3.477
5.779	0.023	0.215	0.674	1.356	3.511
5.836	0.023	0.217	0.680	1.370	3.546
5.895	0.023	0.219	0.687	1.383	3.582
5.953	0.023	0.221	0.694	1.397	3.617
6.012	0.023	0.224	0.701	1.411	3.653
6.072	0.024	0.226	0.708	1.425	3.690
6.133	0.024	0.228	0.715	1.439	3.726
6.194	0.024	0.230	0.722	1.454	3.764
6.255	0.024	0.233	0.729	1.468	3.801
6.318	0.025	0.235	0.737	1.483	3.839
6.381	0.025	0.237	0.744	1.497	3.877
6.444	0.025	0.240	0.751	1.512	3.916
6.508	0.025	0.242	0.759	1.527	3.955
6.573	0.026	0.244	0.766	1.543	3.994
6.639	0.026	0.247	0.774	1.558	4.034
6.705	0.026	0.249	0.782	1.574	4.074

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	4.770	0.019	0.177	0.556	1.119	2.898
0.911	4.817	0.019	0.179	0.562	1.131	2.927
0.911	4.865	0.019	0.181	0.567	1.142	2.956
0.911	4.913	0.019	0.183	0.573	1.153	2.985
0.911	4.962	0.019	0.185	0.579	1.165	3.015
0.911	5.011	0.020	0.186	0.584	1.176	3.045
0.911	5.061	0.020	0.188	0.590	1.188	3.075
0.911	5.111	0.020	0.190	0.596	1.200	3.106
0.911	5.162	0.020	0.192	0.602	1.212	3.137
0.911	5.214	0.020	0.194	0.608	1.224	3.168
0.911	5.265	0.021	0.196	0.614	1.236	3.199
0.911	5.318	0.021	0.198	0.620	1.248	3.231
0.911	5.371	0.021	0.200	0.626	1.260	3.263
0.911	5.424	0.021	0.202	0.632	1.273	3.296
0.911	5.478	0.021	0.204	0.639	1.286	3.329
0.911	5.533	0.022	0.206	0.645	1.298	3.362
0.911	5.588	0.022	0.208	0.651	1.311	3.395
0.911	5.643	0.022	0.210	0.658	1.324	3.429
0.911	5.699	0.022	0.212	0.665	1.338	3.463
0.911	5.756	0.022	0.214	0.671	1.351	3.498
0.911	5.813	0.023	0.216	0.678	1.364	3.532
0.911	5.871	0.023	0.218	0.685	1.378	3.568
0.911	5.930	0.023	0.221	0.691	1.392	3.603
0.911	5.989	0.023	0.223	0.698	1.406	3.639
0.911	6.049	0.024	0.225	0.705	1.420	3.675
0.911	6.109	0.024	0.227	0.712	1.434	3.712
0.911						
0.911						
0.911						
0.911						
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0.911						
0.911						
	111.38	0.43			43.27	67.68

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 221,557	$ 119,883	$ 101,791	$ 127,299	$ 25,652	$ 596,181	$ 573,251
$ 223,760	$ 121,074	$ 102,802	$ 128,564	$ 25,907	$ 602,107	$ 556,682
$ 225,984	$ 122,278	$ 103,824	$ 129,842	$ 26,164	$ 608,092	$ 540,592
$ 228,231	$ 123,494	$ 104,856	$ 131,133	$ 26,425	$ 614,138	$ 524,968
$ 230,500	$ 124,722	$ 105,899	$ 132,437	$ 26,687	$ 620,246	$ 509,797
$ 232,793	$ 125,962	$ 106,952	$ 133,754	$ 26,953	$ 626,415	$ 495,065
$ 235,109	$ 127,215	$ 108,016	$ 135,085	$ 27,221	$ 632,646	$ 480,759
$ 237,448	$ 128,481	$ 109,091	$ 136,429	$ 27,492	$ 638,941	$ 466,868
$ 239,811	$ 129,760	$ 110,177	$ 137,786	$ 27,765	$ 645,299	$ 453,379
$ 242,198	$ 131,051	$ 111,273	$ 139,158	$ 28,042	$ 651,722	$ 440,280
$ 244,609	$ 132,356	$ 112,381	$ 140,543	$ 28,321	$ 658,210	$ 427,561
$ 247,044	$ 133,673	$ 113,500	$ 141,943	$ 28,603	$ 664,763	$ 415,209
$ 249,505	$ 135,005	$ 114,630	$ 143,356	$ 28,888	$ 671,383	$ 403,215
$ 251,990	$ 136,349	$ 115,772	$ 144,784	$ 29,175	$ 678,070	$ 391,569
$ 254,500	$ 137,708	$ 116,925	$ 146,226	$ 29,466	$ 684,825	$ 380,259
$ 257,036	$ 139,080	$ 118,090	$ 147,683	$ 29,760	$ 691,649	$ 369,277
$ 259,597	$ 140,466	$ 119,267	$ 149,155	$ 30,056	$ 698,541	$ 358,612
$ 262,185	$ 141,866	$ 120,456	$ 150,642	$ 30,356	$ 705,504	$ 348,257
$ 264,798	$ 143,280	$ 121,657	$ 152,143	$ 30,658	$ 712,537	$ 338,200
$ 267,439	$ 144,709	$ 122,870	$ 153,660	$ 30,964	$ 719,641	$ 328,435
$ -	$ -	$ -	$ -	$ -	$ -	$ -

Bonita Beach Road at Old US 41 Build Alternative A

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	31050
Analysis Year Minor AADT =	12450
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1%
Minor Growth Rate =	2%
Rate of Return =	4%

Default Crash Distribution	K	A	B	C	O	Sum
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	31050	12450
2020	31305	12705
2021	31561	12966
2022	31820	13231
2023	32081	13503
2024	32344	13780
2025	32609	14062
2026	32877	14350
2027	33146	14644
2028	33418	14945
2029	33692	15251
2030	33968	15564
2031	34247	15883
2032	34528	16208
2033	34811	16541
2034	35096	16880
2035	35384	17226
2036	35674	17579
2037	35967	17939
2038	36262	18307
2039	36559	18682
2040	36859	19065
2041	37161	19456
2042	37466	19855
2043	37773	20262
2044	38083	20677
2045	38395	21101
2046	38710	21534
2047	39027	21975
2048	39347	22426
2049	39670	22885
2050	39995	23355
2051	40323	23833
2052	40654	24322
2053	40987	24821
2054	41323	25329
2055	41662	25849
2056	42004	26379
2057	42348	26919
2058	42696	27471
2059	43046	28034
2060	43399	28609
2061	43754	29195
2062	44113	29794
2063	44475	30405
2064	44840	31028
2065	45207	31664
2066	45578	32313
2067	45952	32976
2068	46329	33652
2069	46709	34342
2070	47092	35046
2071	47478	35764
2072	47867	36497
2073	48260	37245
2074	48655	38009
2075	49054	38788

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
9.649	0.035	0.307	1.083	2.160	6.064
9.737	0.035	0.310	1.093	2.179	6.119
9.826	0.036	0.313	1.103	2.199	6.175
9.915	0.036	0.316	1.113	2.219	6.231
10.006	0.036	0.319	1.123	2.239	6.288
10.097	0.037	0.322	1.134	2.260	6.346
10.190	0.037	0.325	1.144	2.281	6.404
10.283	0.037	0.328	1.154	2.301	6.462
10.377	0.038	0.331	1.165	2.323	6.521
10.472	0.038	0.334	1.176	2.344	6.581
10.568	0.038	0.337	1.186	2.365	6.641
10.665	0.039	0.340	1.197	2.387	6.702
10.763	0.039	0.343	1.208	2.409	6.764
10.862	0.039	0.346	1.219	2.431	6.826
10.961	0.040	0.349	1.231	2.453	6.888
11.062	0.040	0.353	1.242	2.476	6.952
11.164	0.040	0.356	1.253	2.499	7.015
11.266	0.041	0.359	1.265	2.522	7.080
11.370	0.041	0.362	1.276	2.545	7.145
11.474	0.042	0.366	1.288	2.568	7.211
11.580	0.042	0.369	1.300	2.592	7.277
11.686	0.042	0.372	1.312	2.616	7.344
11.794	0.043	0.376	1.324	2.640	7.412
11.903	0.043	0.379	1.336	2.664	7.480
12.012	0.044	0.383	1.349	2.689	7.549
12.123	0.044	0.386	1.361	2.713	7.618

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	8.800	0.032	0.280	0.988	1.969	5.530
0.911	8.880	0.032	0.283	0.997	1.987	5.580
0.911	8.961	0.033	0.286	1.006	2.006	5.631
0.911	9.043	0.033	0.288	1.015	2.024	5.683
0.911	9.125	0.033	0.291	1.024	2.042	5.735
0.911	9.209	0.033	0.293	1.034	2.061	5.787
0.911	9.293	0.034	0.296	1.043	2.080	5.840
0.911	9.378	0.034	0.299	1.053	2.099	5.893
0.911	9.464	0.034	0.302	1.062	2.118	5.947
0.911	9.550	0.035	0.304	1.072	2.138	6.002
0.911	9.638	0.035	0.307	1.082	2.157	6.057
0.911	9.726	0.035	0.310	1.092	2.177	6.112
0.911	9.815	0.036	0.313	1.102	2.197	6.168
0.911	9.905	0.036	0.316	1.112	2.217	6.225
0.911	9.996	0.036	0.319	1.122	2.237	6.282
0.911	10.088	0.037	0.321	1.133	2.258	6.340
0.911	10.181	0.037	0.324	1.143	2.279	6.398
0.911	10.274	0.037	0.327	1.153	2.300	6.457
0.911	10.369	0.038	0.330	1.164	2.321	6.516
0.911	10.464	0.038	0.333	1.175	2.342	6.576
0.911	10.560	0.038	0.337	1.186	2.364	6.636
0.911	10.658	0.039	0.340	1.196	2.385	6.698
0.911	10.756	0.039	0.343	1.207	2.407	6.759
0.911	10.855	0.039	0.346	1.219	2.429	6.821
0.911	10.955	0.040	0.349	1.230	2.452	6.884
0.911	11.056	0.040	0.352	1.241	2.474	6.948
0.911						
0.911						
0.911					

Bonita Beach Road at Race Track Road Build Alternative A

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	35500
Analysis Year Minor AADT =	7700
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.30%
Minor Growth Rate =	2.97%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	35500	7700
2020	35962	7929
2021	36429	8164
2022	36903	8407
2023	37382	8656
2024	37868	8913
2025	38361	9178
2026	38859	9451
2027	39364	9731
2028	39876	10020
2029	40395	10318
2030	40920	10625
2031	41452	10940
2032	41991	11265
2033	42536	11600
2034	43089	11944
2035	43650	12299
2036	44217	12664
2037	44792	13040
2038	45374	13427
2039	45964	13826
2040	46561	14237
2041	47167	14660
2042	47780	15095
2043	48401	15543
2044	49030	16005
2045	49668	16480
2046	50313	16970
2047	50967	17474
2048	51630	17993
2049	52301	18527
2050	52981	19078
2051	53670	19644
2052	54368	20228
2053	55074	20828
2054	55790	21447
2055	56516	22084
2056	57250	22740
2057	57995	23415
2058	58748	24111
2059	59512	24827
2060	60286	25564
2061	61070	26323
2062	61864	27105
2063	62668	27910
2064	63482	28739
2065	64308	29593
2066	65144	30472
2067	65991	31377
2068	66848	32308
2069	67717	33268
2070	68598	34256
2071	69490	35273
2072	70393	36321
2073	71308	37400
2074	72235	38511
2075	73174	39654

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
4.035	0.016	0.150	0.470	0.947	2.452
4.082	0.016	0.152	0.476	0.958	2.481
4.130	0.016	0.154	0.482	0.969	2.510
4.178	0.016	0.155	0.487	0.981	2.539
4.227	0.016	0.157	0.493	0.992	2.569
4.276	0.017	0.159	0.499	1.004	2.599
4.326	0.017	0.161	0.504	1.015	2.629
4.377	0.017	0.163	0.510	1.027	2.660
4.428	0.017	0.165	0.516	1.039	2.691
4.480	0.017	0.167	0.522	1.051	2.722
4.532	0.018	0.169	0.528	1.064	2.754
4.585	0.018	0.171	0.535	1.076	2.786
4.639	0.018	0.173	0.541	1.089	2.819
4.693	0.018	0.175	0.547	1.101	2.852
4.748	0.019	0.177	0.554	1.114	2.885
4.804	0.019	0.179	0.560	1.127	2.919
4.860	0.019	0.181	0.567	1.141	2.953
4.917	0.019	0.183	0.573	1.154	2.988
4.974	0.019	0.185	0.580	1.167	3.023
5.033	0.020	0.187	0.587	1.181	3.058
5.091	0.020	0.189	0.594	1.195	3.094
5.151	0.020	0.192	0.601	1.209	3.130
5.211	0.020	0.194	0.608	1.223	3.167
5.273	0.021	0.196	0.615	1.237	3.204
5.334	0.021	0.198	0.622	1.252	3.241
5.397	0.021	0.201	0.629	1.267	3.279

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	3.677	0.014	0.137	0.429	0.863	2.234
0.911	3.720	0.015	0.138	0.434	0.873	2.260
0.911	3.764	0.015	0.140	0.439	0.883	2.287
0.911	3.807	0.015	0.142	0.444	0.894	2.314
0.911	3.852	0.015	0.143	0.449	0.904	2.341
0.911	3.897	0.015	0.145	0.454	0.915	2.368
0.911	3.942	0.015	0.147	0.460	0.925	2.396
0.911	3.988	0.016	0.148	0.465	0.936	2.423
0.911	4.035	0.016	0.150	0.470	0.947	2.452
0.911	4.082	0.016	0.152	0.476	0.958	2.480
0.911	4.130	0.016	0.154	0.482	0.969	2.509
0.911	4.178	0.016	0.155	0.487	0.981	2.539
0.911	4.227	0.016	0.157	0.493	0.992	2.568
0.911	4.276	0.017	0.159	0.499	1.004	2.598
0.911	4.326	0.017	0.161	0.504	1.015	2.629
0.911	4.377	0.017	0.163	0.510	1.027	2.660
0.911	4.428	0.017	0.165	0.516	1.039	2.691
0.911	4.480	0.017	0.167	0.522	1.051	2.722
0.911	4.532	0.018	0.169	0.528	1.064	2.754
0.911	4.586	0.018	0.171	0.535	1.076	2.786
0.911	4.639	0.018	0.173	0.541	1.089	2.819
0.911	4.694	0.018	0.175	0.547	1.102	2.852
0.911	4.749	0.019	0.177	0.554	1.114	2.885
0.911	4.804	0.019	0.179	0.560	1.127	2.919
0.911	4.860	0.019	0.181	0.567	1.141	2.953
0.911	4.917	0.019	0.183	0.573	1.154	2.988
0.911						
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0.911						
0.911						
	88.25	0.34			34.28	53.62

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 172,564	$ 93,373	$ 79,282	$ 99,149	$ 19,980	$ 464,348	$ 446,488
$ 174,580	$ 94,464	$ 80,208	$ 100,307	$ 20,213	$ 469,772	$ 434,331
$ 176,620	$ 95,568	$ 81,145	$ 101,479	$ 20,449	$ 475,261	$ 422,506
$ 178,684	$ 96,685	$ 82,093	$ 102,665	$ 20,688	$ 480,816	$ 411,003
$ 180,773	$ 97,815	$ 83,053	$ 103,866	$ 20,930	$ 486,436	$ 399,815
$ 182,887	$ 98,958	$ 84,024	$ 105,080	$ 21,175	$ 492,124	$ 388,933
$ 185,025	$ 100,116	$ 85,007	$ 106,309	$ 21,422	$ 497,879	$ 378,347
$ 187,190	$ 101,287	$ 86,001	$ 107,552	$ 21,673	$ 503,702	$ 368,050
$ 189,380	$ 102,472	$ 87,007	$ 108,811	$ 21,926	$ 509,595	$ 358,035
$ 191,596	$ 103,671	$ 88,025	$ 110,084	$ 22,183	$ 515,558	$ 348,293
$ 193,838	$ 104,884	$ 89,055	$ 111,372	$ 22,443	$ 521,592	$ 338,817
$ 196,107	$ 106,112	$ 90,098	$ 112,676	$ 22,705	$ 527,698	$ 329,599
$ 198,403	$ 107,354	$ 91,153	$ 113,995	$ 22,971	$ 533,877	$ 320,633
$ 200,727	$ 108,612	$ 92,220	$ 115,330	$ 23,240	$ 540,129	$ 311,911
$ 203,078	$ 109,884	$ 93,301	$ 116,681	$ 23,512	$ 546,456	$ 303,428
$ 205,458	$ 111,171	$ 94,394	$ 118,048	$ 23,788	$ 552,859	$ 295,176
$ 207,865	$ 112,474	$ 95,500	$ 119,432	$ 24,067	$ 559,337	$ 287,149
$ 210,302	$ 113,792	$ 96,619	$ 120,831	$ 24,349	$ 565,893	$ 279,341
$ 212,767	$ 115,126	$ 97,752	$ 122,248	$ 24,634	$ 572,527	$ 271,746
$ 215,262	$ 116,476	$ 98,898	$ 123,681	$ 24,923	$ 579,240	$ 264,358
$ -	$ -	$ -	$ -	$ -	$ -	$ -

ALTERNATIVE A - HSM - SEGMENT ANALYSIS

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old Us 41 from US 41 to Gulf Coast Drive	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	2.6%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,900	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.19	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.900070373			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,900		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,312		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,734		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,168		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,612		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,069		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,536	1.9	0.009	0.070	0.238	0.395	1.178	$96,726	$40,604	$37,449	$38,593	$8,954	$222,325	$213,774
2	2026	19,017	2.0	0.010	0.072	0.246	0.408	1.215	$99,759	$41,877	$38,623	$39,804	$9,234	$229,297	$211,998
3	2027	19,509	2.0	0.010	0.074	0.253	0.420	1.253	$102,889	$43,191	$39,835	$41,053	$9,524	$236,492	$210,241
4	2028	20,014	2.1	0.010	0.077	0.261	0.434	1.293	$106,119	$44,547	$41,086	$42,342	$9,823	$243,917	$208,501
5	2029	20,533	2.1	0.011	0.079	0.270	0.447	1.333	$109,453	$45,946	$42,376	$43,672	$10,132	$251,578	$206,779
6	2030	21,065	2.2	0.011	0.082	0.278	0.461	1.375	$112,892	$47,390	$43,708	$45,044	$10,450	$259,484	$205,074
7	2031	21,610	2.3	0.011	0.084	0.287	0.476	1.418	$116,442	$48,880	$45,082	$46,460	$10,779	$267,643	$203,387
8	2032	22,170	2.3	0.012	0.087	0.296	0.491	1.463	$120,105	$50,418	$46,500	$47,922	$11,118	$276,063	$201,717
9	2033	22,744	2.4	0.012	0.090	0.305	0.506	1.509	$123,886	$52,005	$47,964	$49,430	$11,468	$284,752	$200,063
10	2034	23,333	2.5	0.012	0.092	0.315	0.522	1.556	$127,787	$53,643	$49,474	$50,987	$11,829	$293,720	$198,426
11	2035	23,937	2.6	0.013	0.095	0.325	0.539	1.605	$131,813	$55,333	$51,033	$52,593	$12,202	$302,974	$196,806
12	2036	24,557	2.7	0.013	0.098	0.335	0.556	1.656	$135,968	$57,077	$52,642	$54,251	$12,586	$312,524	$195,202
13	2037	25,193	2.7	0.014	0.101	0.345	0.573	1.708	$140,256	$58,877	$54,302	$55,962	$12,983	$322,381	$193,614
14	2038	25,846	2.8	0.014	0.105	0.356	0.591	1.762	$144,682	$60,735	$56,016	$57,728	$13,393	$332,553	$192,041
15	2039	26,515	2.9	0.015	0.108	0.368	0.610	1.818	$149,249	$62,652	$57,784	$59,550	$13,816	$343,051	$190,484
16	2040	27,202	3.0	0.015	0.111	0.379	0.629	1.875	$153,963	$64,631	$59,609	$61,431	$14,252	$353,886	$188,943
17	2041	27,907	3.1	0.016	0.115	0.391	0.649	1.935	$158,828	$66,673	$61,493	$63,373	$14,702	$365,069	$187,417
18	2042	28,629	3.2	0.016	0.119	0.404	0.669	1.996	$163,850	$68,781	$63,437	$65,376	$15,167	$376,611	$185,906
19	2043	29,371	3.3	0.017	0.122	0.416	0.691	2.059	$169,032	$70,957	$65,443	$67,444	$15,647	$388,523	$184,409
20	2044	30,132	3.4	0.017	0.126	0.430	0.713	2.124	$174,381	$73,202	$67,514	$69,578	$16,142	$400,818	$182,928
	2045	30,912		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,957,709**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	I US 41 from Gulf Coast Drive to Veterans Memorial I	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.7%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.19	Segment Type =	4U		P	Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	0.900950872					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,020		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,451		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,893		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,348		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,814		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,293	1.3	0.007	0.049	0.168	0.279	0.832	$68,334	$28,685	$26,456	$27,265	$6,325	$157,065	$151,024
2	2026	18,785	1.4	0.007	0.051	0.174	0.288	0.860	$70,585	$29,630	$27,328	$28,163	$6,534	$162,240	$150,000
3	2027	19,291	1.4	0.007	0.053	0.180	0.298	0.888	$72,912	$30,607	$28,229	$29,092	$6,749	$167,590	$148,987
4	2028	19,810	1.5	0.007	0.054	0.186	0.308	0.917	$75,318	$31,617	$29,160	$30,052	$6,972	$173,119	$147,983
5	2029	20,343	1.5	0.008	0.056	0.192	0.318	0.948	$77,805	$32,661	$30,123	$31,044	$7,202	$178,836	$146,990
6	2030	20,890	1.6	0.008	0.058	0.198	0.328	0.979	$80,376	$33,740	$31,119	$32,070	$7,440	$184,745	$146,007
7	2031	21,452	1.6	0.008	0.060	0.205	0.339	1.011	$83,034	$34,856	$32,148	$33,131	$7,686	$190,854	$145,034
8	2032	22,029	1.7	0.008	0.062	0.211	0.351	1.045	$85,782	$36,010	$33,212	$34,227	$7,941	$197,170	$144,070
9	2033	22,621	1.7	0.009	0.064	0.218	0.362	1.079	$88,622	$37,202	$34,311	$35,360	$8,203	$203,699	$143,116
10	2034	23,230	1.8	0.009	0.066	0.226	0.374	1.115	$91,559	$38,435	$35,448	$36,532	$8,475	$210,449	$142,172
11	2035	23,855	1.8	0.009	0.068	0.233	0.387	1.152	$94,595	$39,709	$36,624	$37,743	$8,756	$217,428	$141,237
12	2036	24,496	1.9	0.010	0.071	0.241	0.399	1.190	$97,734	$41,027	$37,839	$38,996	$9,047	$224,643	$140,311
13	2037	25,155	2.0	0.010	0.073	0.249	0.413	1.230	$100,980	$42,389	$39,096	$40,291	$9,347	$232,103	$139,395
14	2038	25,832	2.0	0.010	0.075	0.257	0.426	1.271	$104,335	$43,798	$40,395	$41,630	$9,658	$239,815	$138,487
15	2039	26,527	2.1	0.011	0.078	0.266	0.440	1.313	$107,804	$45,254	$41,738	$43,014	$9,979	$247,790	$137,589
16	2040	27,241	2.2	0.011	0.081	0.274	0.455	1.357	$111,391	$46,760	$43,127	$44,445	$10,311	$256,034	$136,699
17	2041	27,973	2.3	0.011	0.083	0.284	0.470	1.402	$115,100	$48,317	$44,563	$45,925	$10,654	$264,559	$135,818
18	2042	28,726	2.3	0.012	0.086	0.293	0.486	1.449	$118,935	$49,927	$46,047	$47,455	$11,009	$273,374	$134,945
19	2043	29,499	2.4	0.012	0.089	0.303	0.502	1.497	$122,900	$51,591	$47,582	$49,037	$11,376	$282,488	$134,081
20	2044	30,292	2.5	0.012	0.092	0.313	0.519	1.547	$127,000	$53,312	$49,170	$50,673	$11,756	$291,911	$133,225
	2045	31,107		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,837,170**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Veterans Mem... to Collier Cen...	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.08	Segment Type =	4U		P		--
Crash Data Used =	No	Segment =	Segment1		0.900950872		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,656		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,211		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,784		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,376		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,988	0.9	0.004	0.032	0.110	0.182	0.543	$44,556	$18,704	$17,251	$17,778	$4,124	$102,413	$98,474
2	2026	19,620	0.9	0.005	0.034	0.114	0.189	0.565	$46,361	$19,461	$17,949	$18,498	$4,291	$106,561	$98,522
3	2027	20,274	0.9	0.005	0.035	0.119	0.197	0.588	$48,240	$20,250	$18,677	$19,248	$4,465	$110,880	$98,572
4	2028	20,949	1.0	0.005	0.036	0.124	0.205	0.611	$50,197	$21,072	$19,434	$20,029	$4,647	$115,378	$98,626
5	2029	21,647	1.0	0.005	0.038	0.129	0.213	0.636	$52,234	$21,927	$20,223	$20,842	$4,835	$120,061	$98,682
6	2030	22,367	1.1	0.005	0.039	0.134	0.222	0.662	$54,356	$22,818	$21,045	$21,688	$5,032	$124,938	$98,740
7	2031	23,112	1.1	0.006	0.041	0.139	0.231	0.689	$56,566	$23,745	$21,900	$22,570	$5,236	$130,017	$98,802
8	2032	23,882	1.2	0.006	0.043	0.145	0.241	0.717	$58,867	$24,711	$22,791	$23,488	$5,449	$135,306	$98,867
9	2033	24,677	1.2	0.006	0.044	0.151	0.250	0.746	$61,263	$25,717	$23,719	$24,444	$5,671	$140,814	$98,934
10	2034	25,499	1.2	0.006	0.046	0.157	0.261	0.777	$63,758	$26,765	$24,685	$25,440	$5,902	$146,549	$99,004
11	2035	26,348	1.3	0.006	0.048	0.163	0.271	0.808	$66,357	$27,856	$25,691	$26,477	$6,142	$152,523	$99,076
12	2036	27,225	1.4	0.007	0.050	0.170	0.282	0.841	$69,064	$28,992	$26,739	$27,557	$6,393	$158,745	$99,151
13	2037	28,132	1.4	0.007	0.052	0.177	0.294	0.876	$71,883	$30,175	$27,831	$28,681	$6,654	$165,224	$99,229
14	2038	29,069	1.5	0.007	0.054	0.184	0.306	0.911	$74,819	$31,408	$28,967	$29,853	$6,926	$171,973	$99,310
15	2039	30,037	1.5	0.008	0.056	0.192	0.318	0.949	$77,877	$32,691	$30,151	$31,073	$7,209	$179,002	$99,393
16	2040	31,037	1.6	0.008	0.059	0.200	0.331	0.987	$81,062	$34,028	$31,384	$32,344	$7,504	$186,323	$99,479
17	2041	32,071	1.6	0.008	0.061	0.208	0.345	1.028	$84,380	$35,421	$32,669	$33,668	$7,811	$193,948	$99,568
18	2042	33,138	1.7	0.009	0.064	0.216	0.359	1.070	$87,835	$36,872	$34,007	$35,046	$8,131	$201,891	$99,659
19	2043	34,242	1.8	0.009	0.066	0.225	0.374	1.114	$91,435	$38,383	$35,400	$36,482	$8,464	$210,164	$99,753
20	2044	35,382	1.9	0.009	0.069	0.234	0.389	1.159	$95,184	$39,956	$36,852	$37,978	$8,811	$218,781	$99,849
	2045	36,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$1,981,690**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Collier Center Way to Sun Century R	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.21	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	1.118032787			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,656		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,211		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,784		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,376		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,988	1.7	0.008	0.061	0.208	0.346	1.030	$84,557	$35,496	$32,738	$33,738	$7,827	$194,356	$186,881
2	2026	19,620	1.7	0.009	0.064	0.217	0.360	1.072	$88,013	$36,946	$34,075	$35,117	$8,147	$202,299	$187,036
3	2027	20,274	1.8	0.009	0.066	0.226	0.374	1.116	$91,613	$38,457	$35,469	$36,553	$8,480	$210,573	$187,199
4	2028	20,949	1.9	0.009	0.069	0.235	0.390	1.162	$95,363	$40,032	$36,921	$38,050	$8,827	$219,194	$187,368
5	2029	21,647	1.9	0.010	0.072	0.245	0.406	1.209	$99,271	$41,672	$38,434	$39,609	$9,189	$228,176	$187,544
6	2030	22,367	2.0	0.010	0.075	0.255	0.422	1.259	$103,342	$43,381	$40,010	$41,234	$9,566	$237,534	$187,726
7	2031	23,112	2.1	0.011	0.078	0.265	0.440	1.310	$107,584	$45,162	$41,653	$42,926	$9,959	$247,284	$187,916
8	2032	23,882	2.2	0.011	0.081	0.276	0.458	1.364	$112,004	$47,017	$43,364	$44,690	$10,368	$257,443	$188,111
9	2033	24,677	2.3	0.011	0.084	0.287	0.476	1.420	$116,610	$48,951	$45,147	$46,527	$10,794	$268,029	$188,314
10	2034	25,499	2.4	0.012	0.088	0.299	0.496	1.479	$121,409	$50,965	$47,005	$48,442	$11,238	$279,060	$188,523
11	2035	26,348	2.5	0.012	0.091	0.311	0.517	1.540	$126,409	$53,064	$48,941	$50,437	$11,701	$290,554	$188,738
12	2036	27,225	2.6	0.013	0.095	0.324	0.538	1.603	$131,620	$55,252	$50,959	$52,517	$12,184	$302,531	$188,960
13	2037	28,132	2.7	0.013	0.099	0.338	0.560	1.669	$137,050	$57,531	$53,061	$54,683	$12,686	$315,012	$189,188
14	2038	29,069	2.8	0.014	0.103	0.352	0.583	1.738	$142,709	$59,907	$55,252	$56,941	$13,210	$328,019	$189,423
15	2039	30,037	2.9	0.015	0.107	0.366	0.607	1.810	$148,606	$62,382	$57,535	$59,294	$13,756	$341,574	$189,664
16	2040	31,037	3.0	0.015	0.112	0.381	0.632	1.885	$154,752	$64,962	$59,914	$61,746	$14,325	$355,700	$189,911
17	2041	32,071	3.2	0.016	0.117	0.397	0.658	1.963	$161,157	$67,651	$62,394	$64,302	$14,918	$370,421	$190,164
18	2042	33,138	3.3	0.016	0.121	0.413	0.686	2.044	$167,832	$70,453	$64,978	$66,965	$15,536	$385,764	$190,424
19	2043	34,242	3.4	0.017	0.126	0.431	0.714	2.129	$174,789	$73,373	$67,672	$69,741	$16,180	$401,755	$190,690
20	2044	35,382	3.6	0.018	0.132	0.448	0.744	2.217	$182,040	$76,417	$70,479	$72,634	$16,851	$418,421	$190,962
	2045	36,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,774,741**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information

Analyst: CM | Date: 12/17/2023
Agency or Company: Gannett Fleming

Site Information

Location ID: Old US 41 from Sun Century Rd to Rail Head Blvd | County: Collier County
City: Naples | M.P. - M.P.

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,000	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.36	Segment Type =	4U	P	Analyze
Crash Data Used =	No	Segment =	Segment1	0.994488189	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,000		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,494		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,003		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,530		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,074		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,635		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,215	2.5	0.013	0.093	0.316	0.525	1.565	$128,460	$53,925	$49,735	$51,256	$11,891	$295,267	$283,910
2	2026	18,815	2.6	0.013	0.097	0.329	0.546	1.628	$133,634	$56,097	$51,738	$53,320	$12,370	$307,159	$283,985
3	2027	19,434	2.7	0.014	0.101	0.342	0.568	1.693	$139,021	$58,358	$53,824	$55,469	$12,869	$319,540	$284,070
4	2028	20,073	2.8	0.014	0.105	0.356	0.591	1.762	$144,629	$60,713	$55,995	$57,707	$13,388	$332,433	$284,165
5	2029	20,734	2.9	0.015	0.109	0.371	0.615	1.833	$150,470	$63,164	$58,256	$60,037	$13,929	$345,857	$284,269
6	2030	21,416	3.1	0.015	0.113	0.386	0.640	1.907	$156,551	$65,717	$60,611	$62,464	$14,491	$359,835	$284,383
7	2031	22,120	3.2	0.016	0.118	0.401	0.666	1.984	$162,884	$68,376	$63,063	$64,991	$15,078	$374,390	$284,506
8	2032	22,848	3.3	0.017	0.123	0.417	0.692	2.064	$169,478	$71,144	$65,616	$67,622	$15,688	$389,547	$284,638
9	2033	23,600	3.4	0.017	0.128	0.434	0.721	2.148	$176,345	$74,026	$68,274	$70,362	$16,324	$405,331	$284,780
10	2034	24,376	3.6	0.018	0.133	0.452	0.750	2.235	$183,496	$77,028	$71,043	$73,215	$16,986	$421,768	$284,931
11	2035	25,178	3.7	0.019	0.138	0.470	0.780	2.326	$190,943	$80,155	$73,926	$76,186	$17,675	$438,886	$285,092
12	2036	26,007	3.9	0.019	0.144	0.489	0.812	2.420	$198,699	$83,410	$76,929	$79,281	$18,393	$456,712	$285,261
13	2037	26,862	4.0	0.020	0.150	0.509	0.845	2.519	$206,776	$86,801	$80,056	$82,504	$19,141	$475,278	$285,440
14	2038	27,746	4.2	0.021	0.156	0.530	0.879	2.621	$215,189	$90,332	$83,313	$85,860	$19,919	$494,614	$285,627
15	2039	28,659	4.4	0.022	0.162	0.552	0.915	2.728	$223,950	$94,010	$86,705	$89,356	$20,730	$514,752	$285,823
16	2040	29,602	4.6	0.023	0.169	0.574	0.952	2.839	$233,075	$97,841	$90,238	$92,997	$21,575	$535,726	$286,028
17	2041	30,575	4.7	0.024	0.175	0.598	0.991	2.955	$242,579	$101,830	$93,918	$96,789	$22,455	$557,571	$286,242
18	2042	31,581	4.9	0.025	0.183	0.622	1.032	3.075	$252,479	$105,986	$97,751	$100,739	$23,371	$580,325	$286,465
19	2043	32,620	5.1	0.026	0.190	0.647	1.074	3.201	$262,790	$110,314	$101,743	$104,853	$24,326	$604,025	$286,696
20	2044	33,694	5.3	0.027	0.198	0.674	1.118	3.332	$273,530	$114,823	$105,901	$109,138	$25,320	$628,712	$286,936
	2045	34,802		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$5,703,249**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Rail Head Blvd to Via Palacio Ave	County:	Collier County & Lee County
Agency or Company:		Gannett Fleming		City:	Naples & Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,700	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.64	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.827385892			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,643		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,136		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,643		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,703	4.7	0.024	0.175	0.595	0.987	2.942	$241,517	$101,385	$93,507	$96,365	$22,357	$555,130	$533,779
2	2026	19,257	4.9	0.024	0.181	0.617	1.023	3.049	$250,308	$105,075	$96,910	$99,873	$23,170	$575,336	$531,931
3	2027	19,827	5.1	0.025	0.188	0.639	1.060	3.160	$259,427	$108,903	$100,441	$103,511	$24,014	$596,295	$530,104
4	2028	20,413	5.3	0.026	0.195	0.662	1.099	3.275	$268,886	$112,873	$104,103	$107,285	$24,890	$618,037	$528,300
5	2029	21,018	5.4	0.027	0.202	0.687	1.139	3.394	$278,698	$116,992	$107,902	$111,200	$25,798	$640,590	$526,518
6	2030	21,640	5.6	0.028	0.209	0.712	1.180	3.518	$288,876	$121,265	$111,842	$115,262	$26,740	$663,986	$524,757
7	2031	22,280	5.9	0.029	0.217	0.738	1.223	3.647	$299,435	$125,698	$115,931	$119,475	$27,718	$688,256	$523,018
8	2032	22,940	6.1	0.030	0.225	0.765	1.268	3.781	$310,390	$130,296	$120,172	$123,845	$28,732	$713,434	$521,299
9	2033	23,619	6.3	0.031	0.233	0.793	1.315	3.919	$321,754	$135,066	$124,571	$128,380	$29,784	$739,555	$519,601
10	2034	24,318	6.5	0.033	0.241	0.822	1.363	4.063	$333,543	$140,015	$129,136	$133,084	$30,875	$766,654	$517,924
11	2035	25,038	6.8	0.034	0.250	0.852	1.413	4.211	$345,775	$145,150	$133,871	$137,964	$32,007	$794,768	$516,266
12	2036	25,779	7.0	0.035	0.259	0.883	1.465	4.366	$358,465	$150,477	$138,785	$143,028	$33,182	$823,936	$514,628
13	2037	26,542	7.3	0.036	0.269	0.915	1.518	4.526	$371,631	$156,004	$143,882	$148,281	$34,401	$854,199	$513,010
14	2038	27,328	7.5	0.038	0.279	0.949	1.574	4.693	$385,291	$161,738	$149,171	$153,731	$35,665	$885,597	$511,410
15	2039	28,137	7.8	0.039	0.289	0.984	1.632	4.865	$399,465	$167,688	$154,658	$159,386	$36,977	$918,174	$509,830
16	2040	28,969	8.1	0.040	0.300	1.020	1.692	5.045	$414,170	$173,861	$160,352	$165,254	$38,338	$951,976	$508,268
17	2041	29,827	8.4	0.042	0.311	1.058	1.755	5.230	$429,429	$180,266	$166,259	$171,342	$39,751	$987,048	$506,724
18	2042	30,710	8.7	0.044	0.322	1.097	1.819	5.423	$445,262	$186,913	$172,389	$177,659	$41,217	$1,023,439	$505,198
19	2043	31,619	9.0	0.045	0.334	1.137	1.886	5.623	$461,690	$193,809	$178,750	$184,214	$42,737	$1,061,200	$503,691
20	2044	32,555	9.4	0.047	0.346	1.179	1.956	5.831	$478,737	$200,965	$185,350	$191,016	$44,315	$1,100,383	$502,200
	2045	33,518		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$10,348,458**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Via Palacio Ave to Mediterra Dr	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,300	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.23	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.786577181			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,757		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,229		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,714		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,214		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,728		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,258	1.9	0.009	0.070	0.238	0.394	1.174	$96,419	$40,475	$37,330	$38,471	$8,925	$221,621	$213,097
2	2026	18,804	2.0	0.010	0.072	0.246	0.408	1.217	$99,955	$41,959	$38,699	$39,882	$9,253	$229,748	$212,415
3	2027	19,367	2.0	0.010	0.075	0.255	0.423	1.262	$103,624	$43,499	$40,119	$41,346	$9,592	$238,180	$211,741
4	2028	19,946	2.1	0.011	0.078	0.265	0.439	1.308	$107,430	$45,097	$41,593	$42,865	$9,944	$246,929	$211,076
5	2029	20,542	2.2	0.011	0.081	0.274	0.455	1.357	$111,379	$46,755	$43,122	$44,440	$10,310	$256,007	$210,419
6	2030	21,156	2.3	0.011	0.084	0.284	0.472	1.406	$115,477	$48,475	$44,709	$46,075	$10,689	$265,426	$209,770
7	2031	21,789	2.3	0.012	0.087	0.295	0.489	1.458	$119,730	$50,260	$46,355	$47,772	$11,083	$275,200	$209,129
8	2032	22,440	2.4	0.012	0.090	0.306	0.507	1.512	$124,142	$52,113	$48,063	$49,533	$11,491	$285,342	$208,496
9	2033	23,111	2.5	0.013	0.093	0.317	0.526	1.568	$128,721	$54,035	$49,836	$51,360	$11,915	$295,866	$207,871
10	2034	23,802	2.6	0.013	0.097	0.329	0.545	1.626	$133,472	$56,029	$51,675	$53,255	$12,355	$306,787	$207,254
11	2035	24,514	2.7	0.014	0.100	0.341	0.566	1.686	$138,402	$58,099	$53,584	$55,223	$12,811	$318,119	$206,644
12	2036	25,247	2.8	0.014	0.104	0.354	0.586	1.748	$143,519	$60,247	$55,565	$57,264	$13,285	$329,880	$206,042
13	2037	26,002	2.9	0.015	0.108	0.367	0.608	1.813	$148,829	$62,476	$57,621	$59,383	$13,777	$342,085	$205,447
14	2038	26,779	3.0	0.015	0.112	0.380	0.631	1.880	$154,339	$64,789	$59,755	$61,581	$14,287	$354,750	$204,860
15	2039	27,580	3.1	0.016	0.116	0.394	0.654	1.949	$160,058	$67,189	$61,969	$63,863	$14,816	$367,895	$204,279
16	2040	28,405	3.2	0.016	0.120	0.409	0.678	2.022	$165,993	$69,681	$64,266	$66,231	$15,365	$381,537	$203,706
17	2041	29,254	3.4	0.017	0.125	0.424	0.703	2.097	$172,153	$72,267	$66,651	$68,689	$15,936	$395,695	$203,139
18	2042	30,129	3.5	0.017	0.129	0.440	0.730	2.175	$178,546	$74,950	$69,126	$71,240	$16,527	$410,390	$202,580
19	2043	31,029	3.6	0.018	0.134	0.456	0.757	2.255	$185,181	$77,736	$71,695	$73,887	$17,142	$425,641	$202,027
20	2044	31,957	3.8	0.019	0.139	0.473	0.785	2.339	$192,068	$80,627	$74,362	$76,635	$17,779	$441,470	$201,481
	2045	32,913		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$4,141,475**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Mediterra Dr to New Quadrant Road	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	1.9%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.59	Segment Type =	4U			Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	1.221106445					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,406		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,718		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,035		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,359		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	17,689	5.9	0.029	0.218	0.743	1.232	3.672	$301,513	$126,570	$116,735	$120,304	$27,910	$693,031	$666,376
2	2026	18,025	6.0	0.030	0.223	0.760	1.260	3.757	$308,433	$129,475	$119,414	$123,065	$28,551	$708,937	$655,452
3	2027	18,368	6.2	0.031	0.228	0.777	1.289	3.843	$315,515	$132,447	$122,156	$125,890	$29,206	$725,215	$644,713
4	2028	18,717	6.3	0.032	0.233	0.795	1.319	3.931	$322,762	$135,490	$124,962	$128,782	$29,877	$741,872	$634,155
5	2029	19,072	6.5	0.032	0.239	0.813	1.349	4.022	$330,178	$138,603	$127,833	$131,741	$30,564	$758,918	$623,776
6	2030	19,434	6.6	0.033	0.244	0.832	1.380	4.114	$337,768	$141,789	$130,771	$134,769	$31,266	$776,363	$613,571
7	2031	19,804	6.8	0.034	0.250	0.851	1.412	4.209	$345,535	$145,049	$133,778	$137,868	$31,985	$794,216	$603,539
8	2032	20,180	6.9	0.035	0.256	0.871	1.444	4.305	$353,483	$148,386	$136,856	$141,040	$32,721	$812,486	$593,675
9	2033	20,563	7.1	0.035	0.262	0.891	1.478	4.404	$361,618	$151,801	$140,005	$144,286	$33,474	$831,183	$583,978
10	2034	20,954	7.2	0.036	0.268	0.911	1.512	4.506	$369,943	$155,295	$143,228	$147,607	$34,244	$850,318	$574,444
11	2035	21,352	7.4	0.037	0.274	0.932	1.546	4.610	$378,462	$158,872	$146,527	$151,006	$35,033	$869,900	$565,070
12	2036	21,758	7.6	0.038	0.280	0.954	1.582	4.716	$387,181	$162,532	$149,902	$154,485	$35,840	$889,941	$555,854
13	2037	22,171	7.7	0.039	0.287	0.976	1.618	4.824	$396,104	$166,277	$153,357	$158,046	$36,666	$910,451	$546,793
14	2038	22,593	7.9	0.040	0.293	0.998	1.656	4.936	$405,236	$170,111	$156,893	$161,689	$37,512	$931,441	$537,884
15	2039	23,022	8.1	0.041	0.300	1.021	1.694	5.050	$414,583	$174,034	$160,511	$165,418	$38,377	$952,923	$529,124
16	2040	23,459	8.3	0.041	0.307	1.045	1.733	5.166	$424,148	$178,049	$164,215	$169,235	$39,262	$974,908	$520,512
17	2041	23,905	8.5	0.042	0.314	1.069	1.773	5.285	$433,937	$182,159	$168,005	$173,141	$40,168	$997,409	$512,043
18	2042	24,359	8.7	0.043	0.321	1.094	1.814	5.407	$443,956	$186,364	$171,883	$177,138	$41,096	$1,020,438	$503,717
19	2043	24,822	8.9	0.044	0.329	1.119	1.856	5.532	$454,209	$190,669	$175,853	$181,230	$42,045	$1,044,006	$495,529
20	2044	25,294	9.1	0.045	0.336	1.145	1.899	5.660	$464,704	$195,074	$179,916	$185,417	$43,016	$1,068,127	$487,479
	2045	25,774		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$11,447,687**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative A

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	1 US 41 from New Quadrant Road to Bonita Beach R	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	1.9%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.25	Segment Type =	4U		P	Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	1.227831834					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,406		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,718		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,035		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,359		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	17,689	4.8	0.024	0.178	0.607	1.007	3.002	$246,465	$103,461	$95,422	$98,339	$22,815	$566,503	$544,714
2	2026	18,025	4.9	0.025	0.182	0.621	1.030	3.070	$252,062	$105,811	$97,589	$100,573	$23,333	$579,369	$535,659
3	2027	18,368	5.0	0.025	0.186	0.635	1.053	3.140	$257,789	$108,215	$99,806	$102,858	$23,863	$592,530	$526,757
4	2028	18,717	5.2	0.026	0.191	0.649	1.077	3.211	$263,646	$110,674	$102,074	$105,195	$24,405	$605,994	$518,006
5	2029	19,072	5.3	0.026	0.195	0.664	1.102	3.284	$269,639	$113,189	$104,394	$107,586	$24,960	$619,768	$509,404
6	2030	19,434	5.4	0.027	0.199	0.679	1.127	3.359	$275,769	$115,763	$106,768	$110,032	$25,527	$633,857	$500,947
7	2031	19,804	5.5	0.028	0.204	0.695	1.152	3.435	$282,039	$118,395	$109,195	$112,534	$26,108	$648,271	$492,633
8	2032	20,180	5.6	0.028	0.209	0.711	1.179	3.513	$288,454	$121,088	$111,679	$115,093	$26,701	$663,016	$484,459
9	2033	20,563	5.8	0.029	0.213	0.727	1.205	3.593	$295,017	$123,843	$114,220	$117,712	$27,309	$678,100	$476,424
10	2034	20,954	5.9	0.029	0.218	0.743	1.233	3.675	$301,730	$126,661	$116,819	$120,390	$27,930	$693,531	$468,525
11	2035	21,352	6.0	0.030	0.223	0.760	1.261	3.759	$308,598	$129,544	$119,478	$123,131	$28,566	$709,317	$460,759
12	2036	21,758	6.2	0.031	0.228	0.777	1.290	3.844	$315,624	$132,493	$122,198	$125,934	$29,216	$725,466	$453,124
13	2037	22,171	6.3	0.032	0.234	0.795	1.319	3.932	$322,812	$135,511	$124,981	$128,802	$29,882	$741,987	$445,618
14	2038	22,593	6.5	0.032	0.239	0.813	1.349	4.021	$330,165	$138,597	$127,828	$131,736	$30,562	$758,888	$438,239
15	2039	23,022	6.6	0.033	0.244	0.832	1.380	4.113	$337,687	$141,755	$130,740	$134,737	$31,259	$776,178	$430,984
16	2040	23,459	6.8	0.034	0.250	0.851	1.411	4.207	$345,383	$144,985	$133,720	$137,808	$31,971	$793,867	$423,852
17	2041	23,905	6.9	0.035	0.256	0.870	1.443	4.303	$353,256	$148,290	$136,768	$140,949	$32,700	$811,962	$416,840
18	2042	24,359	7.1	0.035	0.261	0.890	1.476	4.401	$361,310	$151,671	$139,886	$144,163	$33,445	$830,475	$409,946
19	2043	24,822	7.2	0.036	0.267	0.910	1.510	4.501	$369,549	$155,130	$143,076	$147,450	$34,208	$849,414	$403,168
20	2044	25,294	7.4	0.037	0.273	0.931	1.544	4.604	$377,979	$158,669	$146,340	$150,814	$34,988	$868,789	$396,504
	2045	25,774		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$9,336,562**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

ALTERNATIVE A - NCHRP - SEGMENT ANALYSIS

US 41 from Wiggins Pass Rd to Old US 41 Build Alternative A

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	47700
Growth Rate =	1.48%	Segment Length (mi) =	0.22249053
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	47700
2020	48406
2021	49122
2022	49849
2023	50587
2024	51336
2025	52096
2026	52867
2027	53649
2028	54443
2029	55249
2030	56066
2031	56896
2032	57738
2033	58593
2034	59460
2035	60340
2036	61233
2037	62139
2038	63059
2039	63992
2040	64939
2041	65900
2042	66876
2043	67866
2044	68870
2045	69889
2046	70924
2047	71973
2048	73038
2049	74119
2050	75216
2051	76330
2052	77459
2053	78606
2054	79769
2055	80950
2056	82148
2057	83363
2058	84597
2059	85849
2060	87120
2061	88409
2062	89718
2063	91046
2064	92393
2065	93760
2066	95148
2067	96556
2068	97985
2069	99435
2070	100907
2071	102401
2072	103916
2073	105454
2074	107015
2075	108599

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.089	0.04	0.30	0.90	1.69	4.16
7.204	0.04	0.30	0.92	1.72	4.22
7.320	0.04	0.31	0.93	1.75	4.29
7.439	0.04	0.31	0.95	1.77	4.36
7.560	0.05	0.32	0.96	1.80	4.43
7.682	0.05	0.32	0.98	1.83	4.50
7.807	0.05	0.33	0.99	1.86	4.58
7.934	0.05	0.33	1.01	1.89	4.65
8.063	0.05	0.34	1.03	1.92	4.73
8.194	0.05	0.35	1.04	1.95	4.80
8.327	0.05	0.35	1.06	1.99	4.88
8.462	0.05	0.36	1.08	2.02	4.96
8.600	0.05	0.36	1.09	2.05	5.04
8.740	0.05	0.37	1.11	2.08	5.12
8.882	0.05	0.37	1.13	2.12	5.21
9.027	0.05	0.38	1.15	2.15	5.29
9.174	0.05	0.39	1.17	2.19	5.38
9.323	0.06	0.39	1.19	2.22	5.47
9.476	0.06	0.40	1.21	2.26	5.55
9.630	0.06	0.41	1.23	2.30	5.65
9.787	0.06	0.41	1.25	2.33	5.74
9.947	0.06	0.42	1.27	2.37	5.83
10.110	0.06	0.43	1.29	2.41	5.93
10.275	0.06	0.43	1.31	2.45	6.02
10.443	0.06	0.44	1.33	2.49	6.12
10.613	0.06	0.45	1.35	2.53	6.22

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	6.663	0.03993461	0.28095505	0.847668612	1.588530979	3.906339522
0.94	6.771	0.040581354	0.28550514	0.861396668	1.614257355	3.969602977
0.94	6.881	0.041238858	0.29013093	0.875353126	1.640411757	4.033918987
0.94	6.993	0.041907305	0.2948337	0.889541842	1.667001413	4.099305324
0.94	7.106	0.042586878	0.29961475	0.90396674	1.694033671	4.16578006
0.94	7.221	0.043277765	0.30447541	0.918631807	1.721516007	4.233361578
0.94	7.338	0.043980159	0.30941701	0.933541101	1.749456023	4.302068574
0.94	7.458	0.044694252	0.31444093	0.948698748	1.777861453	4.371920062
0.94	7.579	0.045420244	0.31954855	0.964108943	1.806740159	4.44293538
0.94	7.702	0.046158334	0.3247413	0.979775956	1.836100141	4.515134196
0.94	7.827	0.046908728	0.3300206	0.995704126	1.865949533	4.588536516
0.94	7.954	0.047671633	0.33538793	1.01189787	1.896296608	4.663162683
0.94	8.084	0.048447261	0.34084476	1.028361676	1.927149781	4.73903339
0.94	8.215	0.049235828	0.34639263	1.045100112	1.95851761	4.816169684
0.94	8.349	0.050037551	0.35203305	1.062117823	1.9904088	4.894592968
0.94	8.485	0.050852654	0.35776761	1.079419533	2.022832204	4.974325013
0.94	8.623	0.051681362	0.36359789	1.097010045	2.055796825	5.05538796
0.94	8.764	0.052523907	0.3695255	1.114894249	2.089311822	5.137804329
0.94	8.907	0.053380522	0.37555211	1.133077112	2.123386508	5.221597024
0.94	9.052	0.054251445	0.38167939	1.151563691	2.158030357	5.306789342
0.94	9.200	0.055136919	0.38790903	1.170359127	2.193253003	5.393404975
0.94	9.350	0.05603719	0.39424278	1.189468648	2.229064247	5.481468022
0.94	9.503	0.056952508	0.40068239	1.208897575	2.265474056	5.571002991
0.94	9.658	0.057883129	0.40722965	1.228651316	2.302492566	5.662034813
0.94	9.816	0.058829311	0.4138864	1.248735372	2.340130088	5.754588841
0.94	9.977	0.059791318	0.42065449	1.269155341	2.378397109	5.848690864
0.94						
0.94						
0.94					

US 41 from Old US 41 to Veterans Memorial Blvd Build Alternative A

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	39000
Growth Rate =	0.59%	Segment Length (mi) =	0.284090909
Rate of Return =	4%	Analysis Year =	2019

Default Crash Distribution						Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	39000
2020	39230
2021	39462
2022	39694
2023	39929
2024	40164
2025	40401
2026	40639
2027	40879
2028	41120
2029	41363
2030	41607
2031	41853
2032	42100
2033	42348
2034	42598
2035	42849
2036	43102
2037	43356
2038	43612
2039	43869
2040	44128
2041	44388
2042	44650
2043	44914
2044	45179
2045	45445
2046	45713
2047	45983
2048	46255
2049	46527
2050	46802
2051	47078
2052	47356
2053	47635
2054	47916
2055	48199
2056	48483
2057	48769
2058	49057
2059	49347
2060	49638
2061	49931
2062	50225
2063	50521
2064	50820
2065	51119
2066	51421
2067	51724
2068	52030
2069	52337
2070	52645
2071	52956
2072	53268
2073	53583
2074	53899
2075	54217

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.786	0.03	0.24	0.74	1.38	3.39
5.823	0.03	0.25	0.74	1.39	3.41
5.860	0.04	0.25	0.75	1.40	3.44
5.897	0.04	0.25	0.75	1.41	3.46
5.935	0.04	0.25	0.76	1.41	3.48
5.973	0.04	0.25	0.76	1.42	3.50
6.011	0.04	0.25	0.76	1.43	3.52
6.049	0.04	0.26	0.77	1.44	3.55
6.088	0.04	0.26	0.77	1.45	3.57
6.127	0.04	0.26	0.78	1.46	3.59
6.166	0.04	0.26	0.78	1.47	3.61
6.205	0.04	0.26	0.79	1.48	3.64
6.245	0.04	0.26	0.79	1.49	3.66
6.285	0.04	0.26	0.80	1.50	3.68
6.325	0.04	0.27	0.80	1.51	3.71
6.365	0.04	0.27	0.81	1.52	3.73
6.406	0.04	0.27	0.81	1.53	3.76
6.447	0.04	0.27	0.82	1.54	3.78
6.488	0.04	0.27	0.83	1.55	3.80
6.530	0.04	0.28	0.83	1.56	3.83
6.571	0.04	0.28	0.84	1.57	3.85
6.613	0.04	0.28	0.84	1.58	3.88
6.656	0.04	0.28	0.85	1.59	3.90
6.698	0.04	0.28	0.85	1.60	3.93
6.741	0.04	0.28	0.86	1.61	3.95
6.784	0.04	0.29	0.86	1.62	3.98

Bonita Beach Rd from Old US 41 to Racetrack Rd Build Alternative A

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	35600
Growth Rate =	1.00%	Segment Length (mi) =	0.267
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	35600
2020	35956
2021	36316
2022	36679
2023	37046
2024	37416
2025	37790
2026	38168
2027	38550
2028	38935
2029	39325
2030	39718
2031	40115
2032	40516
2033	40921
2034	41330
2035	41744
2036	42161
2037	42583
2038	43009
2039	43439
2040	43873
2041	44312
2042	44755
2043	45203
2044	45655
2045	46111
2046	46572
2047	47038
2048	47508
2049	47983
2050	48463
2051	48948
2052	49437
2053	49932
2054	50431
2055	50935
2056	51445
2057	51959
2058	52479
2059	53004
2060	53534
2061	54069
2062	54610
2063	55156
2064	55707
2065	56264
2066	56827
2067	57395
2068	57969
2069	58549
2070	59134
2071	59726
2072	60323
2073	60926
2074	61535
2075	62151

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
2.591	0.02	0.11	0.33	0.62	1.52
2.618	0.02	0.11	0.33	0.62	1.53
2.645	0.02	0.11	0.34	0.63	1.55
2.672	0.02	0.11	0.34	0.64	1.57
2.700	0.02	0.11	0.34	0.64	1.58
2.728	0.02	0.12	0.35	0.65	1.60
2.757	0.02	0.12	0.35	0.66	1.62
2.785	0.02	0.12	0.35	0.66	1.63
2.814	0.02	0.12	0.36	0.67	1.65
2.844	0.02	0.12	0.36	0.68	1.67
2.873	0.02	0.12	0.37	0.68	1.68
2.903	0.02	0.12	0.37	0.69	1.70
2.933	0.02	0.12	0.37	0.70	1.72
2.964	0.02	0.12	0.38	0.71	1.74
2.995	0.02	0.13	0.38	0.71	1.76
3.026	0.02	0.13	0.38	0.72	1.77
3.058	0.02	0.13	0.39	0.73	1.79
3.090	0.02	0.13	0.39	0.74	1.81
3.122	0.02	0.13	0.40	0.74	1.83
3.155	0.02	0.13	0.40	0.75	1.85
3.188	0.02	0.13	0.41	0.76	1.87
3.222	0.02	0.14	0.41	0.77	1.89
3.255	0.02	0.14	0.41	0.78	1.91
3.290	0.02	0.14	0.42	0.78	1.93
3.324	0.02	0.14	0.42	0.79	1.95
3.359	0.02	0.14	0.43	0.80	1.97

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	2.435	0.014595753	0.10268663	0.309815519	0.580594282	1.427733182
0.94	2.461	0.014747112	0.1037515	0.313028323	0.586615078	1.442538856
0.94	2.486	0.014900131	0.10482805	0.316276373	0.592701924	1.457506954
0.94	2.512	0.01505483	0.10591641	0.319560067	0.598855565	1.472639307
0.94	2.538	0.015211226	0.10701672	0.322879805	0.605076754	1.487937767
0.94	2.565	0.01536934	0.10812911	0.326235995	0.611366254	1.50340421
0.94	2.591	0.015529191	0.10925372	0.329629048	0.617724836	1.51904053
0.94	2.618	0.015690797	0.11039068	0.333059381	0.624153279	1.534848645
0.94	2.645	0.01585418	0.11154014	0.336527413	0.630652372	1.550830494
0.94	2.673	0.016019359	0.11270224	0.340033571	0.637222912	1.566988039
0.94	2.701	0.016186355	0.11387711	0.343578285	0.643865706	1.583323263
0.94	2.729	0.016355187	0.11506491	0.347161991	0.650581571	1.599838174
0.94	2.757	0.016525877	0.11626578	0.350785128	0.657371331	1.6165348
0.94	2.786	0.016698446	0.11747987	0.354448143	0.664235821	1.633415195
0.94	2.815	0.016872914	0.11870732	0.358151487	0.671175886	1.650481434
0.94	2.845	0.017049304	0.11994829	0.361895614	0.67819238	1.66773562
0.94	2.875	0.017227638	0.12120293	0.365680985	0.685286167	1.685179874
0.94	2.905	0.017407936	0.1224714	0.369508068	0.69245812	1.702816347
0.94	2.935	0.017590221	0.12375384	0.373377334	0.699709123	1.720647212
0.94	2.966	0.017774516	0.12505043	0.377289259	0.707040071	1.738674667
0.94	2.997	0.017960844	0.12636131	0.381244326	0.714451866	1.756900934
0.94	3.028	0.018149227	0.12768666	0.385243023	0.721945425	1.775328264
0.94	3.060	0.018339689	0.12902663	0.389285844	0.729521672	1.793958931
0.94	3.092	0.018532253	0.13038139	0.393373288	0.737181542	1.812795236
0.94	3.125	0.018726943	0.13175111	0.39750586	0.744925982	1.831839505
0.94	3.158	0.018923783	0.13313595	0.401684071	0.752755949	1.851094093
0.94						
0.94						
0.94					

ALTERNATIVE B - HSM - INTERSECTION ANALYSIS

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
BUILD ALTERNATIVE B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Gulf Coast Drive	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.6%	Current Year =	2019	Project Opening Year =	2025				
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year Major AADT =	15,750	Intersection Type =	3ST			Incapacitating =	3.7%	Property Damage Only =	62.3%
Opening Year Minor AADT =	1,100	Intersection =	Intersection1	P	Analyze	Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%
		Crash Data Used =	No	1.280095352					

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,750	1,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,166	1,126		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,593	1,153		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,031	1,181		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,480	1,209		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,942	1,238		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,415	1,268	1.08	0.005	0.040	0.136	0.226	0.673	$55,244	$23,190	$21,388	$22,042	$5,114	$126,978	$122,094
2	2026	18,902	1,299	1.12	0.006	0.041	0.141	0.234	0.698	$57,279	$24,045	$22,176	$22,854	$5,302	$131,657	$121,725
3	2027	19,401	1,330	1.16	0.006	0.043	0.146	0.243	0.723	$59,393	$24,932	$22,995	$23,698	$5,498	$136,516	$121,362
4	2028	19,913	1,362	1.20	0.006	0.045	0.152	0.252	0.750	$61,588	$25,853	$23,845	$24,574	$5,701	$141,561	$121,007
5	2029	20,438	1,394	1.25	0.006	0.046	0.157	0.261	0.778	$63,867	$26,810	$24,727	$25,483	$5,912	$146,799	$120,658
6	2030	20,978	1,428	1.29	0.006	0.048	0.163	0.271	0.807	$66,233	$27,803	$25,643	$26,427	$6,131	$152,238	$120,316
7	2031	21,532	1,462	1.34	0.007	0.050	0.169	0.281	0.837	$68,690	$28,835	$26,594	$27,407	$6,358	$157,885	$119,980
8	2032	22,100	1,497	1.39	0.007	0.052	0.175	0.291	0.868	$71,242	$29,906	$27,582	$28,425	$6,595	$163,750	$119,650
9	2033	22,684	1,533	1.44	0.007	0.053	0.182	0.302	0.900	$73,891	$31,018	$28,608	$29,483	$6,840	$169,840	$119,327
10	2034	23,283	1,570	1.50	0.007	0.055	0.189	0.313	0.933	$76,643	$32,173	$29,673	$30,580	$7,095	$176,164	$119,010
11	2035	23,897	1,608	1.55	0.008	0.058	0.196	0.325	0.968	$79,500	$33,373	$30,779	$31,720	$7,359	$182,731	$118,699
12	2036	24,528	1,646	1.61	0.008	0.060	0.203	0.337	1.004	$82,467	$34,618	$31,928	$32,904	$7,634	$189,551	$118,393
13	2037	25,176	1,686	1.67	0.008	0.062	0.211	0.350	1.042	$85,548	$35,912	$33,121	$34,134	$7,919	$196,634	$118,093
14	2038	25,840	1,726	1.74	0.009	0.064	0.219	0.363	1.081	$88,749	$37,255	$34,360	$35,411	$8,215	$203,990	$117,799
15	2039	26,522	1,768	1.80	0.009	0.067	0.227	0.376	1.121	$92,072	$38,650	$35,647	$36,737	$8,523	$211,629	$117,510
16	2040	27,223	1,810	1.87	0.009	0.069	0.235	0.390	1.163	$95,524	$40,099	$36,983	$38,114	$8,842	$219,563	$117,226
17	2041	27,941	1,853	1.94	0.010	0.072	0.244	0.405	1.207	$99,109	$41,604	$38,371	$39,544	$9,174	$227,803	$116,948
18	2042	28,679	1,898	2.01	0.010	0.074	0.253	0.420	1.252	$102,832	$43,167	$39,813	$41,030	$9,519	$236,361	$116,674
19	2043	29,436	1,944	2.09	0.010	0.077	0.263	0.436	1.300	$106,699	$44,790	$41,310	$42,573	$9,877	$245,249	$116,406
20	2044	30,213	1,990	2.16	0.011	0.080	0.273	0.452	1.349	$110,716	$46,476	$42,865	$44,176	$10,249	$254,481	$116,142
	Shaded cell indicates the AADT is outside the limits													**Total Present Value**		**$2,379,018**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
BUILD ALTERNATIVE B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Veterans Memorial Boulevard	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	4SG		
Opening Year Minor AADT =	11,300	Intersection =	Intersection1	E	
		Crash Data Used =	No	1.72000327	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	11,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,070	11,571		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,553	11,849		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,052	12,133		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,565	12,424		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,093	12,723		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,638	13,028	3.61	0.018	0.134	0.455	0.755	2.251	$184,775	$77,565	$71,538	$73,725	$17,104	$424,707	$408,372
2	2026	19,199	13,341	3.75	0.019	0.139	0.472	0.783	2.334	$191,592	$80,427	$74,177	$76,445	$17,735	$440,376	$407,152
3	2027	19,777	13,661	3.88	0.019	0.144	0.489	0.812	2.420	$198,663	$83,395	$76,915	$79,267	$18,390	$456,629	$405,942
4	2028	20,372	13,989	4.03	0.020	0.149	0.507	0.842	2.509	$205,998	$86,474	$79,755	$82,193	$19,069	$473,489	$404,740
5	2029	20,985	14,324	4.18	0.021	0.155	0.526	0.873	2.602	$213,606	$89,668	$82,701	$85,229	$19,773	$490,977	$403,547
6	2030	21,617	14,668	4.33	0.022	0.160	0.546	0.905	2.698	$221,498	$92,981	$85,756	$88,378	$20,503	$509,117	$402,363
7	2031	22,268	15,020	4.49	0.022	0.166	0.566	0.938	2.798	$229,685	$96,418	$88,926	$91,644	$21,261	$527,934	$401,187
8	2032	22,938	15,381	4.66	0.023	0.172	0.587	0.973	2.901	$238,177	$99,983	$92,214	$95,033	$22,047	$547,454	$400,019
9	2033	23,628	15,750	4.83	0.024	0.179	0.608	1.009	3.008	$246,987	$103,680	$95,624	$98,548	$22,863	$567,702	$398,860
10	2034	24,340	16,128	5.01	0.025	0.185	0.631	1.047	3.120	$256,125	$107,516	$99,162	$102,194	$23,709	$588,705	$397,708
11	2035	25,072	16,515	5.19	0.026	0.192	0.654	1.085	3.235	$265,604	$111,496	$102,832	$105,976	$24,586	$610,493	$396,565
12	2036	25,827	16,911	5.38	0.027	0.199	0.678	1.125	3.355	$275,437	$115,623	$106,639	$109,899	$25,496	$633,095	$395,429
13	2037	26,604	17,317	5.58	0.028	0.207	0.704	1.167	3.479	$285,637	$119,905	$110,588	$113,969	$26,441	$656,540	$394,301
14	2038	27,405	17,733	5.79	0.029	0.214	0.730	1.210	3.608	$296,218	$124,347	$114,685	$118,191	$27,420	$680,862	$393,181
15	2039	28,230	18,158	6.01	0.030	0.222	0.757	1.255	3.742	$307,195	$128,955	$118,935	$122,571	$28,436	$706,092	$392,068
16	2040	29,080	18,594	6.23	0.031	0.230	0.785	1.302	3.880	$318,582	$133,735	$123,343	$127,114	$29,490	$732,264	$390,962
17	2041	29,955	19,040	6.46	0.032	0.239	0.814	1.350	4.024	$330,394	$138,693	$127,917	$131,827	$30,584	$759,415	$389,863
18	2042	30,857	19,497	6.70	0.033	0.248	0.844	1.400	4.173	$342,648	$143,837	$132,661	$136,717	$31,718	$787,581	$388,772
19	2043	31,786	19,965	6.95	0.035	0.257	0.875	1.452	4.328	$355,360	$149,174	$137,582	$141,789	$32,895	$816,799	$387,687
20	2044	32,742	20,445	7.21	0.036	0.267	0.908	1.506	4.489	$368,547	$154,709	$142,688	$147,050	$34,115	$847,110	$386,610

Shaded cell indicates the AADT is outside the limits

Total Present Value **$7,945,327**

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
Build Alternative B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Collier Center Way	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	3ST		
Opening Year Minor AADT =	2,100	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	0.922303473	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	2,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,117	2,151		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,651	2,203		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,203	2,256		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,774	2,311		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,363	2,367		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,972	2,424	1.46	0.007	0.054	0.184	0.306	0.911	$74,831	$31,413	$28,972	$29,857	$6,927	$171,999	$165,384
2	2026	19,601	2,483	1.53	0.008	0.056	0.192	0.319	0.951	$78,100	$32,785	$30,237	$31,162	$7,229	$179,514	$165,971
3	2027	20,250	2,543	1.59	0.008	0.059	0.201	0.333	0.993	$81,519	$34,220	$31,561	$32,526	$7,546	$187,372	$166,573
4	2028	20,922	2,604	1.66	0.008	0.062	0.210	0.348	1.036	$85,094	$35,721	$32,945	$33,953	$7,877	$195,590	$167,191
5	2029	21,615	2,667	1.74	0.009	0.064	0.219	0.363	1.082	$88,833	$37,291	$34,393	$35,444	$8,223	$204,184	$167,824
6	2030	22,332	2,732	1.81	0.009	0.067	0.228	0.379	1.130	$92,744	$38,932	$35,907	$37,005	$8,585	$213,172	$168,473
7	2031	23,072	2,798	1.89	0.009	0.070	0.239	0.396	1.179	$96,833	$40,649	$37,490	$38,637	$8,964	$222,573	$169,137
8	2032	23,837	2,866	1.98	0.010	0.073	0.249	0.413	1.232	$101,111	$42,445	$39,147	$40,343	$9,360	$232,405	$169,816
9	2033	24,627	2,935	2.06	0.010	0.076	0.260	0.431	1.286	$105,585	$44,323	$40,879	$42,129	$9,774	$242,689	$170,510
10	2034	25,443	3,006	2.16	0.011	0.080	0.272	0.451	1.343	$110,265	$46,287	$42,691	$43,996	$10,207	$253,446	$171,219
11	2035	26,287	3,079	2.25	0.011	0.083	0.284	0.471	1.403	$115,160	$48,342	$44,586	$45,949	$10,660	$264,697	$171,942
12	2036	27,158	3,153	2.35	0.012	0.087	0.296	0.491	1.465	$120,281	$50,492	$46,568	$47,992	$11,134	$276,467	$172,681
13	2037	28,059	3,230	2.46	0.012	0.091	0.309	0.513	1.530	$125,637	$52,740	$48,642	$50,129	$11,630	$288,779	$173,433
14	2038	28,989	3,308	2.57	0.013	0.095	0.323	0.536	1.598	$131,241	$55,092	$50,812	$52,365	$12,149	$301,658	$174,200
15	2039	29,950	3,388	2.68	0.013	0.099	0.338	0.560	1.670	$137,102	$57,553	$53,081	$54,704	$12,691	$315,131	$174,981
16	2040	30,943	3,470	2.80	0.014	0.104	0.353	0.585	1.745	$143,235	$60,127	$55,455	$57,151	$13,259	$329,226	$175,777
17	2041	31,968	3,554	2.93	0.015	0.108	0.369	0.611	1.823	$149,650	$62,820	$57,939	$59,710	$13,853	$343,972	$176,586
18	2042	33,028	3,640	3.06	0.015	0.113	0.385	0.639	1.904	$156,362	$65,638	$60,538	$62,388	$14,474	$359,399	$177,410
19	2043	34,123	3,728	3.19	0.016	0.118	0.402	0.668	1.990	$163,384	$68,586	$63,256	$65,190	$15,124	$375,540	$178,247
20	2044	35,254	3,818	3.34	0.017	0.124	0.421	0.698	2.079	$170,731	$71,670	$66,101	$68,122	$15,804	$392,426	$179,098

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,436,454**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
Build Alternative B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Sun Century Road	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,150	Intersection Type =	4ST		
Opening Year Minor AADT =	850	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.130566802	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,150	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,650	871		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,166	892		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,700	913		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,251	935		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,820	958		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,408	981	1.23	0.006	0.046	0.155	0.258	0.769	$63,123	$26,498	$24,439	$25,186	$5,843	$145,088	$139,508
2	2026	19,016	1,005	1.27	0.006	0.047	0.160	0.266	0.793	$65,078	$27,319	$25,196	$25,966	$6,024	$149,582	$138,297
3	2027	19,643	1,029	1.31	0.007	0.049	0.165	0.274	0.817	$67,096	$28,166	$25,977	$26,771	$6,211	$154,221	$137,102
4	2028	20,292	1,054	1.35	0.007	0.050	0.170	0.283	0.843	$69,179	$29,040	$26,784	$27,602	$6,404	$159,009	$135,921
5	2029	20,961	1,080	1.39	0.007	0.052	0.176	0.291	0.869	$71,329	$29,943	$27,616	$28,460	$6,603	$163,950	$134,755
6	2030	21,653	1,106	1.44	0.007	0.053	0.181	0.301	0.896	$73,548	$30,874	$28,475	$29,346	$6,808	$169,051	$133,604
7	2031	22,367	1,132	1.48	0.007	0.055	0.187	0.310	0.924	$75,839	$31,836	$29,362	$30,260	$7,020	$174,317	$132,466
8	2032	23,106	1,160	1.53	0.008	0.057	0.193	0.320	0.953	$78,203	$32,828	$30,278	$31,203	$7,239	$179,752	$131,343
9	2033	23,868	1,188	1.58	0.008	0.058	0.199	0.330	0.982	$80,644	$33,853	$31,223	$32,177	$7,465	$185,362	$130,233
10	2034	24,656	1,217	1.63	0.008	0.060	0.205	0.340	1.013	$83,164	$34,911	$32,198	$33,182	$7,698	$191,153	$129,136
11	2035	25,469	1,246	1.68	0.008	0.062	0.211	0.350	1.045	$85,765	$36,002	$33,205	$34,220	$7,939	$197,131	$128,053
12	2036	26,310	1,276	1.73	0.009	0.064	0.218	0.361	1.077	$88,450	$37,129	$34,244	$35,291	$8,188	$203,302	$126,982
13	2037	27,178	1,307	1.78	0.009	0.066	0.225	0.373	1.111	$91,221	$38,293	$35,317	$36,397	$8,444	$209,673	$125,924
14	2038	28,075	1,339	1.84	0.009	0.068	0.232	0.384	1.146	$94,082	$39,494	$36,425	$37,539	$8,709	$216,249	$124,879
15	2039	29,001	1,371	1.90	0.009	0.070	0.239	0.396	1.182	$97,036	$40,734	$37,569	$38,717	$8,982	$223,038	$123,845
16	2040	29,958	1,404	1.96	0.010	0.072	0.247	0.409	1.219	$100,085	$42,014	$38,749	$39,934	$9,265	$230,047	$122,824
17	2041	30,947	1,438	2.02	0.010	0.075	0.254	0.422	1.257	$103,233	$43,335	$39,968	$41,190	$9,556	$237,282	$121,814
18	2042	31,968	1,473	2.08	0.010	0.077	0.262	0.435	1.297	$106,483	$44,700	$41,226	$42,487	$9,857	$244,752	$120,816
19	2043	33,023	1,509	2.15	0.011	0.079	0.271	0.449	1.338	$109,838	$46,108	$42,525	$43,825	$10,167	$252,463	$119,830
20	2044	34,113	1,545	2.22	0.011	0.082	0.279	0.463	1.380	$113,301	$47,562	$43,866	$45,207	$10,488	$260,425	$118,854

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,576,187**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Rail Head Boulevard	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.1%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.6%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,350	Intersection Type =	3SG		
Opening Year Minor AADT =	2,800	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.408381265	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,350	2,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,830	2,872		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,324	2,945		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,835	3,021		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,361	3,098		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,903	3,177		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,463	3,259	1.98	0.010	0.073	0.249	0.413	1.232	$101,135	$42,455	$39,156	$40,353	$9,362	$232,461	$223,520
2	2026	19,040	3,342	2.06	0.010	0.076	0.259	0.430	1.281	$105,194	$44,158	$40,727	$41,972	$9,737	$241,789	$223,548
3	2027	19,635	3,428	2.14	0.011	0.079	0.270	0.447	1.333	$109,418	$45,932	$42,363	$43,658	$10,128	$251,498	$223,581
4	2028	20,248	3,515	2.23	0.011	0.082	0.280	0.465	1.386	$113,814	$47,777	$44,065	$45,412	$10,535	$261,604	$223,620
5	2029	20,881	3,605	2.31	0.012	0.086	0.292	0.484	1.442	$118,390	$49,698	$45,836	$47,238	$10,959	$272,121	$223,664
6	2030	21,533	3,698	2.41	0.012	0.089	0.303	0.503	1.500	$123,153	$51,697	$47,680	$49,138	$11,400	$283,069	$223,713
7	2031	22,206	3,792	2.50	0.013	0.093	0.316	0.523	1.560	$128,110	$53,778	$49,600	$51,116	$11,859	$294,463	$223,768
8	2032	22,900	3,889	2.61	0.013	0.096	0.328	0.545	1.623	$133,270	$55,944	$51,597	$53,175	$12,336	$306,323	$223,827
9	2033	23,616	3,989	2.71	0.014	0.100	0.342	0.566	1.689	$138,641	$58,199	$53,677	$55,318	$12,834	$318,667	$223,891
10	2034	24,354	4,091	2.82	0.014	0.104	0.355	0.589	1.757	$144,231	$60,546	$55,841	$57,548	$13,351	$331,517	$223,961
11	2035	25,115	4,196	2.93	0.015	0.109	0.370	0.613	1.828	$150,050	$62,988	$58,094	$59,870	$13,890	$344,891	$224,035
12	2036	25,900	4,303	3.05	0.015	0.113	0.385	0.638	1.901	$156,107	$65,531	$60,439	$62,287	$14,450	$358,813	$224,113
13	2037	26,709	4,413	3.18	0.016	0.117	0.400	0.664	1.978	$162,411	$68,177	$62,880	$64,802	$15,034	$373,304	$224,197
14	2038	27,544	4,526	3.30	0.017	0.122	0.416	0.690	2.058	$168,974	$70,932	$65,421	$67,421	$15,641	$388,388	$224,285
15	2039	28,405	4,642	3.44	0.017	0.127	0.433	0.718	2.141	$175,805	$73,800	$68,065	$70,146	$16,274	$404,090	$224,377
16	2040	29,292	4,761	3.58	0.018	0.132	0.451	0.747	2.228	$182,916	$76,785	$70,818	$72,984	$16,932	$420,435	$224,474
17	2041	30,208	4,883	3.72	0.019	0.138	0.469	0.778	2.318	$190,318	$79,892	$73,684	$75,937	$17,617	$437,449	$224,575
18	2042	31,152	5,008	3.87	0.019	0.143	0.488	0.809	2.412	$198,024	$83,127	$76,668	$79,012	$18,330	$455,160	$224,680
19	2043	32,125	5,136	4.03	0.020	0.149	0.508	0.842	2.510	$206,045	$86,494	$79,773	$82,212	$19,073	$473,597	$224,789
20	2044	33,129	5,268	4.19	0.021	0.155	0.528	0.876	2.611	$214,395	$89,999	$83,006	$85,544	$19,846	$492,790	$224,903

Shaded cell indicates the AADT is outside the limits

Total Present Value **$4,481,520**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Via Palacio Avenue	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,500	Intersection Type =	3SG		
Opening Year Minor AADT =	700	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.403225806	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,500	700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,957	717		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,428	734		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,913	752		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,412	770		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,925	789		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,454	808	1.30	0.007	0.048	0.164	0.273	0.812	$66,702	$28,000	$25,825	$26,614	$6,174	$153,316	$147,420
2	2026	18,998	828	1.35	0.007	0.050	0.171	0.283	0.843	$69,241	$29,066	$26,808	$27,627	$6,409	$159,152	$147,145
3	2027	19,559	848	1.41	0.007	0.052	0.177	0.294	0.875	$71,878	$30,173	$27,829	$28,679	$6,654	$165,213	$146,874
4	2028	20,136	868	1.46	0.007	0.054	0.184	0.305	0.909	$74,617	$31,323	$28,889	$29,772	$6,907	$171,508	$146,606
5	2029	20,730	889	1.51	0.008	0.056	0.191	0.317	0.943	$77,461	$32,517	$29,990	$30,907	$7,170	$178,046	$146,341
6	2030	21,341	911	1.57	0.008	0.058	0.198	0.329	0.979	$80,416	$33,757	$31,134	$32,086	$7,444	$184,837	$146,080
7	2031	21,971	933	1.63	0.008	0.060	0.206	0.341	1.017	$83,485	$35,045	$32,322	$33,310	$7,728	$191,891	$145,821
8	2032	22,619	955	1.69	0.008	0.063	0.214	0.354	1.056	$86,672	$36,383	$33,556	$34,582	$8,023	$199,217	$145,566
9	2033	23,286	978	1.76	0.009	0.065	0.222	0.368	1.096	$89,983	$37,773	$34,838	$35,903	$8,329	$206,827	$145,314
10	2034	23,973	1,002	1.83	0.009	0.068	0.230	0.382	1.138	$93,422	$39,217	$36,170	$37,275	$8,648	$214,732	$145,065
11	2035	24,680	1,026	1.90	0.009	0.070	0.239	0.396	1.181	$96,994	$40,716	$37,553	$38,701	$8,978	$222,942	$144,819
12	2036	25,409	1,051	1.97	0.010	0.073	0.248	0.411	1.227	$100,704	$42,274	$38,989	$40,181	$9,322	$231,470	$144,576
13	2037	26,158	1,077	2.04	0.010	0.076	0.258	0.427	1.274	$104,558	$43,892	$40,481	$41,719	$9,679	$240,329	$144,335
14	2038	26,930	1,103	2.12	0.011	0.079	0.267	0.444	1.322	$108,562	$45,572	$42,031	$43,316	$10,049	$249,530	$144,098
15	2039	27,724	1,129	2.20	0.011	0.082	0.278	0.461	1.373	$112,720	$47,318	$43,641	$44,975	$10,434	$259,088	$143,863
16	2040	28,542	1,157	2.29	0.011	0.085	0.288	0.478	1.426	$117,039	$49,131	$45,313	$46,699	$10,834	$269,017	$143,630
17	2041	29,384	1,185	2.38	0.012	0.088	0.299	0.497	1.480	$121,526	$51,015	$47,051	$48,489	$11,249	$279,330	$143,400
18	2042	30,251	1,213	2.47	0.012	0.091	0.311	0.516	1.537	$126,187	$52,971	$48,855	$50,349	$11,681	$290,043	$143,173
19	2043	31,143	1,243	2.56	0.013	0.095	0.323	0.535	1.596	$131,029	$55,003	$50,729	$52,280	$12,129	$301,171	$142,948
20	2044	32,062	1,273	2.66	0.013	0.098	0.335	0.556	1.657	$136,058	$57,115	$52,677	$54,287	$12,594	$312,730	$142,726

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,899,799**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at Mediterra Dr	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,550	Intersection Type =	3SG		
Opening Year Minor AADT =	1,500	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.060509554	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,550	1,500		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,009	1,536		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,481	1,573		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,967	1,611		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,468	1,649		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,983	1,689		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,513	1,729	1.45	0.007	0.054	0.182	0.302	0.901	$73,975	$31,053	$28,640	$29,516	$6,848	$170,032	$163,492
2	2026	19,060	1,771	1.50	0.008	0.056	0.189	0.314	0.935	$76,754	$32,220	$29,716	$30,625	$7,105	$176,419	$163,109
3	2027	19,622	1,813	1.56	0.008	0.058	0.196	0.325	0.970	$79,640	$33,431	$30,834	$31,776	$7,372	$183,053	$162,733
4	2028	20,201	1,857	1.62	0.008	0.060	0.204	0.338	1.007	$82,637	$34,689	$31,994	$32,972	$7,649	$189,942	$162,363
5	2029	20,797	1,901	1.68	0.008	0.062	0.211	0.350	1.044	$85,750	$35,996	$33,199	$34,214	$7,938	$197,097	$161,999
6	2030	21,410	1,947	1.74	0.009	0.064	0.219	0.364	1.084	$88,982	$37,353	$34,451	$35,504	$8,237	$204,527	$161,641
7	2031	22,042	1,994	1.81	0.009	0.067	0.227	0.377	1.125	$92,340	$38,763	$35,751	$36,844	$8,548	$212,244	$161,288
8	2032	22,692	2,042	1.87	0.009	0.069	0.236	0.392	1.167	$95,827	$40,226	$37,101	$38,235	$8,870	$220,259	$160,941
9	2033	23,361	2,091	1.94	0.010	0.072	0.245	0.406	1.211	$99,448	$41,746	$38,503	$39,680	$9,206	$228,582	$160,599
10	2034	24,051	2,141	2.02	0.010	0.075	0.254	0.422	1.257	$103,209	$43,325	$39,959	$41,180	$9,554	$237,227	$160,262
11	2035	24,760	2,192	2.09	0.010	0.077	0.264	0.438	1.305	$107,115	$44,965	$41,471	$42,739	$9,915	$246,206	$159,930
12	2036	25,491	2,245	2.17	0.011	0.080	0.274	0.454	1.354	$111,172	$46,668	$43,042	$44,358	$10,291	$255,531	$159,604
13	2037	26,242	2,299	2.26	0.011	0.083	0.284	0.471	1.405	$115,386	$48,437	$44,673	$46,039	$10,681	$265,216	$159,282
14	2038	27,017	2,354	2.34	0.012	0.087	0.295	0.489	1.459	$119,762	$50,274	$46,368	$47,785	$11,086	$275,275	$158,964
15	2039	27,814	2,410	2.43	0.012	0.090	0.306	0.508	1.514	$124,308	$52,182	$48,127	$49,599	$11,507	$285,723	$158,652
16	2040	28,634	2,468	2.52	0.013	0.093	0.318	0.527	1.572	$129,029	$54,164	$49,955	$51,482	$11,944	$296,574	$158,343
17	2041	29,479	2,527	2.62	0.013	0.097	0.330	0.547	1.631	$133,932	$56,222	$51,854	$53,439	$12,398	$307,845	$158,040
18	2042	30,348	2,588	2.72	0.014	0.101	0.342	0.568	1.693	$139,026	$58,360	$53,826	$55,471	$12,869	$319,552	$157,740
19	2043	31,244	2,650	2.82	0.014	0.104	0.355	0.590	1.758	$144,316	$60,581	$55,874	$57,582	$13,359	$331,711	$157,444
20	2044	32,165	2,714	2.93	0.015	0.108	0.369	0.612	1.825	$149,810	$62,888	$58,001	$59,774	$13,867	$344,341	$157,153

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,203,579**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative B

General Information				Site Information			
Analyst:	JJM	Date:	12/17/2023	Location ID:	Old US 41 at New Quadrant Roadway	County:	Lee County
Agency or Company:	Gannett Fleming			City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.4%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Minor Growth Rate =	3.0%	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Opening Year Major AADT =	15,800	Intersection Type =	4SG			Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%
Opening Year Minor AADT =	7,700	Intersection =	Intersection1	E	Analyze				
		Crash Data Used =	No	0.713038117					

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800	7,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,181	7,931		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,571	8,169		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,970	8,414		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,379	8,666		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,798	8,926		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,227	9,194	3.19	0.016	0.118	0.402	0.666	1.986	$163,042	$68,442	$63,124	$65,054	$15,092	$374,754	$360,341
2	2026	18,666	9,470	3.29	0.016	0.122	0.414	0.688	2.049	$168,262	$70,633	$65,145	$67,136	$15,575	$386,751	$357,573
3	2027	19,116	9,754	3.39	0.017	0.126	0.428	0.710	2.115	$173,650	$72,895	$67,231	$69,286	$16,074	$399,136	$354,830
4	2028	19,577	10,047	3.50	0.018	0.130	0.441	0.732	2.183	$179,212	$75,230	$69,384	$71,506	$16,589	$411,921	$352,112
5	2029	20,048	10,348	3.62	0.018	0.134	0.456	0.756	2.253	$184,954	$77,640	$71,607	$73,797	$17,121	$425,119	$349,417
6	2030	20,532	10,659	3.73	0.019	0.138	0.470	0.780	2.325	$190,881	$80,129	$73,902	$76,162	$17,669	$438,743	$346,745
7	2031	21,026	10,978	3.85	0.019	0.143	0.485	0.805	2.399	$197,001	$82,697	$76,271	$78,603	$18,236	$452,808	$344,097
8	2032	21,533	11,308	3.97	0.020	0.147	0.501	0.831	2.476	$203,317	$85,349	$78,717	$81,124	$18,820	$467,328	$341,472
9	2033	22,052	11,647	4.10	0.021	0.152	0.517	0.857	2.556	$209,839	$88,086	$81,242	$83,726	$19,424	$482,317	$338,869
10	2034	22,584	11,996	4.23	0.021	0.157	0.533	0.885	2.638	$216,571	$90,912	$83,848	$86,412	$20,047	$497,791	$336,290
11	2035	23,128	12,356	4.37	0.022	0.162	0.551	0.913	2.722	$223,521	$93,830	$86,539	$89,185	$20,691	$513,765	$333,732
12	2036	23,685	12,727	4.51	0.023	0.167	0.568	0.943	2.810	$230,695	$96,842	$89,317	$92,047	$21,355	$530,256	$331,196
13	2037	24,256	13,109	4.65	0.023	0.172	0.587	0.973	2.900	$238,102	$99,951	$92,185	$95,003	$22,040	$547,281	$328,683
14	2038	24,841	13,502	4.80	0.024	0.178	0.605	1.004	2.993	$245,749	$103,161	$95,145	$98,054	$22,748	$564,856	$326,190
15	2039	25,439	13,907	4.96	0.025	0.183	0.625	1.036	3.089	$253,643	$106,475	$98,201	$101,203	$23,479	$583,001	$323,720
16	2040	26,052	14,324	5.12	0.026	0.189	0.645	1.070	3.189	$261,792	$109,896	$101,356	$104,455	$24,233	$601,732	$321,270
17	2041	26,680	14,754	5.28	0.026	0.195	0.666	1.104	3.291	$270,205	$113,427	$104,614	$107,812	$25,012	$621,070	$318,841
18	2042	27,323	15,197	5.45	0.027	0.202	0.687	1.140	3.397	$278,891	$117,073	$107,976	$111,277	$25,816	$641,034	$316,432
19	2043	27,982	15,653	5.63	0.028	0.208	0.709	1.176	3.506	$287,858	$120,837	$111,448	$114,855	$26,646	$661,644	$314,044
20	2044	28,656	16,122	5.81	0.029	0.215	0.732	1.214	3.619	$297,115	$124,723	$115,032	$118,549	$27,503	$682,922	$311,677

Shaded cell indicates the AADT is outside the limits

Total Present Value **$6,707,531**

ALTERNATIVE B - NCHRP - INTERSECTION ANALYSIS

US 41 at Wiggins Pass Road Build Alternative B

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	50100
Analysis Year Minor AADT =	6600
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.33%
Minor Growth Rate =	1.44%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	50100	6600
2020	50766	6695
2021	51442	6791
2022	52126	6889
2023	52819	6988
2024	53521	7089
2025	54233	7191
2026	54955	7295
2027	55685	7400
2028	56426	7506
2029	57177	7614
2030	57937	7724
2031	58708	7835
2032	59488	7948
2033	60280	8063
2034	61081	8179
2035	61894	8296
2036	62717	8416
2037	63551	8537
2038	64396	8660
2039	65253	8785
2040	66121	8911
2041	67000	9040
2042	67891	9170
2043	68794	9302
2044	69709	9436
2045	70636	9572
2046	71576	9709
2047	72528	9849
2048	73492	9991
2049	74470	10135
2050	75460	10281
2051	76464	10429
2052	77481	10579
2053	78511	10731
2054	79555	10886
2055	80613	11043
2056	81686	11202
2057	82772	11363
2058	83873	11527
2059	84988	11693
2060	86119	11861
2061	87264	12032
2062	88425	12205
2063	89601	12381
2064	90792	12559
2065	92000	12740
2066	93224	12923
2067	94463	13110
2068	95720	13298
2069	96993	13490
2070	98283	13684
2071	99590	13881
2072	100915	14081
2073	102257	14284
2074	103617	14489
2075	104995	14698

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.490	0.027	0.239	0.841	1.676	4.707
7.550	0.027	0.241	0.848	1.690	4.745
7.611	0.028	0.243	0.854	1.703	4.783
7.672	0.028	0.245	0.861	1.717	4.822
7.734	0.028	0.246	0.868	1.731	4.860
7.796	0.028	0.248	0.875	1.745	4.899
7.859	0.029	0.250	0.882	1.759	4.939
7.922	0.029	0.252	0.889	1.773	4.979
7.986	0.029	0.255	0.897	1.787	5.019
8.050	0.029	0.257	0.904	1.802	5.059
8.115	0.029	0.259	0.911	1.816	5.100
8.181	0.030	0.261	0.918	1.831	5.141
8.246	0.030	0.263	0.926	1.846	5.182
8.313	0.030	0.265	0.933	1.860	5.224
8.380	0.030	0.267	0.941	1.875	5.266
8.447	0.031	0.269	0.948	1.891	5.308
8.515	0.031	0.271	0.956	1.906	5.351
8.584	0.031	0.274	0.964	1.921	5.394
8.653	0.031	0.276	0.971	1.937	5.438
8.722	0.032	0.278	0.979	1.952	5.481
8.793	0.032	0.280	0.987	1.968	5.526
8.864	0.032	0.282	0.995	1.984	5.570
8.935	0.032	0.285	1.003	2.000	5.615
9.007	0.033	0.287	1.011	2.016	5.660
9.079	0.033	0.289	1.019	2.032	5.706
9.153	0.033	0.292	1.028	2.048	5.752

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	6.833	0.025	0.218	0.767	1.529	4.294
0.911	6.888	0.025	0.220	0.773	1.542	4.329
0.911	6.944	0.025	0.221	0.780	1.554	4.364
0.911	7.000	0.025	0.223	0.786	1.567	4.399
0.911	7.056	0.026	0.225	0.792	1.579	4.434
0.911	7.113	0.026	0.227	0.798	1.592	4.470
0.911	7.170	0.026	0.228	0.805	1.605	4.506
0.911	7.227	0.026	0.230	0.811	1.618	4.542
0.911	7.286	0.026	0.232	0.818	1.631	4.578
0.911	7.344	0.027	0.234	0.824	1.644	4.615
0.911	7.403	0.027	0.236	0.831	1.657	4.652
0.911	7.463	0.027	0.238	0.838	1.670	4.690
0.911	7.523	0.027	0.240	0.845	1.684	4.728
0.911	7.583	0.028	0.242	0.851	1.697	4.766
0.911	7.644	0.028	0.244	0.858	1.711	4.804
0.911	7.706	0.028	0.246	0.865	1.725	4.843
0.911	7.768	0.028	0.248	0.872	1.739	4.882
0.911	7.830	0.028	0.250	0.879	1.753	4.921
0.911	7.893	0.029	0.252	0.886	1.767	4.960
0.911	7.957	0.029	0.254	0.893	1.781	5.000
0.911	8.021	0.029	0.256	0.900	1.795	5.041
0.911	8.086	0.029	0.258	0.908	1.810	5.081
0.911	8.151	0.030	0.260	0.915	1.824	5.122
0.911	8.216	0.030	0.262	0.922	1.839	5.163
0.911	8.282	0.030	0.264	0.930	1.854	5.205
0.911	8.349	0.030	0.266	0.937	1.869	5.247
0.911						
0.911						
0.911					

US 41 at Old US 41 Build Alternative B

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	43350
Analysis Year Minor AADT =	9300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.05%
Minor Growth Rate =	2.51%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	43350	9300
2020	43805	9533
2021	44265	9773
2022	44730	10018
2023	45200	10269
2024	45674	10527
2025	46154	10791
2026	46638	11062
2027	47128	11340
2028	47623	11625
2029	48123	11916
2030	48628	12216
2031	49139	12522
2032	49655	12836
2033	50176	13159
2034	50703	13489
2035	51235	13827
2036	51773	14175
2037	52317	14530
2038	52866	14895
2039	53421	15269
2040	53982	15652
2041	54549	16045
2042	55122	16448
2043	55701	16861
2044	56286	17284
2045	56877	17718
2046	57474	18162
2047	58077	18618
2048	58687	19086
2049	59303	19565
2050	59926	20056
2051	60555	20559
2052	61191	21075
2053	61834	21604
2054	62483	22146
2055	63139	22702
2056	63802	23272
2057	64472	23856
2058	65149	24455
2059	65833	25069
2060	66524	25698
2061	67222	26343
2062	67928	27004
2063	68642	27682
2064	69362	28377
2065	70091	29089
2066	70827	29819
2067	71570	30568
2068	72322	31335
2069	73081	32121
2070	73848	32928
2071	74624	33754
2072	75407	34601
2073	76199	35470
2074	76999	36360
2075	77808	37273

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.191	0.019	0.165	0.583	1.162	3.262
5.243	0.019	0.167	0.589	1.173	3.295
5.296	0.019	0.169	0.595	1.185	3.328
5.349	0.019	0.170	0.600	1.197	3.361
5.403	0.020	0.172	0.607	1.209	3.395
5.457	0.020	0.174	0.613	1.221	3.429
5.512	0.020	0.176	0.619	1.234	3.464
5.567	0.020	0.177	0.625	1.246	3.499
5.623	0.020	0.179	0.631	1.259	3.534
5.680	0.021	0.181	0.638	1.271	3.569
5.737	0.021	0.183	0.644	1.284	3.605
5.794	0.021	0.185	0.650	1.297	3.641
5.853	0.021	0.187	0.657	1.310	3.678
5.911	0.021	0.188	0.664	1.323	3.715
5.971	0.022	0.190	0.670	1.336	3.752
6.031	0.022	0.192	0.677	1.350	3.790
6.091	0.022	0.194	0.684	1.363	3.828
6.153	0.022	0.196	0.691	1.377	3.867
6.215	0.023	0.198	0.698	1.391	3.905
6.277	0.023	0.200	0.705	1.405	3.945
6.340	0.023	0.202	0.712	1.419	3.984
6.404	0.023	0.204	0.719	1.433	4.024
6.468	0.023	0.206	0.726	1.448	4.065
6.533	0.024	0.208	0.733	1.462	4.106
6.599	0.024	0.210	0.741	1.477	4.147
6.665	0.024	0.212	0.748	1.492	4.189

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	4.731	0.017	0.151	0.531	1.059	2.973
0.911	4.779	0.017	0.152	0.536	1.070	3.003
0.911	4.827	0.018	0.154	0.542	1.080	3.033
0.911	4.875	0.018	0.155	0.547	1.091	3.064
0.911	4.924	0.018	0.157	0.553	1.102	3.094
0.911	4.974	0.018	0.159	0.558	1.113	3.126
0.911	5.024	0.018	0.160	0.564	1.124	3.157
0.911	5.074	0.018	0.162	0.570	1.136	3.189
0.911	5.125	0.019	0.163	0.575	1.147	3.221
0.911	5.177	0.019	0.165	0.581	1.159	3.253
0.911	5.229	0.019	0.167	0.587	1.170	3.286
0.911	5.281	0.019	0.168	0.593	1.182	3.319
0.911	5.334	0.019	0.170	0.599	1.194	3.352
0.911	5.388	0.020	0.172	0.605	1.206	3.386
0.911	5.442	0.020	0.173	0.611	1.218	3.420
0.911	5.497	0.020	0.175	0.617	1.230	3.454
0.911	5.552	0.020	0.177	0.623	1.243	3.489
0.911	5.608	0.020	0.179	0.630	1.255	3.524
0.911	5.664	0.021	0.181	0.636	1.268	3.559
0.911	5.721	0.021	0.182	0.642	1.280	3.595
0.911	5.779	0.021	0.184	0.649	1.293	3.631
0.911	5.837	0.021	0.186	0.655	1.306	3.668
0.911	5.895	0.021	0.188	0.662	1.319	3.705
0.911	5.955	0.022	0.190	0.668	1.333	3.742
0.911	6.015	0.022	0.192	0.675	1.346	3.780
0.911	6.075	0.022	0.194	0.682	1.360	3.818
0.911						
0.911						
0.911						
0.911						
0.911						
0.911						
0.911						
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0.911						
0.911						
0.911						
0.911						
0.911						
	110.669	0.401			40.720	69.547

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 204,525	$ 101,933	$ 97,251	$ 120,459	$ 26,324	$ 550,493	$ 529,320
$ 206,581	$ 102,958	$ 98,229	$ 121,670	$ 26,589	$ 556,025	$ 514,077
$ 208,657	$ 103,992	$ 99,216	$ 122,893	$ 26,856	$ 561,614	$ 499,273
$ 210,754	$ 105,038	$ 100,213	$ 124,128	$ 27,126	$ 567,259	$ 484,895
$ 212,873	$ 106,094	$ 101,221	$ 125,376	$ 27,398	$ 572,961	$ 470,932
$ 215,012	$ 107,160	$ 102,238	$ 126,636	$ 27,674	$ 578,720	$ 457,371
$ 217,174	$ 108,237	$ 103,266	$ 127,909	$ 27,952	$ 584,538	$ 444,201
$ 219,357	$ 109,325	$ 104,304	$ 129,195	$ 28,233	$ 590,414	$ 431,410
$ 221,562	$ 110,424	$ 105,352	$ 130,494	$ 28,517	$ 596,349	$ 418,987
$ 223,790	$ 111,534	$ 106,412	$ 131,806	$ 28,804	$ 602,345	$ 406,922
$ 226,040	$ 112,656	$ 107,481	$ 133,131	$ 29,093	$ 608,400	$ 395,205
$ 228,312	$ 113,788	$ 108,562	$ 134,469	$ 29,386	$ 614,517	$ 383,826
$ 230,608	$ 114,932	$ 109,654	$ 135,821	$ 29,681	$ 620,696	$ 372,774
$ 232,926	$ 116,088	$ 110,756	$ 137,187	$ 29,980	$ 626,937	$ 362,040
$ 235,268	$ 117,255	$ 111,870	$ 138,566	$ 30,281	$ 633,241	$ 351,616
$ 237,634	$ 118,434	$ 112,995	$ 139,960	$ 30,585	$ 639,608	$ 341,492
$ 240,024	$ 119,625	$ 114,131	$ 141,367	$ 30,893	$ 646,040	$ 331,660
$ 242,437	$ 120,828	$ 115,279	$ 142,789	$ 31,204	$ 652,537	$ 322,110
$ 244,876	$ 122,043	$ 116,438	$ 144,224	$ 31,517	$ 659,099	$ 312,836
$ 247,338	$ 123,271	$ 117,609	$ 145,675	$ 31,834	$ 665,727	$ 303,829
$ -	$ -	$ -	$ -	$ -	$ -	$ -

US 41 at Veterans Memorial Blvd Build Alternative B

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	39000
Analysis Year Minor AADT =	11300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.13%
Minor Growth Rate =	2.42%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	39000	11300
2020	39441	11573
2021	39886	11854
2022	40337	12140
2023	40793	12434
2024	41254	12735
2025	41720	13043
2026	42191	13359
2027	42668	13682
2028	43150	14013
2029	43638	14352
2030	44131	14700
2031	44630	15056
2032	45134	15420
2033	45644	15793
2034	46160	16175
2035	46681	16567
2036	47209	16968
2037	47742	17378
2038	48282	17799
2039	48828	18229
2040	49379	18671
2041	49937	19122
2042	50502	19585
2043	51072	20059
2044	51649	20545
2045	52233	21042
2046	52823	21551
2047	53420	22073
2048	54024	22607
2049	54634	23154
2050	55252	23714
2051	55876	24288
2052	56507	24876
2053	57146	25478
2054	57792	26094
2055	58445	26726
2056	59105	27373
2057	59773	28035
2058	60448	28713
2059	61131	29408
2060	61822	30120
2061	62521	30849
2062	63227	31595
2063	63942	32360
2064	64664	33143
2065	65395	33945
2066	66134	34767
2067	66881	35608
2068	67637	36470
2069	68401	37352
2070	69174	38256
2071	69956	39182
2072	70747	40130
2073	71546	41101
2074	72354	42096
2075	73172	43115

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.235	0.020	0.195	0.610	1.229	3.181
5.287	0.021	0.197	0.616	1.241	3.212
5.339	0.021	0.199	0.623	1.253	3.244
5.392	0.021	0.201	0.629	1.266	3.277
5.446	0.021	0.203	0.635	1.278	3.309
5.500	0.021	0.205	0.641	1.291	3.342
5.555	0.022	0.207	0.648	1.304	3.375
5.610	0.022	0.209	0.654	1.317	3.409
5.666	0.022	0.211	0.661	1.330	3.443
5.722	0.022	0.213	0.667	1.343	3.477
5.779	0.023	0.215	0.674	1.356	3.511
5.836	0.023	0.217	0.680	1.370	3.546
5.895	0.023	0.219	0.687	1.383	3.582
5.953	0.023	0.221	0.694	1.397	3.617
6.012	0.023	0.224	0.701	1.411	3.653
6.072	0.024	0.226	0.708	1.425	3.690
6.133	0.024	0.228	0.715	1.439	3.726
6.194	0.024	0.230	0.722	1.454	3.764
6.255	0.024	0.233	0.729	1.468	3.801
6.318	0.025	0.235	0.737	1.483	3.839
6.381	0.025	0.237	0.744	1.497	3.877
6.444	0.025	0.240	0.751	1.512	3.916
6.508	0.025	0.242	0.759	1.527	3.955
6.573	0.026	0.244	0.766	1.543	3.994
6.639	0.026	0.247	0.774	1.558	4.034
6.705	0.026	0.249	0.782	1.574	4.074

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	4.770	0.019	0.177	0.556	1.119	2.898
0.911	4.817	0.019	0.179	0.562	1.131	2.927
0.911	4.865	0.019	0.181	0.567	1.142	2.956
0.911	4.913	0.019	0.183	0.573	1.153	2.985
0.911	4.962	0.019	0.185	0.579	1.165	3.015
0.911	5.011	0.020	0.186	0.584	1.176	3.045
0.911	5.061	0.020	0.188	0.590	1.188	3.075
0.911	5.111	0.020	0.190	0.596	1.200	3.106
0.911	5.162	0.020	0.192	0.602	1.212	3.137
0.911	5.214	0.020	0.194	0.608	1.224	3.168
0.911	5.265	0.021	0.196	0.614	1.236	3.199
0.911	5.318	0.021	0.198	0.620	1.248	3.231
0.911	5.371	0.021	0.200	0.626	1.260	3.263
0.911	5.424	0.021	0.202	0.632	1.273	3.296
0.911	5.478	0.021	0.204	0.639	1.286	3.329
0.911	5.533	0.022	0.206	0.645	1.298	3.362
0.911	5.588	0.022	0.208	0.651	1.311	3.395
0.911	5.643	0.022	0.210	0.658	1.324	3.429
0.911	5.699	0.022	0.212	0.665	1.338	3.463
0.911	5.756	0.022	0.214	0.671	1.351	3.498
0.911	5.813	0.023	0.216	0.678	1.364	3.532
0.911	5.871	0.023	0.218	0.685	1.378	3.568
0.911	5.930	0.023	0.221	0.691	1.392	3.603
0.911	5.989	0.023	0.223	0.698	1.406	3.639
0.911	6.049	0.024	0.225	0.705	1.420	3.675
0.911	6.109	0.024	0.227	0.712	1.434	3.712
0.911						
0.911						
0.911					

Bonita Beach Road at Old US 41 Build Alternative B

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	31050
Analysis Year Minor AADT =	12450
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	0.82%
Minor Growth Rate =	2.05%
Rate of Return =	4%

Default Crash Distribution	K	A	B	C	O	Sum
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	31050	12450
2020	31305	12705
2021	31561	12966
2022	31820	13231
2023	32081	13503
2024	32344	13780
2025	32609	14062
2026	32877	14350
2027	33146	14644
2028	33418	14945
2029	33692	15251
2030	33968	15564
2031	34247	15883
2032	34528	16208
2033	34811	16541
2034	35096	16880
2035	35384	17226
2036	35674	17579
2037	35967	17939
2038	36262	18307
2039	36559	18682
2040	36859	19065
2041	37161	19456
2042	37466	19855
2043	37773	20262
2044	38083	20677
2045	38395	21101
2046	38710	21534
2047	39027	21975
2048	39347	22426
2049	39670	22885
2050	39995	23355
2051	40323	23833
2052	40654	24322
2053	40987	24821
2054	41323	25329
2055	41662	25849
2056	42004	26379
2057	42348	26919
2058	42696	27471
2059	43046	28034
2060	43399	28609
2061	43754	29195
2062	44113	29794
2063	44475	30405
2064	44840	31028
2065	45207	31664
2066	45578	32313
2067	45952	32976
2068	46329	33652
2069	46709	34342
2070	47092	35046
2071	47478	35764
2072	47867	36497
2073	48260	37245
2074	48655	38009
2075	49054	38788

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
9.649	0.035	0.307	1.083	2.160	6.064
9.737	0.035	0.310	1.093	2.179	6.119
9.826	0.036	0.313	1.103	2.199	6.175
9.915	0.036	0.316	1.113	2.219	6.231
10.006	0.036	0.319	1.123	2.239	6.288
10.097	0.037	0.322	1.134	2.260	6.346
10.190	0.037	0.325	1.144	2.281	6.404
10.283	0.037	0.328	1.154	2.301	6.462
10.377	0.038	0.331	1.165	2.323	6.521
10.472	0.038	0.334	1.176	2.344	6.581
10.568	0.038	0.337	1.186	2.365	6.641
10.665	0.039	0.340	1.197	2.387	6.702
10.763	0.039	0.343	1.208	2.409	6.764
10.862	0.039	0.346	1.219	2.431	6.826
10.961	0.040	0.349	1.231	2.453	6.888
11.062	0.040	0.353	1.242	2.476	6.952
11.164	0.040	0.356	1.253	2.499	7.015
11.266	0.041	0.359	1.265	2.522	7.080
11.370	0.041	0.362	1.276	2.545	7.145
11.474	0.042	0.366	1.288	2.568	7.211
11.580	0.042	0.369	1.300	2.592	7.277
11.686	0.042	0.372	1.312	2.616	7.344
11.794	0.043	0.376	1.324	2.640	7.412
11.903	0.043	0.379	1.336	2.664	7.480
12.012	0.044	0.383	1.349	2.689	7.549
12.123	0.044	0.386	1.361	2.713	7.618

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	8.800	0.032	0.280	0.988	1.969	5.530
0.911	8.880	0.032	0.283	0.997	1.987	5.580
0.911	8.961	0.033	0.286	1.006	2.006	5.631
0.911	9.043	0.033	0.288	1.015	2.024	5.683
0.911	9.125	0.033	0.291	1.024	2.042	5.735
0.911	9.209	0.033	0.293	1.034	2.061	5.787
0.911	9.293	0.034	0.296	1.043	2.080	5.840
0.911	9.378	0.034	0.299	1.053	2.099	5.893
0.911	9.464	0.034	0.302	1.062	2.118	5.947
0.911	9.550	0.035	0.304	1.072	2.138	6.002
0.911	9.638	0.035	0.307	1.082	2.157	6.057
0.911	9.726	0.035	0.310	1.092	2.177	6.112
0.911	9.815	0.036	0.313	1.102	2.197	6.168
0.911	9.905	0.036	0.316	1.112	2.217	6.225
0.911	9.996	0.036	0.319	1.122	2.237	6.282
0.911	10.088	0.037	0.321	1.133	2.258	6.340
0.911	10.181	0.037	0.324	1.143	2.279	6.398
0.911	10.274	0.037	0.327	1.153	2.300	6.457
0.911	10.369	0.038	0.330	1.164	2.321	6.516
0.911	10.464	0.038	0.333	1.175	2.342	6.576
0.911	10.560	0.038	0.337	1.186	2.364	6.636
0.911	10.658	0.039	0.340	1.196	2.385	6.698
0.911	10.756	0.039	0.343	1.207	2.407	6.759
0.911	10.855	0.039	0.346	1.219	2.429	6.821
0.911	10.955	0.040	0.349	1.230	2.452	6.884
0.911	11.056	0.040	0.352	1.241	2.474	6.948

Annual Cost						
Fatality	Incap.	Non-Inc.	Poss. Injury	PDO	Total Cost	Present Value
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 378,120	$ 188,451	$ 179,795	$ 222,701	$ 48,667	$ 1,017,734	$ 978,591
$ 381,580	$ 190,175	$ 181,440	$ 224,739	$ 49,112	$ 1,027,047	$ 949,563
$ 385,073	$ 191,916	$ 183,101	$ 226,796	$ 49,562	$ 1,036,449	$ 921,399
$ 388,599	$ 193,674	$ 184,778	$ 228,874	$ 50,016	$ 1,045,941	$ 894,075
$ 392,160	$ 195,448	$ 186,471	$ 230,971	$ 50,474	$ 1,055,525	$ 867,564
$ 395,755	$ 197,240	$ 188,181	$ 233,088	$ 50,937	$ 1,065,200	$ 841,843
$ 399,384	$ 199,049	$ 189,906	$ 235,226	$ 51,404	$ 1,074,969	$ 816,888
$ 403,048	$ 200,875	$ 191,649	$ 237,384	$ 51,876	$ 1,084,832	$ 792,676
$ 406,748	$ 202,719	$ 193,408	$ 239,563	$ 52,352	$ 1,094,789	$ 769,184
$ 410,483	$ 204,580	$ 195,184	$ 241,762	$ 52,832	$ 1,104,842	$ 746,391
$ 414,254	$ 206,460	$ 196,977	$ 243,983	$ 53,318	$ 1,114,991	$ 724,277
$ 418,060	$ 208,357	$ 198,787	$ 246,225	$ 53,808	$ 1,125,238	$ 702,820
$ 421,904	$ 210,273	$ 200,615	$ 248,489	$ 54,302	$ 1,135,582	$ 682,001
$ 425,784	$ 212,206	$ 202,460	$ 250,774	$ 54,802	$ 1,146,027	$ 661,802
$ 429,702	$ 214,159	$ 204,322	$ 253,082	$ 55,306	$ 1,156,571	$ 642,203
$ 433,657	$ 216,130	$ 206,203	$ 255,411	$ 55,815	$ 1,167,216	$ 623,186
$ 437,650	$ 218,120	$ 208,102	$ 257,763	$ 56,329	$ 1,177,963	$ 604,735
$ 441,681	$ 220,129	$ 210,018	$ 260,137	$ 56,848	$ 1,188,813	$ 586,831
$ 445,750	$ 222,157	$ 211,953	$ 262,534	$ 57,372	$ 1,199,767	$ 569,460
$ 449,859	$ 224,205	$ 213,907	$ 264,954	$ 57,900	$ 1,210,825	$ 552,605
$ -	$ -	$ -	$ -	$ -	$ -	$ -

Bonita Beach Road at Racetrack Road Build Alternative B

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	35500
Analysis Year Minor AADT =	7700
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.30%
Minor Growth Rate =	2.97%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year		
Year	Major AADT	Minor AADT
2019	35500	7700
2020	35962	7929
2021	36429	8164
2022	36903	8407
2023	37382	8656
2024	37868	8913
2025	38361	9178
2026	38859	9451
2027	39364	9731
2028	39876	10020
2029	40395	10318
2030	40920	10625
2031	41452	10940
2032	41991	11265
2033	42536	11600
2034	43089	11944
2035	43650	12299
2036	44217	12664
2037	44792	13040
2038	45374	13427
2039	45964	13826
2040	46561	14237
2041	47167	14660
2042	47780	15095
2043	48401	15543
2044	49030	16005
2045	49668	16480
2046	50313	16970
2047	50967	17474
2048	51630	17993
2049	52301	18527
2050	52981	19078
2051	53670	19644
2052	54368	20228
2053	55074	20828
2054	55790	21447
2055	56516	22084
2056	57250	22740
2057	57995	23415
2058	58748	24111
2059	59512	24827
2060	60286	25564
2061	61070	26323
2062	61864	27105
2063	62668	27910
2064	63482	28739
2065	64308	29593
2066	65144	30472
2067	65991	31377
2068	66848	32308
2069	67717	33268
2070	68598	34256
2071	69490	35273
2072	70393	36321
2073	71308	37400
2074	72235	38511
2075	73174	39654

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
4.035	0.016	0.150	0.470	0.947	2.452
4.082	0.016	0.152	0.476	0.958	2.481
4.130	0.016	0.154	0.482	0.969	2.510
4.178	0.016	0.155	0.487	0.981	2.539
4.227	0.016	0.157	0.493	0.992	2.569
4.276	0.017	0.159	0.499	1.004	2.599
4.326	0.017	0.161	0.504	1.015	2.629
4.377	0.017	0.163	0.510	1.027	2.660
4.428	0.017	0.165	0.516	1.039	2.691
4.480	0.017	0.167	0.522	1.051	2.722
4.532	0.018	0.169	0.528	1.064	2.754
4.585	0.018	0.171	0.535	1.076	2.786
4.639	0.018	0.173	0.541	1.089	2.819
4.693	0.018	0.175	0.547	1.101	2.852
4.748	0.019	0.177	0.554	1.114	2.885
4.804	0.019	0.179	0.560	1.127	2.919
4.860	0.019	0.181	0.567	1.141	2.953
4.917	0.019	0.183	0.573	1.154	2.988
4.974	0.019	0.185	0.580	1.167	3.023
5.033	0.020	0.187	0.587	1.181	3.058
5.091	0.020	0.189	0.594	1.195	3.094
5.151	0.020	0.192	0.601	1.209	3.130
5.211	0.020	0.194	0.608	1.223	3.167
5.273	0.021	0.196	0.615	1.237	3.204
5.334	0.021	0.198	0.622	1.252	3.241
5.397	0.021	0.201	0.629	1.267	3.279

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	3.677	0.014	0.137	0.429	0.863	2.234
0.911	3.720	0.015	0.138	0.434	0.873	2.260
0.911	3.764	0.015	0.140	0.439	0.883	2.287
0.911	3.807	0.015	0.142	0.444	0.894	2.314
0.911	3.852	0.015	0.143	0.449	0.904	2.341
0.911	3.897	0.015	0.145	0.454	0.915	2.368
0.911	3.942	0.015	0.147	0.460	0.925	2.396
0.911	3.988	0.016	0.148	0.465	0.936	2.423
0.911	4.035	0.016	0.150	0.470	0.947	2.452
0.911	4.082	0.016	0.152	0.476	0.958	2.480
0.911	4.130	0.016	0.154	0.482	0.969	2.509
0.911	4.178	0.016	0.155	0.487	0.981	2.539
0.911	4.227	0.016	0.157	0.493	0.992	2.568
0.911	4.276	0.017	0.159	0.499	1.004	2.598
0.911	4.326	0.017	0.161	0.504	1.015	2.629
0.911	4.377	0.017	0.163	0.510	1.027	2.660
0.911	4.428	0.017	0.165	0.516	1.039	2.691
0.911	4.480	0.017	0.167	0.522	1.051	2.722
0.911	4.532	0.018	0.169	0.528	1.064	2.754
0.911	4.586	0.018	0.171	0.535	1.076	2.786
0.911	4.639	0.018	0.173	0.541	1.089	2.819
0.911	4.694	0.018	0.175	0.547	1.102	2.852
0.911	4.749	0.019	0.177	0.554	1.114	2.885
0.911	4.804	0.019	0.179	0.560	1.127	2.919
0.911	4.860	0.019	0.181	0.567	1.141	2.953
0.911	4.917	0.019	0.183	0.573	1.154	2.988
0.911						
0.911						
0.911					

ALTERNATIVE B - HSM - SEGMENT ANALYSIS

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old Us 41 from US 41 to Gulf Coast Drive	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.6%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,900	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.19	Segment Type =	4U	P	Analyze	Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	0.900070373					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,900		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,312		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,734		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,168		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,612		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,069		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,536	1.9	0.009	0.070	0.238	0.395	1.178	$96,726	$40,604	$37,449	$38,593	$8,954	$222,325	$213,774
2	2026	19,017	2.0	0.010	0.072	0.246	0.408	1.215	$99,759	$41,877	$38,623	$39,804	$9,234	$229,297	$211,998
3	2027	19,509	2.0	0.010	0.074	0.253	0.420	1.253	$102,889	$43,191	$39,835	$41,053	$9,524	$236,492	$210,241
4	2028	20,014	2.1	0.010	0.077	0.261	0.434	1.293	$106,119	$44,547	$41,086	$42,342	$9,823	$243,917	$208,501
5	2029	20,533	2.1	0.011	0.079	0.270	0.447	1.333	$109,453	$45,946	$42,376	$43,672	$10,132	$251,578	$206,779
6	2030	21,065	2.2	0.011	0.082	0.278	0.461	1.375	$112,892	$47,390	$43,708	$45,044	$10,450	$259,484	$205,074
7	2031	21,610	2.3	0.011	0.084	0.287	0.476	1.418	$116,442	$48,880	$45,082	$46,460	$10,779	$267,643	$203,387
8	2032	22,170	2.3	0.012	0.087	0.296	0.491	1.463	$120,105	$50,418	$46,500	$47,922	$11,118	$276,063	$201,717
9	2033	22,744	2.4	0.012	0.090	0.305	0.506	1.509	$123,886	$52,005	$47,964	$49,430	$11,468	$284,752	$200,063
10	2034	23,333	2.5	0.012	0.092	0.315	0.522	1.556	$127,787	$53,643	$49,474	$50,987	$11,829	$293,720	$198,426
11	2035	23,937	2.6	0.013	0.095	0.325	0.539	1.605	$131,813	$55,333	$51,033	$52,593	$12,202	$302,974	$196,806
12	2036	24,557	2.7	0.013	0.098	0.335	0.556	1.656	$135,968	$57,077	$52,642	$54,251	$12,586	$312,524	$195,202
13	2037	25,193	2.7	0.014	0.101	0.345	0.573	1.708	$140,256	$58,877	$54,302	$55,962	$12,983	$322,381	$193,614
14	2038	25,846	2.8	0.014	0.105	0.356	0.591	1.762	$144,682	$60,735	$56,016	$57,728	$13,393	$332,553	$192,041
15	2039	26,515	2.9	0.015	0.108	0.368	0.610	1.818	$149,249	$62,652	$57,784	$59,550	$13,816	$343,051	$190,484
16	2040	27,202	3.0	0.015	0.111	0.379	0.629	1.875	$153,963	$64,631	$59,609	$61,431	$14,252	$353,886	$188,943
17	2041	27,907	3.1	0.016	0.115	0.391	0.649	1.935	$158,828	$66,673	$61,493	$63,373	$14,702	$365,069	$187,417
18	2042	28,629	3.2	0.016	0.119	0.404	0.669	1.996	$163,850	$68,781	$63,437	$65,376	$15,167	$376,611	$185,906
19	2043	29,371	3.3	0.017	0.122	0.416	0.691	2.059	$169,032	$70,957	$65,443	$67,444	$15,647	$388,523	$184,409
20	2044	30,132	3.4	0.017	0.126	0.430	0.713	2.124	$174,381	$73,202	$67,514	$69,578	$16,142	$400,818	$182,928
	2045	30,912		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,957,709**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	I US 41 from Gulf Coast Drive to Veterans Memorial I	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.7%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.19	Segment Type =	4U			Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	0.900950872					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,020		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,451		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,893		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,348		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,814		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,293	1.3	0.007	0.049	0.168	0.279	0.832	$68,334	$28,685	$26,456	$27,265	$6,325	$157,065	$151,024
2	2026	18,785	1.4	0.007	0.051	0.174	0.288	0.860	$70,585	$29,630	$27,328	$28,163	$6,534	$162,240	$150,000
3	2027	19,291	1.4	0.007	0.053	0.180	0.298	0.888	$72,912	$30,607	$28,229	$29,092	$6,749	$167,590	$148,987
4	2028	19,810	1.5	0.007	0.054	0.186	0.308	0.917	$75,318	$31,617	$29,160	$30,052	$6,972	$173,119	$147,983
5	2029	20,343	1.5	0.008	0.056	0.192	0.318	0.948	$77,805	$32,661	$30,123	$31,044	$7,202	$178,836	$146,990
6	2030	20,890	1.6	0.008	0.058	0.198	0.328	0.979	$80,376	$33,740	$31,119	$32,070	$7,440	$184,745	$146,007
7	2031	21,452	1.6	0.008	0.060	0.205	0.339	1.011	$83,034	$34,856	$32,148	$33,131	$7,686	$190,854	$145,034
8	2032	22,029	1.7	0.008	0.062	0.211	0.351	1.045	$85,782	$36,010	$33,212	$34,227	$7,941	$197,170	$144,070
9	2033	22,621	1.7	0.009	0.064	0.218	0.362	1.079	$88,622	$37,202	$34,311	$35,360	$8,203	$203,699	$143,116
10	2034	23,230	1.8	0.009	0.066	0.226	0.374	1.115	$91,559	$38,435	$35,448	$36,532	$8,475	$210,449	$142,172
11	2035	23,855	1.8	0.009	0.068	0.233	0.387	1.152	$94,595	$39,709	$36,624	$37,743	$8,756	$217,428	$141,237
12	2036	24,496	1.9	0.010	0.071	0.241	0.399	1.190	$97,734	$41,027	$37,839	$38,996	$9,047	$224,643	$140,311
13	2037	25,155	2.0	0.010	0.073	0.249	0.413	1.230	$100,980	$42,389	$39,096	$40,291	$9,347	$232,103	$139,395
14	2038	25,832	2.0	0.010	0.075	0.257	0.426	1.271	$104,335	$43,798	$40,395	$41,630	$9,658	$239,815	$138,487
15	2039	26,527	2.1	0.011	0.078	0.266	0.440	1.313	$107,804	$45,254	$41,738	$43,014	$9,979	$247,790	$137,589
16	2040	27,241	2.2	0.011	0.081	0.274	0.455	1.357	$111,391	$46,760	$43,127	$44,445	$10,311	$256,034	$136,699
17	2041	27,973	2.3	0.011	0.083	0.284	0.470	1.402	$115,100	$48,317	$44,563	$45,925	$10,654	$264,559	$135,818
18	2042	28,726	2.3	0.012	0.086	0.293	0.486	1.449	$118,935	$49,927	$46,047	$47,455	$11,009	$273,374	$134,945
19	2043	29,499	2.4	0.012	0.089	0.303	0.502	1.497	$122,900	$51,591	$47,582	$49,037	$11,376	$282,488	$134,081
20	2044	30,292	2.5	0.012	0.092	0.313	0.519	1.547	$127,000	$53,312	$49,170	$50,673	$11,756	$291,911	$133,225
	2045	31,107		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
													Total Present Value		**$2,837,170**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Veterans Mem... to Collier Cen...	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.08	Segment Type =	4U		P	Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1		0.900950872				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,656		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,211		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,784		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,376		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,988	0.9	0.004	0.032	0.110	0.182	0.543	$44,556	$18,704	$17,251	$17,778	$4,124	$102,413	$98,474
2	2026	19,620	0.9	0.005	0.034	0.114	0.189	0.565	$46,361	$19,461	$17,949	$18,498	$4,291	$106,561	$98,522
3	2027	20,274	0.9	0.005	0.035	0.119	0.197	0.588	$48,240	$20,250	$18,677	$19,248	$4,465	$110,880	$98,572
4	2028	20,949	1.0	0.005	0.036	0.124	0.205	0.611	$50,197	$21,072	$19,434	$20,029	$4,647	$115,378	$98,626
5	2029	21,647	1.0	0.005	0.038	0.129	0.213	0.636	$52,234	$21,927	$20,223	$20,842	$4,835	$120,061	$98,682
6	2030	22,367	1.1	0.005	0.039	0.134	0.222	0.662	$54,356	$22,818	$21,045	$21,688	$5,032	$124,938	$98,740
7	2031	23,112	1.1	0.006	0.041	0.139	0.231	0.689	$56,566	$23,745	$21,900	$22,570	$5,236	$130,017	$98,802
8	2032	23,882	1.2	0.006	0.043	0.145	0.241	0.717	$58,867	$24,711	$22,791	$23,488	$5,449	$135,306	$98,867
9	2033	24,677	1.2	0.006	0.044	0.151	0.250	0.746	$61,263	$25,717	$23,719	$24,444	$5,671	$140,814	$98,934
10	2034	25,499	1.2	0.006	0.046	0.157	0.261	0.777	$63,758	$26,765	$24,685	$25,440	$5,902	$146,549	$99,004
11	2035	26,348	1.3	0.006	0.048	0.163	0.271	0.808	$66,357	$27,856	$25,691	$26,477	$6,142	$152,523	$99,076
12	2036	27,225	1.4	0.007	0.050	0.170	0.282	0.841	$69,064	$28,992	$26,739	$27,557	$6,393	$158,745	$99,151
13	2037	28,132	1.4	0.007	0.052	0.177	0.294	0.876	$71,883	$30,175	$27,831	$28,681	$6,654	$165,224	$99,229
14	2038	29,069	1.5	0.007	0.054	0.184	0.306	0.911	$74,819	$31,408	$28,967	$29,853	$6,926	$171,973	$99,310
15	2039	30,037	1.5	0.008	0.056	0.192	0.318	0.949	$77,877	$32,691	$30,151	$31,073	$7,209	$179,002	$99,393
16	2040	31,037	1.6	0.008	0.059	0.200	0.331	0.987	$81,062	$34,028	$31,384	$32,344	$7,504	$186,323	$99,479
17	2041	32,071	1.6	0.008	0.061	0.208	0.345	1.028	$84,380	$35,421	$32,669	$33,668	$7,811	$193,948	$99,568
18	2042	33,138	1.7	0.009	0.064	0.216	0.359	1.070	$87,835	$36,872	$34,007	$35,046	$8,131	$201,891	$99,659
19	2043	34,242	1.8	0.009	0.066	0.225	0.374	1.114	$91,435	$38,383	$35,400	$36,482	$8,464	$210,164	$99,753
20	2044	35,382	1.9	0.009	0.069	0.234	0.389	1.159	$95,184	$39,956	$36,852	$37,978	$8,811	$218,781	$99,849
	2045	36,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$1,981,690**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Collier Center Way to Sun Century R	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.21	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	1.118032787			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,656		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,211		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,784		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,376		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,988	1.7	0.008	0.061	0.208	0.346	1.030	$84,557	$35,496	$32,738	$33,738	$7,827	$194,356	$186,881
2	2026	19,620	1.7	0.009	0.064	0.217	0.360	1.072	$88,013	$36,946	$34,075	$35,117	$8,147	$202,299	$187,036
3	2027	20,274	1.8	0.009	0.066	0.226	0.374	1.116	$91,613	$38,457	$35,469	$36,553	$8,480	$210,573	$187,199
4	2028	20,949	1.9	0.009	0.069	0.235	0.390	1.162	$95,363	$40,032	$36,921	$38,050	$8,827	$219,194	$187,368
5	2029	21,647	1.9	0.010	0.072	0.245	0.406	1.209	$99,271	$41,672	$38,434	$39,609	$9,189	$228,176	$187,544
6	2030	22,367	2.0	0.010	0.075	0.255	0.422	1.259	$103,342	$43,381	$40,010	$41,234	$9,566	$237,534	$187,726
7	2031	23,112	2.1	0.011	0.078	0.265	0.440	1.310	$107,584	$45,162	$41,653	$42,926	$9,959	$247,284	$187,916
8	2032	23,882	2.2	0.011	0.081	0.276	0.458	1.364	$112,004	$47,017	$43,364	$44,690	$10,368	$257,443	$188,111
9	2033	24,677	2.3	0.011	0.084	0.287	0.476	1.420	$116,610	$48,951	$45,147	$46,527	$10,794	$268,029	$188,314
10	2034	25,499	2.4	0.012	0.088	0.299	0.496	1.479	$121,409	$50,965	$47,005	$48,442	$11,238	$279,060	$188,523
11	2035	26,348	2.5	0.012	0.091	0.311	0.517	1.540	$126,409	$53,064	$48,941	$50,437	$11,701	$290,554	$188,738
12	2036	27,225	2.6	0.013	0.095	0.324	0.538	1.603	$131,620	$55,252	$50,959	$52,517	$12,184	$302,531	$188,960
13	2037	28,132	2.7	0.013	0.099	0.338	0.560	1.669	$137,050	$57,531	$53,061	$54,683	$12,686	$315,012	$189,188
14	2038	29,069	2.8	0.014	0.103	0.352	0.583	1.738	$142,709	$59,907	$55,252	$56,941	$13,210	$328,019	$189,423
15	2039	30,037	2.9	0.015	0.107	0.366	0.607	1.810	$148,606	$62,382	$57,535	$59,294	$13,756	$341,574	$189,664
16	2040	31,037	3.0	0.015	0.112	0.381	0.632	1.885	$154,752	$64,962	$59,914	$61,746	$14,325	$355,700	$189,911
17	2041	32,071	3.2	0.016	0.117	0.397	0.658	1.963	$161,157	$67,651	$62,394	$64,302	$14,918	$370,421	$190,164
18	2042	33,138	3.3	0.016	0.121	0.413	0.686	2.044	$167,832	$70,453	$64,978	$66,965	$15,536	$385,764	$190,424
19	2043	34,242	3.4	0.017	0.126	0.431	0.714	2.129	$174,789	$73,373	$67,672	$69,741	$16,180	$401,755	$190,690
20	2044	35,382	3.6	0.018	0.132	0.448	0.744	2.217	$182,040	$76,417	$70,479	$72,634	$16,851	$418,421	$190,962
	2045	36,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,774,741**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Sun Century Rd to Rail Head Blvd	County:	Collier County
Agency or Company:		Gannett Fleming		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,000	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.36	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.994488189			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

			Annual Number of Crashes					Annual Cost						
	Year	AADT	Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,000		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,494		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,003		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,530		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,074		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,635		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,215	2.5	0.013	0.093	0.316	0.525	1.565	$128,460	$53,925	$49,735	$51,256	$11,891	$295,267	$283,910
2	2026	18,815	2.6	0.013	0.097	0.329	0.546	1.628	$133,634	$56,097	$51,738	$53,320	$12,370	$307,159	$283,985
3	2027	19,434	2.7	0.014	0.101	0.342	0.568	1.693	$139,021	$58,358	$53,824	$55,469	$12,869	$319,540	$284,070
4	2028	20,073	2.8	0.014	0.105	0.356	0.591	1.762	$144,629	$60,713	$55,995	$57,707	$13,388	$332,433	$284,165
5	2029	20,734	2.9	0.015	0.109	0.371	0.615	1.833	$150,470	$63,164	$58,256	$60,037	$13,929	$345,857	$284,269
6	2030	21,416	3.1	0.015	0.113	0.386	0.640	1.907	$156,551	$65,717	$60,611	$62,464	$14,491	$359,835	$284,383
7	2031	22,120	3.2	0.016	0.118	0.401	0.666	1.984	$162,884	$68,376	$63,063	$64,991	$15,078	$374,390	$284,506
8	2032	22,848	3.3	0.017	0.123	0.417	0.692	2.064	$169,478	$71,144	$65,616	$67,622	$15,688	$389,547	$284,638
9	2033	23,600	3.4	0.017	0.128	0.434	0.721	2.148	$176,345	$74,026	$68,274	$70,362	$16,324	$405,331	$284,780
10	2034	24,376	3.6	0.018	0.133	0.452	0.750	2.235	$183,496	$77,028	$71,043	$73,215	$16,986	$421,768	$284,931
11	2035	25,178	3.7	0.019	0.138	0.470	0.780	2.326	$190,943	$80,155	$73,926	$76,186	$17,675	$438,886	$285,092
12	2036	26,007	3.9	0.019	0.144	0.489	0.812	2.420	$198,699	$83,410	$76,929	$79,281	$18,393	$456,712	$285,261
13	2037	26,862	4.0	0.020	0.150	0.509	0.845	2.519	$206,776	$86,801	$80,056	$82,504	$19,141	$475,278	$285,440
14	2038	27,746	4.2	0.021	0.156	0.530	0.879	2.621	$215,189	$90,332	$83,313	$85,860	$19,919	$494,614	$285,627
15	2039	28,659	4.4	0.022	0.162	0.552	0.915	2.728	$223,950	$94,010	$86,705	$89,356	$20,730	$514,752	$285,823
16	2040	29,602	4.6	0.023	0.169	0.574	0.952	2.839	$233,075	$97,841	$90,238	$92,997	$21,575	$535,726	$286,028
17	2041	30,575	4.7	0.024	0.175	0.598	0.991	2.955	$242,579	$101,830	$93,918	$96,789	$22,455	$557,571	$286,242
18	2042	31,581	4.9	0.025	0.183	0.622	1.032	3.075	$252,479	$105,986	$97,751	$100,739	$23,371	$580,325	$286,465
19	2043	32,620	5.1	0.026	0.190	0.647	1.074	3.201	$262,790	$110,314	$101,743	$104,853	$24,326	$604,025	$286,696
20	2044	33,694	5.3	0.027	0.198	0.674	1.118	3.332	$273,530	$114,823	$105,901	$109,138	$25,320	$628,712	$286,936
	2045	34,802		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$5,703,249**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Rail Head Blvd to Via Palacio Ave	County:	Collier County & Lee County
Agency or Company:		Gannett Fleming		City:	Naples & Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,700	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.64	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.827385892			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,643		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,136		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,643		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,703	4.7	0.024	0.175	0.595	0.987	2.942	$241,517	$101,385	$93,507	$96,365	$22,357	$555,130	$533,779
2	2026	19,257	4.9	0.024	0.181	0.617	1.023	3.049	$250,308	$105,075	$96,910	$99,873	$23,170	$575,336	$531,931
3	2027	19,827	5.1	0.025	0.188	0.639	1.060	3.160	$259,427	$108,903	$100,441	$103,511	$24,014	$596,295	$530,104
4	2028	20,413	5.3	0.026	0.195	0.662	1.099	3.275	$268,886	$112,873	$104,103	$107,285	$24,890	$618,037	$528,300
5	2029	21,018	5.4	0.027	0.202	0.687	1.139	3.394	$278,698	$116,992	$107,902	$111,200	$25,798	$640,590	$526,518
6	2030	21,640	5.6	0.028	0.209	0.712	1.180	3.518	$288,876	$121,265	$111,842	$115,262	$26,740	$663,986	$524,757
7	2031	22,280	5.9	0.029	0.217	0.738	1.223	3.647	$299,435	$125,698	$115,931	$119,475	$27,718	$688,256	$523,018
8	2032	22,940	6.1	0.030	0.225	0.765	1.268	3.781	$310,390	$130,296	$120,172	$123,845	$28,732	$713,434	$521,299
9	2033	23,619	6.3	0.031	0.233	0.793	1.315	3.919	$321,754	$135,066	$124,571	$128,380	$29,784	$739,555	$519,601
10	2034	24,318	6.5	0.033	0.241	0.822	1.363	4.063	$333,543	$140,015	$129,136	$133,084	$30,875	$766,654	$517,924
11	2035	25,038	6.8	0.034	0.250	0.852	1.413	4.211	$345,775	$145,150	$133,871	$137,964	$32,007	$794,768	$516,266
12	2036	25,779	7.0	0.035	0.259	0.883	1.465	4.366	$358,465	$150,477	$138,785	$143,028	$33,182	$823,936	$514,628
13	2037	26,542	7.3	0.036	0.269	0.915	1.518	4.526	$371,631	$156,004	$143,882	$148,281	$34,401	$854,199	$513,010
14	2038	27,328	7.5	0.038	0.279	0.949	1.574	4.693	$385,291	$161,738	$149,171	$153,731	$35,665	$885,597	$511,410
15	2039	28,137	7.8	0.039	0.289	0.984	1.632	4.865	$399,465	$167,688	$154,658	$159,386	$36,977	$918,174	$509,830
16	2040	28,969	8.1	0.040	0.300	1.020	1.692	5.045	$414,170	$173,861	$160,352	$165,254	$38,338	$951,976	$508,268
17	2041	29,827	8.4	0.042	0.311	1.058	1.755	5.230	$429,429	$180,266	$166,259	$171,342	$39,751	$987,048	$506,724
18	2042	30,710	8.7	0.044	0.322	1.097	1.819	5.423	$445,262	$186,913	$172,389	$177,659	$41,217	$1,023,439	$505,198
19	2043	31,619	9.0	0.045	0.334	1.137	1.886	5.623	$461,690	$193,809	$178,750	$184,214	$42,737	$1,061,200	$503,691
20	2044	32,555	9.4	0.047	0.346	1.179	1.956	5.831	$478,737	$200,965	$185,350	$191,016	$44,315	$1,100,383	$502,200
	2045	33,518		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$10,348,458**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Via Palacio Ave to Mediterra Dr	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,300	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.23	Segment Type =	4U	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.786577181			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,757		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,229		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,714		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,214		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,728		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,258	1.9	0.009	0.070	0.238	0.394	1.174	$96,419	$40,475	$37,330	$38,471	$8,925	$221,621	$213,097
2	2026	18,804	2.0	0.010	0.072	0.246	0.408	1.217	$99,955	$41,959	$38,699	$39,882	$9,253	$229,748	$212,415
3	2027	19,367	2.0	0.010	0.075	0.255	0.423	1.262	$103,624	$43,499	$40,119	$41,346	$9,592	$238,180	$211,741
4	2028	19,946	2.1	0.011	0.078	0.265	0.439	1.308	$107,430	$45,097	$41,593	$42,865	$9,944	$246,929	$211,076
5	2029	20,542	2.2	0.011	0.081	0.274	0.455	1.357	$111,379	$46,755	$43,122	$44,440	$10,310	$256,007	$210,419
6	2030	21,156	2.3	0.011	0.084	0.284	0.472	1.406	$115,477	$48,475	$44,709	$46,075	$10,689	$265,426	$209,770
7	2031	21,789	2.3	0.012	0.087	0.295	0.489	1.458	$119,730	$50,260	$46,355	$47,772	$11,083	$275,200	$209,129
8	2032	22,440	2.4	0.012	0.090	0.306	0.507	1.512	$124,142	$52,113	$48,063	$49,533	$11,491	$285,342	$208,496
9	2033	23,111	2.5	0.013	0.093	0.317	0.526	1.568	$128,721	$54,035	$49,836	$51,360	$11,915	$295,866	$207,871
10	2034	23,802	2.6	0.013	0.097	0.329	0.545	1.626	$133,472	$56,029	$51,675	$53,255	$12,355	$306,787	$207,254
11	2035	24,514	2.7	0.014	0.100	0.341	0.566	1.686	$138,402	$58,099	$53,584	$55,223	$12,811	$318,119	$206,644
12	2036	25,247	2.8	0.014	0.104	0.354	0.586	1.748	$143,519	$60,247	$55,565	$57,264	$13,285	$329,880	$206,042
13	2037	26,002	2.9	0.015	0.108	0.367	0.608	1.813	$148,829	$62,476	$57,621	$59,383	$13,777	$342,085	$205,447
14	2038	26,779	3.0	0.015	0.112	0.380	0.631	1.880	$154,339	$64,789	$59,755	$61,581	$14,287	$354,750	$204,860
15	2039	27,580	3.1	0.016	0.116	0.394	0.654	1.949	$160,058	$67,189	$61,969	$63,863	$14,816	$367,895	$204,279
16	2040	28,405	3.2	0.016	0.120	0.409	0.678	2.022	$165,993	$69,681	$64,266	$66,231	$15,365	$381,537	$203,706
17	2041	29,254	3.4	0.017	0.125	0.424	0.703	2.097	$172,153	$72,267	$66,651	$68,689	$15,936	$395,695	$203,139
18	2042	30,129	3.5	0.017	0.129	0.440	0.730	2.175	$178,546	$74,950	$69,126	$71,240	$16,527	$410,390	$202,580
19	2043	31,029	3.6	0.018	0.134	0.456	0.757	2.255	$185,181	$77,736	$71,695	$73,887	$17,142	$425,641	$202,027
20	2044	31,957	3.8	0.019	0.139	0.473	0.785	2.339	$192,068	$80,627	$74,362	$76,635	$17,779	$441,470	$201,481
	2045	32,913		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$4,141,475**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	Old US 41 from Mediterra Dr to New Quadrant Road	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.9%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.59	Segment Type =	4U			Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	1.221106445					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,261		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,736		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,225		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,728		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,246		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,778	6.3	0.032	0.234	0.798	1.324	3.947	$324,048	$136,029	$125,460	$129,295	$29,996	$744,828	$716,181
2	2026	19,327	6.6	0.033	0.243	0.826	1.371	4.086	$335,505	$140,839	$129,895	$133,866	$31,057	$771,162	$712,982
3	2027	19,891	6.8	0.034	0.251	0.856	1.419	4.231	$347,374	$145,821	$134,490	$138,602	$32,155	$798,443	$709,813
4	2028	20,472	7.0	0.035	0.260	0.886	1.470	4.381	$359,670	$150,983	$139,251	$143,508	$33,294	$826,705	$706,671
5	2029	21,070	7.3	0.036	0.269	0.917	1.522	4.536	$372,408	$156,330	$144,183	$148,591	$34,473	$855,985	$703,557
6	2030	21,685	7.5	0.038	0.279	0.950	1.576	4.697	$385,605	$161,870	$149,292	$153,856	$35,694	$886,318	$700,470
7	2031	22,318	7.8	0.039	0.289	0.984	1.631	4.863	$399,278	$167,610	$154,586	$159,312	$36,960	$917,745	$697,411
8	2032	22,970	8.1	0.040	0.299	1.018	1.689	5.036	$413,443	$173,556	$160,070	$164,964	$38,271	$950,304	$694,378
9	2033	23,640	8.4	0.042	0.310	1.055	1.749	5.214	$428,119	$179,717	$165,752	$170,819	$39,630	$984,037	$691,371
10	2034	24,331	8.7	0.043	0.321	1.092	1.811	5.400	$443,324	$186,099	$171,639	$176,886	$41,037	$1,018,986	$688,391
11	2035	25,041	9.0	0.045	0.332	1.131	1.876	5.592	$459,078	$192,713	$177,738	$183,172	$42,495	$1,055,197	$685,436
12	2036	25,772	9.3	0.046	0.344	1.171	1.942	5.790	$475,401	$199,565	$184,058	$189,685	$44,006	$1,092,715	$682,507
13	2037	26,525	9.6	0.048	0.356	1.213	2.012	5.996	$492,313	$206,664	$190,606	$196,433	$45,572	$1,131,588	$679,602
14	2038	27,299	10.0	0.050	0.369	1.256	2.083	6.210	$509,836	$214,020	$197,390	$203,425	$47,194	$1,171,865	$676,723
15	2039	28,097	10.3	0.052	0.382	1.301	2.157	6.431	$527,993	$221,642	$204,420	$210,669	$48,875	$1,213,598	$673,868
16	2040	28,917	10.7	0.053	0.396	1.347	2.234	6.660	$546,806	$229,539	$211,703	$218,176	$50,616	$1,256,841	$671,038
17	2041	29,761	11.1	0.055	0.410	1.395	2.314	6.897	$566,300	$237,722	$219,251	$225,954	$52,421	$1,301,647	$668,231
18	2042	30,630	11.5	0.057	0.424	1.445	2.396	7.143	$586,499	$246,202	$227,071	$234,013	$54,290	$1,348,075	$665,448
19	2043	31,525	11.9	0.059	0.439	1.496	2.482	7.398	$607,429	$254,988	$235,175	$242,364	$56,228	$1,396,184	$662,688
20	2044	32,445	12.3	0.061	0.455	1.550	2.571	7.663	$629,118	$264,092	$243,572	$251,018	$58,236	$1,446,035	$659,952
	2045	33,393		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$13,746,716**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative B

General Information				Site Information			
Analyst:	CM	Date:	12/17/2023	Location ID:	US 41 from New Quadrant Road to Bonita Beach R	County:	Lee County
Agency or Company:		Gannett Fleming		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	1.9%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.25	Segment Type =	4U			Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	1.227831834					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,406		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,718		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,035		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,359		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	17,689	4.8	0.024	0.178	0.607	1.007	3.002	$246,465	$103,461	$95,422	$98,339	$22,815	$566,503	$544,714
2	2026	18,025	4.9	0.025	0.182	0.621	1.030	3.070	$252,062	$105,811	$97,589	$100,573	$23,333	$579,369	$535,659
3	2027	18,368	5.0	0.025	0.186	0.635	1.053	3.140	$257,789	$108,215	$99,806	$102,858	$23,863	$592,530	$526,757
4	2028	18,717	5.2	0.026	0.191	0.649	1.077	3.211	$263,646	$110,674	$102,074	$105,195	$24,405	$605,994	$518,006
5	2029	19,072	5.3	0.026	0.195	0.664	1.102	3.284	$269,639	$113,189	$104,394	$107,586	$24,960	$619,768	$509,404
6	2030	19,434	5.4	0.027	0.199	0.679	1.127	3.359	$275,769	$115,763	$106,768	$110,032	$25,527	$633,857	$500,947
7	2031	19,804	5.5	0.028	0.204	0.695	1.152	3.435	$282,039	$118,395	$109,195	$112,534	$26,108	$648,271	$492,633
8	2032	20,180	5.6	0.028	0.209	0.711	1.179	3.513	$288,454	$121,088	$111,679	$115,093	$26,701	$663,016	$484,459
9	2033	20,563	5.8	0.029	0.213	0.727	1.205	3.593	$295,017	$123,843	$114,220	$117,712	$27,309	$678,100	$476,424
10	2034	20,954	5.9	0.029	0.218	0.743	1.233	3.675	$301,730	$126,661	$116,819	$120,390	$27,930	$693,531	$468,525
11	2035	21,352	6.0	0.030	0.223	0.760	1.261	3.759	$308,598	$129,544	$119,478	$123,131	$28,566	$709,317	$460,759
12	2036	21,758	6.2	0.031	0.228	0.777	1.290	3.844	$315,624	$132,493	$122,198	$125,934	$29,216	$725,466	$453,124
13	2037	22,171	6.3	0.032	0.234	0.795	1.319	3.932	$322,812	$135,511	$124,981	$128,802	$29,882	$741,987	$445,618
14	2038	22,593	6.5	0.032	0.239	0.813	1.349	4.021	$330,165	$138,597	$127,828	$131,736	$30,562	$758,888	$438,239
15	2039	23,022	6.6	0.033	0.244	0.832	1.380	4.113	$337,687	$141,755	$130,740	$134,737	$31,259	$776,178	$430,984
16	2040	23,459	6.8	0.034	0.250	0.851	1.411	4.207	$345,383	$144,985	$133,720	$137,808	$31,971	$793,867	$423,852
17	2041	23,905	6.9	0.035	0.256	0.870	1.443	4.303	$353,256	$148,290	$136,768	$140,949	$32,700	$811,962	$416,840
18	2042	24,359	7.1	0.035	0.261	0.890	1.476	4.401	$361,310	$151,671	$139,886	$144,163	$33,445	$830,475	$409,946
19	2043	24,822	7.2	0.036	0.267	0.910	1.510	4.501	$369,549	$155,130	$143,076	$147,450	$34,208	$849,414	$403,168
20	2044	25,294	7.4	0.037	0.273	0.931	1.544	4.604	$377,979	$158,669	$146,340	$150,814	$34,988	$868,789	$396,504
	2045	25,774		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$9,336,562**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

ALTERNATIVE B - NCHRP - SEGMENT ANALYSIS

US 41 from Wiggins Pass Rd to Old US 41 Alternative B

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	47700
Growth Rate =	1.48%	Segment Length (mi) =	0.22249053
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	47700
2020	48406
2021	49122
2022	49849
2023	50587
2024	51336
2025	52096
2026	52867
2027	53649
2028	54443
2029	55249
2030	56066
2031	56896
2032	57738
2033	58593
2034	59460
2035	60340
2036	61233
2037	62139
2038	63059
2039	63992
2040	64939
2041	65900
2042	66876
2043	67866
2044	68870
2045	69889
2046	70924
2047	71973
2048	73038
2049	74119
2050	75216
2051	76330
2052	77459
2053	78606
2054	79769
2055	80950
2056	82148
2057	83363
2058	84597
2059	85849
2060	87120
2061	88409
2062	89718
2063	91046
2064	92393
2065	93760
2066	95148
2067	96556
2068	97985
2069	99435
2070	100907
2071	102401
2072	103916
2073	105454
2074	107015
2075	108599

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.089	0.04	0.30	0.90	1.69	4.16
7.204	0.04	0.30	0.92	1.72	4.22
7.320	0.04	0.31	0.93	1.75	4.29
7.439	0.04	0.31	0.95	1.77	4.36
7.560	0.05	0.32	0.96	1.80	4.43
7.682	0.05	0.32	0.98	1.83	4.50
7.807	0.05	0.33	0.99	1.86	4.58
7.934	0.05	0.33	1.01	1.89	4.65
8.063	0.05	0.34	1.03	1.92	4.73
8.194	0.05	0.35	1.04	1.95	4.80
8.327	0.05	0.35	1.06	1.99	4.88
8.462	0.05	0.36	1.08	2.02	4.96
8.600	0.05	0.36	1.09	2.05	5.04
8.740	0.05	0.37	1.11	2.08	5.12
8.882	0.05	0.37	1.13	2.12	5.21
9.027	0.05	0.38	1.15	2.15	5.29
9.174	0.05	0.39	1.17	2.19	5.38
9.323	0.06	0.39	1.19	2.22	5.47
9.476	0.06	0.40	1.21	2.26	5.55
9.630	0.06	0.41	1.23	2.30	5.65
9.787	0.06	0.41	1.25	2.33	5.74
9.947	0.06	0.42	1.27	2.37	5.83
10.110	0.06	0.43	1.29	2.41	5.93
10.275	0.06	0.43	1.31	2.45	6.02
10.443	0.06	0.44	1.33	2.49	6.12
10.613	0.06	0.45	1.35	2.53	6.22

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	6.663	0.03993461	0.28095505	0.847668612	1.588530979	3.906339522
0.94	6.771	0.040581354	0.28550514	0.861396668	1.614257355	3.969602977
0.94	6.881	0.041238858	0.29013093	0.875353126	1.640411757	4.033918987
0.94	6.993	0.041907305	0.2948337	0.889541842	1.667001413	4.099305324
0.94	7.106	0.042586878	0.29961475	0.90396674	1.694033671	4.16578006
0.94	7.221	0.043277765	0.30447541	0.918631807	1.721516007	4.233361578
0.94	7.338	0.043980159	0.30941701	0.933541101	1.749456023	4.302068574
0.94	7.458	0.044694252	0.31444093	0.948698748	1.777861453	4.371920062
0.94	7.579	0.045420244	0.31954855	0.964108943	1.806740159	4.44293538
0.94	7.702	0.046158334	0.3247413	0.979775956	1.836100141	4.515134196
0.94	7.827	0.046908728	0.3300206	0.995704126	1.865949533	4.588536516
0.94	7.954	0.047671633	0.33538793	1.01189787	1.896296608	4.663162683
0.94	8.084	0.048447261	0.34084476	1.028361676	1.927149781	4.73903339
0.94	8.215	0.049235828	0.34639263	1.045100112	1.95851761	4.816169684
0.94	8.349	0.050037551	0.35203305	1.062117823	1.9904088	4.894592968
0.94	8.485	0.050852654	0.35776761	1.079419533	2.022832204	4.974325013
0.94	8.623	0.051681362	0.36359789	1.097010045	2.055796825	5.05538796
0.94	8.764	0.052523907	0.3695255	1.114894249	2.089311822	5.137804329
0.94	8.907	0.053380522	0.37555211	1.133077112	2.123386508	5.221597024
0.94	9.052	0.054251445	0.38167939	1.151563691	2.158030357	5.306789342
0.94	9.200	0.055136919	0.38790903	1.170359127	2.193253003	5.393404975
0.94	9.350	0.05603719	0.39424278	1.189468648	2.229064247	5.481468022
0.94	9.503	0.056952508	0.40068239	1.208897575	2.265474056	5.571002991
0.94	9.658	0.057883129	0.40722965	1.228651316	2.302492566	5.662034813
0.94	9.816	0.058829311	0.4138864	1.248735372	2.340130088	5.754588841
0.94	9.977	0.059791318	0.42065449	1.269155341	2.378397109	5.848690864
0.94						
0.94						
0.94					

US 41 from Old US 41 to Veterans Memorial Blvd Build Alternative B

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	39000
Growth Rate =	0.59%	Segment Length (mi) =	0.284090909
Rate of Return =	4%	Analysis Year =	2019

Default Crash Distribution						Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	39000
2020	39230
2021	39462
2022	39694
2023	39929
2024	40164
2025	40401
2026	40639
2027	40879
2028	41120
2029	41363
2030	41607
2031	41853
2032	42100
2033	42348
2034	42598
2035	42849
2036	43102
2037	43356
2038	43612
2039	43869
2040	44128
2041	44388
2042	44650
2043	44914
2044	45179
2045	45445
2046	45713
2047	45983
2048	46255
2049	46527
2050	46802
2051	47078
2052	47356
2053	47635
2054	47916
2055	48199
2056	48483
2057	48769
2058	49057
2059	49347
2060	49638
2061	49931
2062	50225
2063	50521
2064	50820
2065	51119
2066	51421
2067	51724
2068	52030
2069	52337
2070	52645
2071	52956
2072	53268
2073	53583
2074	53899
2075	54217

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.786	0.03	0.24	0.74	1.38	3.39
5.823	0.03	0.25	0.74	1.39	3.41
5.860	0.04	0.25	0.75	1.40	3.44
5.897	0.04	0.25	0.75	1.41	3.46
5.935	0.04	0.25	0.76	1.41	3.48
5.973	0.04	0.25	0.76	1.42	3.50
6.011	0.04	0.25	0.76	1.43	3.52
6.049	0.04	0.26	0.77	1.44	3.55
6.088	0.04	0.26	0.77	1.45	3.57
6.127	0.04	0.26	0.78	1.46	3.59
6.166	0.04	0.26	0.78	1.47	3.61
6.205	0.04	0.26	0.79	1.48	3.64
6.245	0.04	0.26	0.79	1.49	3.66
6.285	0.04	0.26	0.80	1.50	3.68
6.325	0.04	0.27	0.80	1.51	3.71
6.365	0.04	0.27	0.81	1.52	3.73
6.406	0.04	0.27	0.81	1.53	3.76
6.447	0.04	0.27	0.82	1.54	3.78
6.488	0.04	0.27	0.83	1.55	3.80
6.530	0.04	0.28	0.83	1.56	3.83
6.571	0.04	0.28	0.84	1.57	3.85
6.613	0.04	0.28	0.84	1.58	3.88
6.656	0.04	0.28	0.85	1.59	3.90
6.698	0.04	0.28	0.85	1.60	3.93
6.741	0.04	0.28	0.86	1.61	3.95
6.784	0.04	0.29	0.86	1.62	3.98

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	5.439	0.032596309	0.22932733	0.691902784	1.296625818	3.188518664
0.94	5.474	0.032803975	0.23078835	0.696310798	1.304886436	3.208832262
0.94	5.509	0.03301301	0.23225898	0.700747849	1.313201469	3.229279672
0.94	5.544	0.033223421	0.23373931	0.705214132	1.321571283	3.249861791
0.94	5.579	0.033435219	0.23522938	0.709709842	1.329996245	3.270579523
0.94	5.615	0.033648413	0.23672928	0.714235178	1.338476723	3.291433777
0.94	5.650	0.033863011	0.23823906	0.718790337	1.347013091	3.312425468
0.94	5.686	0.034079024	0.2397588	0.723375519	1.355605723	3.333555517
0.94	5.723	0.034296461	0.24128855	0.727990926	1.364254996	3.354824852
0.94	5.759	0.034515332	0.24282838	0.732636761	1.37296129	3.376234408
0.94	5.796	0.034735645	0.24437837	0.737313228	1.381724989	3.397785124
0.94	5.833	0.034957412	0.24593858	0.742020531	1.390546475	3.419477948
0.94	5.870	0.03518064	0.24750908	0.746758879	1.399426138	3.441313832
0.94	5.908	0.035405342	0.24908994	0.751528478	1.408364368	3.463293737
0.94	5.945	0.035631525	0.25068122	0.756329539	1.417361557	3.485418628
0.94	5.983	0.0358592	0.25228301	0.761162274	1.426418101	3.507689478
0.94	6.022	0.036088378	0.25389536	0.766026893	1.435534398	3.530107266
0.94	6.060	0.036319068	0.25551835	0.770923612	1.444710849	3.552672979
0.94	6.099	0.03655128	0.25715205	0.775852646	1.453947858	3.575387609
0.94	6.138	0.036785025	0.25879653	0.780814211	1.463245831	3.598252155
0.94	6.177	0.037020313	0.26045187	0.785808526	1.472605178	3.621267624
0.94	6.217	0.037257154	0.26211814	0.790835811	1.482026309	3.644435028
0.94	6.256	0.037495558	0.2637954	0.795896287	1.491509641	3.667755387
0.94	6.296	0.037735537	0.26548374	0.800990176	1.50105559	3.691229729
0.94	6.337	0.037977101	0.26718323	0.806117704	1.510664577	3.714859085
0.94	6.377	0.03822026	0.26889395	0.811279096	1.520337025	3.738644499
0.94						
0.94						
0.94					

Bonita Beach Rd from Old US 41 to Racetrack Rd Build Alternative B

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	35600
Growth Rate =	1.00%	Segment Length (mi) =	0.267
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.60%	4.22%	12.72%	23.84%	58.62%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	35600
2020	35956
2021	36316
2022	36679
2023	37046
2024	37416
2025	37790
2026	38168
2027	38550
2028	38935
2029	39325
2030	39718
2031	40115
2032	40516
2033	40921
2034	41330
2035	41744
2036	42161
2037	42583
2038	43009
2039	43439
2040	43873
2041	44312
2042	44755
2043	45203
2044	45655
2045	46111
2046	46572
2047	47038
2048	47508
2049	47983
2050	48463
2051	48948
2052	49437
2053	49932
2054	50431
2055	50935
2056	51445
2057	51959
2058	52479
2059	53004
2060	53534
2061	54069
2062	54610
2063	55156
2064	55707
2065	56264
2066	56827
2067	57395
2068	57969
2069	58549
2070	59134
2071	59726
2072	60323
2073	60926
2074	61535
2075	62151

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
2.591	0.02	0.11	0.33	0.62	1.52
2.618	0.02	0.11	0.33	0.62	1.53
2.645	0.02	0.11	0.34	0.63	1.55
2.672	0.02	0.11	0.34	0.64	1.57
2.700	0.02	0.11	0.34	0.64	1.58
2.728	0.02	0.12	0.35	0.65	1.60
2.757	0.02	0.12	0.35	0.66	1.62
2.785	0.02	0.12	0.35	0.66	1.63
2.814	0.02	0.12	0.36	0.67	1.65
2.844	0.02	0.12	0.36	0.68	1.67
2.873	0.02	0.12	0.37	0.68	1.68
2.903	0.02	0.12	0.37	0.69	1.70
2.933	0.02	0.12	0.37	0.70	1.72
2.964	0.02	0.12	0.38	0.71	1.74
2.995	0.02	0.13	0.38	0.71	1.76
3.026	0.02	0.13	0.38	0.72	1.77
3.058	0.02	0.13	0.39	0.73	1.79
3.090	0.02	0.13	0.39	0.74	1.81
3.122	0.02	0.13	0.40	0.74	1.83
3.155	0.02	0.13	0.40	0.75	1.85
3.188	0.02	0.13	0.41	0.76	1.87
3.222	0.02	0.14	0.41	0.77	1.89
3.255	0.02	0.14	0.41	0.78	1.91
3.290	0.02	0.14	0.42	0.78	1.93
3.324	0.02	0.14	0.42	0.79	1.95
3.359	0.02	0.14	0.43	0.80	1.97

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	2.435	0.014595753	0.10268663	0.309815519	0.580594282	1.427733182
0.94	2.461	0.014747112	0.1037515	0.313028323	0.586615078	1.442538856
0.94	2.486	0.014900131	0.10482805	0.316276373	0.592701924	1.457506954
0.94	2.512	0.01505483	0.10591641	0.319560067	0.598855565	1.472639307
0.94	2.538	0.015211226	0.10701672	0.322879805	0.605076754	1.487937767
0.94	2.565	0.01536934	0.10812911	0.326235995	0.611366254	1.50340421
0.94	2.591	0.015529191	0.10925372	0.329629048	0.617724836	1.51904053
0.94	2.618	0.015690797	0.11039068	0.333059381	0.624153279	1.534848645
0.94	2.645	0.01585418	0.11154014	0.336527413	0.630652372	1.550830494
0.94	2.673	0.016019359	0.11270224	0.340033571	0.637222912	1.566988039
0.94	2.701	0.016186355	0.11387711	0.343578285	0.643865706	1.583323263
0.94	2.729	0.016355187	0.11506491	0.347161991	0.650581571	1.599838174
0.94	2.757	0.016525877	0.11626578	0.350785128	0.657371331	1.6165348
0.94	2.786	0.016698446	0.11747987	0.354448143	0.664235821	1.633415195
0.94	2.815	0.016872914	0.11870732	0.358151487	0.671175886	1.650481434
0.94	2.845	0.017049304	0.11994829	0.361895614	0.67819238	1.66773562
0.94	2.875	0.017227638	0.12120293	0.365680985	0.685286167	1.685179874
0.94	2.905	0.017407936	0.1224714	0.369508068	0.69245812	1.702816347
0.94	2.935	0.017590221	0.12375384	0.373377334	0.699709123	1.720647212
0.94	2.966	0.017774516	0.12505043	0.377289259	0.707040071	1.738674667
0.94	2.997	0.017960844	0.12636131	0.381244326	0.714451866	1.756900934
0.94	3.028	0.018149227	0.12768666	0.385243023	0.721945425	1.775328264
0.94	3.060	0.018339689	0.12902663	0.389285844	0.729521672	1.793958931
0.94	3.092	0.018532253	0.13038139	0.393373288	0.737181542	1.812795236
0.94	3.125	0.018726943	0.13175111	0.39750586	0.744925982	1.831839505
0.94	3.158	0.018923783	0.13313595	0.401684071	0.752755949	1.851094093
0.94						
0.94						
0.94					

Appendix I: CR 887 (Old 41) PD&E Study – Stage 2 ICE Analysis Technical Memorandum

MEMORANDUM

402 S Kentucky Ave, Suite 400
Lakeland, FL 33801
Phone 863.682.4081
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Date: October 19, 2023

To: Kevin Ingle, PE, District Design Engineer,
Mark Mathes, PE, District Traffic Operations Engineer

From: Shreyas Bharadwaj, PE

CC: Steven Andrews

Re: **CR 887 (Old 41) PD&E Study** – Stage 2 ICE Analysis Technical Memorandum:
CR 887 (Old 41) at US 41 (Tamiami Trail) (Section 03010000, M.P. 1.299)
Collier and Lee Counties. FPID 435110-1-22-01 & 435347-1-22-01

Background

This memo documents the Stage 2 Intersection Control Evaluation (ICE) analysis complete for the signalized four-legged intersection of CR 887 (Old 41) at US 41 (Tamiami Trail) in Collier County, Florida, shown in **Figure 1**. Stage 1 recommended comparing a (1) base signal control with a (2) signalized partial median U-turn (PMUT) intersection control.

US 41 is an urban principal arterial and CR 887 is an urban major collector. The intersection has four legs with posted speeds of 50 miles per hour (mph) on US 41 and 45 mph on Old 41. The context classification for the area is C3C-Suburban Commercial. The west leg of the intersection provides entrance to the Gateway Shoppes North Bay Shopping Mall, a large retail complex with a department store, office supply store, shoe store, and outparcels with banks and restaurants. The southeast corner of the intersection has a strip mall with retail and medical offices and access to both northbound US 41 and Old 41. The northeast corner of the intersection has a CVS drug store and another retail center with furniture stores with access to Old 41 and northbound US 41. The intersection has sidewalks on all approaches and crosswalks across three approaches; there are no bike lane facilities or multiuse trails. The LeeTran Bus Route 600 travels the US 41 corridor but does not have stops at the Old 41 intersection.

The PD&E study is analyzing widening Old 41 to four-lanes divided. US 41 (Tamiami Trail) will remain at six-lanes divided. The intersection has a high volume of northbound right and westbound left turns as well as high north/south through volumes. To accommodate those turns, three westbound left turn lanes and two northbound right turn lanes are included in the build design. The other approaches will have single left and right turn lanes.

Intersections adjacent to the study area include US 41 at Wiggins Pass Road, approximately 1,200 feet to the south. To the north, a new intersection is planned for US 41 and the new Veterans Memorial Parkway (to be constructed by Collier County) approximately 1,500 feet to the north.

Capacity Analysis

Vissim Version 11.00-06 was used to analyze the study intersection as Alternative 1 - Conventional Signal and as Alternative 2 - signalized PMUT. The Vissim model and analysis results were obtained from the CR 887 (Old US 41) Project Development and Environment Study – Vissim Future Build Analysis Memo, completed on August 8th, 2023. As part of the PMUT alternative, the signalized U-turns were located at Sunrise Boulevard to the south and at the City Furniture mall entrance to the north. The analysis included Opening Year 2025 and Design Year 2045 AM and PM peak hours.

Table 1 shows the intersection analysis results for both alternatives. Excerpts from the Future Build Analysis Memo showcasing detailed Vissim model results are provided in the attachments.

Table 1: US 41 at Old US 41 – Alternative 1 vs Alternative 2 Delay Comparison

Scenario: Design Year (2045)	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
Alt 1 – Conventional Signal	F	84.7	D	40.6
Alt 2 – PMUT (Total)	D	53.2	D	35.6
Alt 2 – PMUT (Southern Crossover)	A	9.2	A	7.4
Alt 1 – PMUT (Northern Crossover)	B	12.1	A	3.9

Safety Analysis

A five-year review of crash history at the intersection showed a total of 82 crashes with no fatalities from January 1, 2014, to December 31, 2018. for an average of 16.4 crashes per year. The crash rate was calculated to be 0.283 which is lower than the statewide and county averages (0.826 state, 0.414 Collier) for a four-leg intersection. Injuries occurred in 30% of the crashes. Most of the crashes at the intersection were rear end crashes (68%) followed by sideswipe crashes (13%) There was one head on crash, one left turn crash, and one angle crash. Crashes occurring in dark conditions accounted for 16% of the crashes, and 11% of crashes occurred on wet roads. There was one bicycle crash with injuries and no pedestrian crashes reported in the five-year time period. The bicyclist was struck while crossing Old 41 in the crosswalk on the east side of US 41 at 2:00 PM. The pedestrian signal was indicating "Do not cross" at the time.

Results

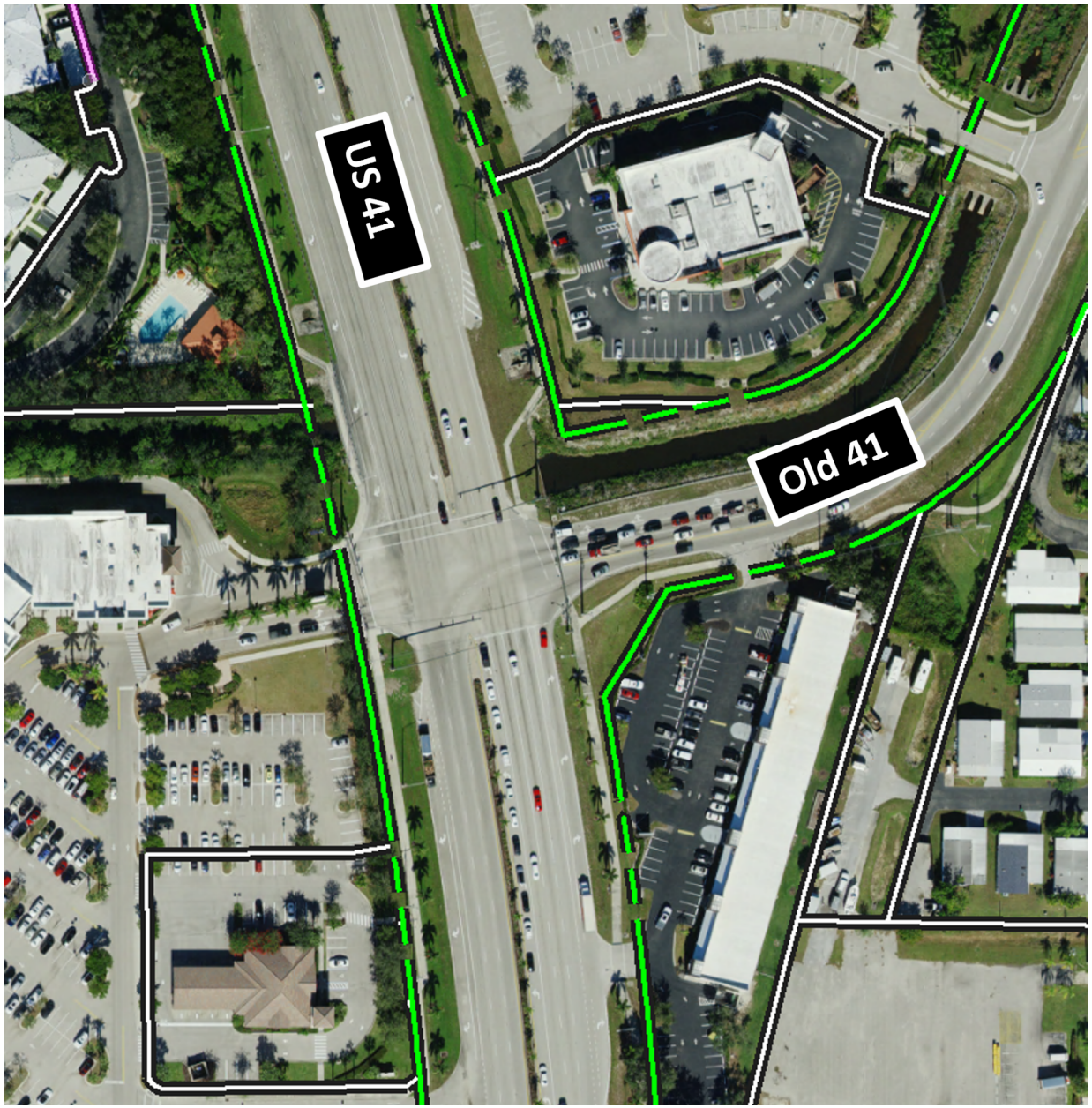
Under Design Year 2045 AM peak hour conditions, the conventional traffic signal alternative is expected to operate at LOS F (84.7 vehicles/second) while the PMUT is expected to operate at LOS D (53.2 vehicles/second). Both alternatives are expected to operate at LOS D during the PM peak hour. In general, the number of turn lanes were consistent between the PMUT and the conventional signal intersection for the analysis. PMUT total delay was computed utilizing FDOT's ICE Tool.

For safety, SPICE predicts a total of 89.68 fatal and injury crashes over the 20-year project life cycle for the conventional traffic signal. This is higher than the predicted 62.77 fatal and injury crashes for a median U-turn (MUT) alternative. The SSI (Safe System Intersection) score assesses crash survivability and provides scores of 34/10 for opening/design year for the traffic signal and scores of 78/66 for a MUT. Lower scores indicate a higher probability of fatal or serious injury crashes occurring. There are no results available for a PMUT option so it can be assumed that the predicted crashes will fall halfway between the traffic signal and MUT options, 76.23 predicted fatal and injury crashes and SSI scores of 56 in the opening year and 38 in the design year.

The PMUT option requires 366 square feet of right-of-way from one parcel on the west side of the north U-turn intersection. The right-of-way needs are shown in the concept plan in Attachment 4. The economic analysis ICE tool estimates an overall benefit cost ratio (B/C) of 10.85 for the PMUT when compared to the traffic signal. The B/C ratio combines the 8.29 vehicle delay B/C and the 2.56 for safety benefits B/C. The net present value (NPV) of the PMUT compared to the traffic signal is approximately $14.1 million.

The PMUT alternative provides better safety overall and reduced delay for vehicular traffic at the US 41 and Old 41 intersection, therefore it is the recommended alternative at this time.

Figure 1: US 41 and Old 41 Study Intersection Aerial with Existing ROW



Attachments

The following attachments are included:

1. Vissim Analysis Results
2. SPICE
3. Concepts and Cost Estimates
4. ICE Economic Analysis Tool
5. ICE Stage 2 Summary

Attachment 1:
Vissim Analysis Results

Table 15 - Future Build Alternative A Vissim Results

Intersection	Approach	Movement	Future Build AM Peak 2025				Future Build PM Peak 2025				Future Build AM Peak 2035				Future Build PM Peak 2035				Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	96	87.1	F	220	152	70.7	E	312	112	86.2	F	259	161	124.1	F	446	129	85.1	F	269	165	269.9	F	893
		SBT	2,503	32.3	C	1,143	1,495	23.9	C	487	2,933	42.8	D	1,214	1,801	21.0	C	822	3,353	29.5	C	1,193	2,091	25.2	C	1,016
		SBR	294	19.8	B	214	224	11.3	B	159	298	28.5	C	246	225	9.3	A	137	296	21.1	C	228	226	12.6	B	129
	Wiggins Pass Rd	WBL	231	67.8	E	445	106	63.3	E	212	250	157.3	F	708	113	101.3	F	331	153	494.8	F	765	122	249.0	F	641
		WBT	30	55.2	E	160	18	54.1	D	179	30	129.5	F	276	23	88.5	F	266	16	356.8	F	280	27	202.5	F	658
		WBR	81	23.7	C	182	106	27.3	C	201	93	87.8	F	299	119	51.1	D	288	56	300.4	F	303	131	164.9	F	681
	US 41	NBL	473	67.1	E	396	403	67.2	E	328	470	69.5	E	379	448	94.7	F	471	445	216.3	F	1,174	494	113.5	F	1,952
		NBT	1,453	17.4	B	479	2,458	25.7	C	1,146	1,777	17.6	B	646	2,950	23.1	C	1,551	2,086	15.0	B	1,185	3,416	38.2	D	2,974
		NBR	147	4.1	A	90	244	10.0	A	125	151	4.6	A	118	243	16.2	B	119	150	4.9	A	92	240	42.1	D	162
	Wiggins Pass Rd	EBL	94	61.1	E	234	218	78.3	E	678	150	84.5	F	699	157	711.1	F	1,719	148	575.7	F	1,722	114	1020.5	F	1,709
		EBT	13	57.9	E	53	30	69.6	E	99	22	67.2	E	114	26	665.2	F	417	21	514.2	F	575	19	896.4	F	241
		EBR	211	13.8	B	180	209	17.1	B	153	240	30.3	C	617	153	529.2	F	1,089	204	457.8	F	1,741	108	771.0	F	429
	Overall		**5,624**	**32.2**	**C**	-	**5,662**	**30.9**	**C**	-	**6,525**	**43.1**	**D**	-	**6,418**	**62.7**	**E**	-	**7,058**	**75.3**	**E**	-	**7,153**	**79.6**	**E**	-
2 - Old US 41 at US 41 (Signalized)	US 41	SBL	108	85.3	F	259	65	71.9	E	-	105	133.6	F	275	69	104.4	F	198	104	205.5	F	442	69	119.5	F	200
		SBT	1,941	36.0	D	728	1,249	22.9	C	371	2,060	93.1	F	1,414	1,345	26.3	C	506	2,165	131.0	F	1,523	1,418	31.7	C	564
		SBR	54	7.5	A	65	54	4.4	A	46	58	42.3	D	60	57	4.9	A	61	61	79.8	E	63	59	5.3	A	55
	Old US 41	WBL	923	55.2	E	511	602	66.1	E	367	1,261	68.8	E	972	799	81.6	F	592	1,570	107.1	F	1,036	1,009	97.5	F	883
		WBT	29	48.6	D	137	49	62.7	E	166	29	49.4	D	127	54	72.9	E	318	29	80.9	F	67	58	84.9	F	475
		WBR	66	13.4	B	78	46	13.1	B	65	66	16.6	B	86	48	13.6	B	81	66	34.4	C	74	50	21.4	C	81
	US 41	NBL	33	66.3	E	101	51	99.7	F	130	56	100.3	F	151	59	108.3	F	162	80	165.1	F	281	71	145.2	F	234
		NBT	1,107	50.1	D	454	1,786	12.0	B	563	1,221	23.7	C	400	1,868	23.8	C	497	1,281	27.4	C	432	1,952	30.5	C	595
		NBR	487	8.8	A	154	947	4.9	A	239	729	4.8	A	153	1,301	7.7	A	291	933	4.3	A	202	1,649	10.3	B	361
	Old US 41	EBL	42	61.7	E	125	89	70.2	E	185	52	63.8	E	172	122	86.6	F	325	63	61.0	E	188	155	86.1	F	407
		EBT	39	68.4	E	110	49	67.1	E	151	41	66.9	E	139	46	91.5	F	139	43	69.8	E	130	47	97.7	F	157
		EBR	26	69.0	E	91	33	66.6	E	130	32	66.4	E	106	40	93.8	F	133	39	74.7	E	122	49	98.5	F	169
	Overall		**4,854**	**41.5**	**D**	-	**5,021**	**23.9**	**C**	-	**5,709**	**60.2**	**E**	-	**5,808**	**33.1**	**C**	-	**6,433**	**84.7**	**F**	-	**6,586**	**40.6**	**D**	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	421	59.7	E	338	647	58.3	E	571	597	56.2	E	450	871	33.9	C	503	773	57.0	E	841	1,082	41.1	D	1,030
		SBT	2,109	5.1	A	290	1,376	4.0	A	187	2,240	7.2	A	322	1,459	2.7	A	157	2,356	27.5	C	1,051	1,538	2.8	A	144
	Veterans Memorial Extension	WBL	8	66.6	E	54	5	74.5	E	36	9	64.6	E	51	7	39.9	D	38	10	85.2	F	47	8	49.1	D	50
		WBR	687	48.3	D	537	443	36.2	D	286	900	50.5	D	602	589	24.3	C	358	1,104	48.2	D	735	725	24.4	C	404
	US 41	NBT	1,210	31.7	C	586	1,961	41.1	D	840	1,331	39.8	D	602	2,016	44.5	D	987	1,399	45.1	D	639	2,126	54.0	D	1,096
		NBR	8	23.0	C	57	24	32.1	C	64	10	27.4	C	60	29	30.5	C	70	12	33.7	C	59	34	43.3	D	64
	Overall		**4,442**	**24.3**	**C**	-	**4,456**	**31.7**	**C**	-	**5,087**	**29.3**	**C**	-	**4,972**	**27.9**	**C**	-	**5,654**	**40.0**	**D**	-	**5,513**	**33.2**	**C**	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	SBL	19	3.8	A	42	24	8.4	A	49	27	6.2	A	45	37	14.4	B	81	34	15.6	C	60	52	23.4	C	90
		SBT	974	0.7	A	0	658	0.3	A	0	1,308	1.4	A	44	869	0.5	A	0	1,619	21.5	C	860	1,084	5.1	A	183
	Gulf Coast Dr	WBL	46	11.0	B	113	26	12.9	B	100	55	15.1	C	114	31	17.2	C	103	65	40.6	E	144	38	35.5	E	117
		WBR	20	6.5	A	117	17	8.4	A	103	25	8.1	A	118	21	10.4	B	105	31	12.4	B	145	23	18.7	C	121
	Old US 41	NBT	610	0.2	A	0	1,016	0.3	A	0	846	0.2	A	0	1,356	0.4	A	0	1,048	0.5	A	25	1,697	1.6	A	163
		NBR	24	0.9	A	0	52	1.0	A	0	29	1.0	A	0	63	1.1	A	0	32	1.1	A	0	70	1.2	A	0
	Overall		**1,693**	**0.9**	**A**	-	**1,794**	**0.7**	**A**	-	**2,291**	**1.4**	**A**	-	**2,377**	**1.0**	**A**	-	**2,828**	**13.8**	**B**	-	**2,965**	**3.8**	**A**	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	71	11.5	B	117	122	23.4	C	162	97	19.4	B	147	139	43.1	D	264	124	33.9	C	202	152	66.9	E	353
		SBT	898	11.4	B	506	607	12.9	B	237	1,200	17.9	B	540	813	21.3	C	488	1,500	21.9	C	551	1,019	23.1	C	524
		SBR	155	5.1	A	92	125	4.5	A	86	214	8.2	A	128	170	5.7	A	93	272	9.4	A	180	215	8.1	A	122
	Veterans Memorial Extension	WBL	89	30.6	C	138	68	33.5	C	106	115	34.0	C	171	91	55.7	E	167	145	44.8	D	224	114	110.4	F	287
		WBT	543	42.5	D	311	335	41.9	D	201	686	50.9	D	491	433	55.7	E	291	832	61.1	E	779	528	63.9	E	382
		WBR	63	5.8	A	71	90	7.1	A	73	126	7.9	A	89	116	9.7	A	93	178	17.4	B	183	146	15.9	B	149
		NBT	583	20.1	C	291	978	25.2	C	519	819	27.5	C	440	1,298	31.5	C	773	1,013	32.6	C	583	1,610	41.3	D	1,028
		NBR	48	5.0	A	55	59	8.1	A	66	67	7.5	A	73	73	14.5	B	54	79	11.0	B	63	89	24.7	C	66
	Veterans Memorial Extension	EBL	143	61.1	E	155	137	60.8	E	152	241	69.6	E	219	209	65.0	E	211	339	88.7	F	331	269	64.6	E	267
		EBT	282	45.2	D	266	550	50.6	D	444	361	49.2	D	308	689	59.1	E	573	441	50.2	D	347	853	93.3	F	841
		EBR	5	41.7	D	266	6	49.9	D	444	4	41.0	D	308	7	60.9	E	573	6	48.1	D	347	7	84.1	F	841
	Overall		**2,880**	**24.9**	**C**	-	**3,076**	**29.2**	**C**	-	**3,929**	**31.2**	**C**	-	**4,036**	**37.5**	**D**	-	**4,927**	**37.8**	**D**	-	**5,001**	**50.1**	**D**	-

Table 16 - Future Build Alternative B Vissim Results

Intersection	Approach	Movement	Future Build AM Peak 2025				Future Build PM Peak 2025				Future Build AM Peak 2035				Future Build PM Peak 2035				Future Build AM Peak 2045				Future Build PM Peak 2045			
			Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)	Volume	Delay (s/veh)	LOS	Max Queue (ft.)
1 - US 41 at Wiggins Pass Road (Signalized)	US 41	SBL	96	73.6	E	210	146	79.5	E	284	109	73.7	E	256	157	111.4	F	418	128	72.7	E	255	164	208.4	F	586
		SBT	2,479	28.6	C	656	1,456	21.3	C	457	2,916	27.8	C	678	1,761	28.6	C	658	3,364	18.5	B	674	2,052	23.2	C	660
		SBR	293	10.6	B	228	218	6.8	A	151	295	11.2	B	226	217	8.5	A	189	295	8.4	A	191	221	8.9	A	179
	Wiggins Pass Rd	WBL	231	68.0	E	445	106	63.4	E	212	249	159.2	F	708	113	100.2	F	326	151	497.2	F	772	122	223.9	F	597
		WBT	30	55.2	E	160	18	54.1	D	180	30	130.1	F	325	23	88.6	F	266	16	366.5	F	286	28	175.3	F	613
		WBR	81	23.6	C	182	106	27.8	C	203	93	89.4	F	348	119	51.8	D	288	56	298.4	F	309	130	140.9	F	635
	US 41	NBL	473	67.0	E	388	403	67.3	E	328	470	69.7	E	379	447	94.1	F	468	444	221.4	F	1,247	495	114.0	F	2,283
		NBT	1,453	17.4	B	474	2,459	25.9	C	1,210	1,769	17.6	B	667	2,950	23.7	C	1,600	2,086	14.9	B	1,251	3,417	37.9	D	3,061
		NBR	147	4.2	A	92	244	11.0	B	127	151	4.7	A	115	243	17.3	B	116	150	5.0	A	99	240	43.2	D	149
	Wiggins Pass Rd	EBL	94	61.5	E	236	218	81.5	F	719	149	86.0	F	731	160	694.3	F	1,710	150	570.1	F	1,711	110	1062.1	F	1,711
		EBT	13	57.9	E	53	30	71.7	E	96	22	68.3	E	106	26	654.7	F	101	22	498.0	F	88	19	922.0	F	402
		EBR	211	14.6	B	168	210	17.6	B	150	240	30.8	C	613	155	519.7	F	924	208	455.8	F	1,730	105	800.4	F	593
	Overall		**5,599**	**29.9**	C	-	**5,613**	**30.6**	C	-	**6,493**	**35.5**	D	-	**6,372**	**64.8**	E	-	**7,069**	**69.6**	E	-	**7,103**	**76.9**	E	-
21 - US 41 and U-turn South (Signalized)	US 41	SBU	107	91.8	F	271	68	55.9	E	266	106	67.3	E	243	69	143.3	F	321	106	65.0	E	239	69	151.7	F	425
		SBL	21	79.7	E	271	51	77.2	E	266	22	58.1	E	243	48	115.8	F	321	20	65.3	E	239	50	127.6	F	425
		SBT	2,874	8.6	A	534	1,841	1.3	A	24	3,317	14.2	B	597	2,132	4.0	A	306	3,780	11.0	B	594	2,428	7.5	A	454
	Sunrise Blvd	WBR	108	6.2	A	72	72	5.9	A	56	108	6.2	A	67	71	5.8	A	56	108	6.2	A	67	71	5.8	A	57
	US 41	NBT	1,612	2.9	A	97	2,719	3.5	A	182	1,996	2.9	A	138	3,156	2.4	A	131	2,276	3.1	A	150	3,585	3.0	A	169
		NBR	15	4.3	A	93	73	4.5	A	197	16	3.4	A	131	75	2.6	A	139	14	4.2	A	171	74	2.9	A	195
	Overall		**4,736**	**8.8**	A	-	**4,823**	**4.2**	A	-	**5,565**	**11.2**	B	-	**5,551**	**5.8**	A	-	**6,303**	**9.2**	A	-	**6,276**	**7.4**	A	-
2 - Old US 41 at US 41 (Signalized)	US 41	SBT	2,049	26.7	C	625	1,321	15.2	B	341	2,172	39.9	D	664	1,414	19.9	B	456	2,294	44.5	D	671	1,499	24.8	C	523
		SBR	85	2.8	A	65	82	3.3	A	58	113	3.7	A	62	94	2.6	A	63	142	4.1	A	67	109	2.9	A	54
	Old US 41	WBL	926	57.1	E	588	599	67.3	E	362	1,262	62.9	E	842	794	79.1	E	559	1,585	88.5	F	1,038	1,004	92.2	F	838
		WBT	30	54.4	D	170	49	64.8	E	155	29	45.6	D	160	53	76.0	E	284	29	61.8	E	162	58	80.2	F	334
		WBR	66	13.7	B	91	46	13.1	B	69	67	15.1	B	86	48	12.4	B	68	68	28.2	C	76	49	17.2	B	71
	US 41	NBT	1,207	24.7	C	363	1,837	7.5	A	508	1,337	14.2	B	389	1,928	15.2	B	377	1,415	17.4	B	446	2,021	20.1	C	486
		NBR	620	3.3	A	121	1,017	3.9	A	316	867	3.8	A	246	1,372	2.9	A	188	1,079	3.8	A	328	1,722	3.6	A	262
	Old US 41	EBL	42	62.1	E	128	89	68.2	E	185	52	64.4	E	183	123	85.4	F	330	64	64.9	E	192	156	83.9	F	421
		EBT	39	67.5	E	112	47	70.2	E	141	41	75.4	E	151	46	93.7	F	142	42	83.1	F	133	47	94.3	F	160
		EBR	26	70.3	E	94	33	69.0	E	128	31	77.1	E	109	41	90.5	F	134	39	82.4	F	133	49	92.4	F	155
	Overall		**5,089**	**29.3**	C	-	**5,119**	**18.3**	B	-	**5,971**	**33.5**	C	-	**5,912**	**25.0**	C	-	**6,756**	**42.4**	D	-	**6,713**	**30.5**	C	-
22 - US 41 and U-turn North (Signalized)	US 41	SBT	2,115	1.2	A	95	1,382	1.8	A	201	2,246	11.9	B	430	1,467	2.2	A	144	2,365	15.9	B	666	1,546	2.6	A	172
	US 41	NBU	31	78.1	E	102	28	97.6	F	94	56	96.4	F	140	37	81.1	F	106	81	106.6	F	212	50	95.5	F	167
		NBT	1,284	0.6	A	0	1,949	1.1	A	0	1,402	0.5	A	0	2,061	1.5	A	47	1,466	0.7	A	0	2,171	2.7	A	65
	Overall		**3,430**	**1.7**	A	-	**3,358**	**2.2**	A	-	**3,703**	**8.9**	A	-	**3,565**	**2.6**	A	-	**3,912**	**12.1**	B	-	**3,767**	**3.9**	A	-
3 - US 41 at Veterans Memorial Extension (Signalized)	US 41	SBL	421	59.6	E	338	647	58.3	E	570	597	56.1	E	446	871	33.8	C	456	774	54.7	D	730	1,082	41.1	D	1,066
		SBT	2,109	5.1	A	293	1,376	4.0	A	188	2,240	4.3	A	262	1,459	2.7	A	157	2,365	4.4	A	300	1,538	2.8	A	147
	Veterans Memorial Extension	WBL	8	67.4	E	47	5	74.1	E	37	9	66.7	E	52	7	41.1	D	41	10	68.3	E	62	8	51.4	D	42
		WBR	687	48.2	D	545	443	36.1	D	277	901	50.7	D	598	590	24.3	C	356	1,109	48.0	D	766	725	24.3	C	412
	US 41	NBT	1,275	25.6	C	555	1,981	40.9	D	826	1,392	37.0	D	618	2,032	36.5	D	916	1,453	42.3	D	629	2,140	45.3	D	963
		NBR	9	10.0	B	55	24	30.8	C	65	11	22.5	C	58	29	21.7	C	68	13	31.9	C	66	35	32.5	C	65
	Overall		**4,508**	**22.7**	C	-	**4,476**	**31.6**	C	-	**5,150**	**27.4**	C	-	**4,989**	**24.6**	C	-	**5,724**	**29.4**	C	-	**5,528**	**29.9**	C	-
4 - Old US 41 at Gulf Coast Dr	Old US 41	SBL	19	4.6	A	38	24	7.2	A	43	27	7.1	A	50	37	13.2	B	76	34	11.7	B	74	52	24.5	C	99
		SBT	974	0.7	A	0	658	0.3	A	0	1,308	1.2	A	10	869	0.6	A	0	1,634	9.5	A	552	1,085	1.7	A	69
	Gulf Coast Dr	WBL	46	11.0	B	113	26	12.0	B	100	55	14.6	B	115	32	16.8	C	103	65	35.8	E	161	39	24.7	C	110
		WBR	20	7.0	A	117	17	8.3	A	103	25	8.1	A	119	21	9.9	A	105	31	16.0	C	165	24	16.0	C	114
	Old US 41	NBT	634	0.2	A	0	1,019	0.3	A	0	879	0.3	A	0	1,355	0.4	A	0	1,088	0.5	A	19	1,701	1.8	A	163
		NBR	25	1.1	A	0	52	1.0	A	0	29	1.0	A	0	62	1.1	A	0	33	1.1	A	0	69	1.3	A	0
	Overall		**1,718**	**0.9**	A	-	**1,797**	**0.6**	A	-	**2,324**	**1.3**	A	-	**2,376**	**1.0**	A	-	**2,886**	**6.7**	A	-	**2,969**	**2.5**	A	-
5 - Old US 41 at Veterans Memorial Extension (Signalized)	Old US 41	SBL	71	11.7	B	112	123	23.8	C	171	98	20.9	C	142	140	43.3	D	261	124	34.8	C	202	151	68.4	E	304
		SBT	898	11.1	B	480	607	13.1	B	253	1,200	17.8	B	537	812	21.4	C	478	1,503	19.6	B	545	1,019	23.0	C	526
		SBR	156	4.9	A	92	126	4.6	A	86	215	8.3	A	158	170	5.6	A	88	272	9.0	A	171	215	8.0	A	125
	Veterans Memorial Extension	WBL	89	30.8	C	138	68	32.8	C	106	115	33.7	C	168	91	55.1	E	167	146	39.1	D	224	114	109.7	F	278
		WBT	543	42.5	D	311	335	41.8	D	202	685	51.1	D	493	433	55.9	E	291	836	56.0	E	637	528	62.9	E	368
		WBR	63	6.0	A	71	90	7.0	A	72	126	8.2	A	92	116	9.8	A	92	179	14.3	B	161	146	15.9	B	148
		NBT	604	20.2	C	314	980	26.6	C	542	849	28.1	C	495	1,297	30.7	C	791	1,050	33.0	C	597	1,622	42.3	D	1,030
		NBR	50	5.4	A	56	59	9.1	A	54	69	7.9	A	67	73	14.7	B	49	82	10.7	B	59	90	25.3	C	62
	Veterans Memorial Extension	EBL	143	61.8	E	163	138	60.4	E	152	241	69.2	E	218	209	64.8	E	208	340	83.0	F	318	269	64.6	E	254
		EBT	282	45.0	D	266	550	51.0	D	439	362	49.4	D	308	689	59.2	E	585	442	48.3	D	322	853	94.4	F	842
		EBR	5	40.2	D	266	6	47.9	D	439	4	43.3	D	308	7	60.0	E	585	6	47.7	D	322	7	81.3	F	842
	Overall		**2,904**	**24.8**	C	-	**3,079**	**29.7**	C	-	**3,963**	**31.4**	C	-	**4,036**	**37.3**	D	-	**4,980**	**35.5**	D	-	**5,014**	**50.5**	D	-

Attachment 2:

SPICE

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	CR 887 (Old US 41 Road) PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	US 41 & Old US 41 Road	**Opening Year**	2025
Agency:	FDOT District 1	**Design Year**	2045
Project Reference:	435110-1-22-01 & 435347-1-22-01	**Facility Type**	On Urban and Suburban Arterial
City:	Naples	**Number of Legs**	4-leg
State:	FL	**1-Way/2-Way**	2-way Intersecting 2-way
Date:	9/1/2023	**# of Major Street Lanes (both directions)**	6 or more
Analyst:	RK&K	**Major Street Approach Speed**	Less than 55 mph

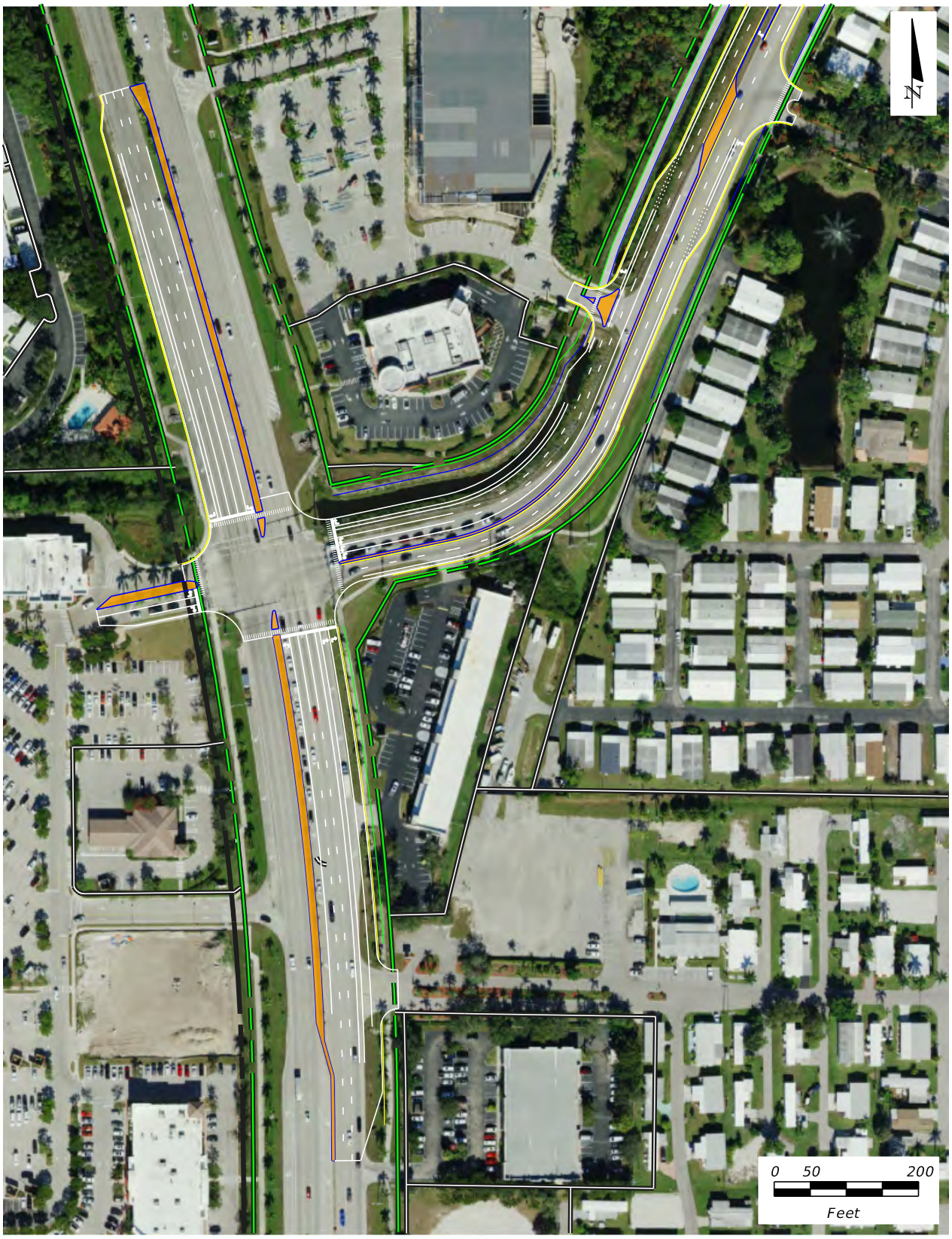
Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	SSI Score: Opening Year	SSI Score: Design Year	SSI Score: Rank
Traffic Signal	Total	6.88	8.70	164.16	3	Yes	Uncalibrated SPF	34	10	3
	Fatal & Injury	3.74	4.77	89.68						
Displaced Left Turn (DLT)	Total	6.06	7.65	144.46	2	N/A	CMF	7	0	5
	Fatal & Injury	3.29	4.20	78.92						
Median U-Turn (MUT)	Total	5.85	7.39	139.54	1	N/A	CMF	78	66	1
	Fatal & Injury	2.62	3.34	62.77						
Signalized RCUT	Total	75.44	130.53	2148.02	4	No	Uncalibrated SPF	43	16	2
	Fatal & Injury	18.89	35.07	560.96						
Signalized Thru-Cut	Total	No SPF	No SPF	No SPF	--	N/A	N/A	11	1	4
	Fatal & Injury	No SPF	No SPF	No SPF						

Attachment 3:

Concepts and Cost Estimates

Signal Concept



Date: 11/22/2022 7:21:44 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 435110-1-22-01 **Letting Date:** 01/2099

Description: CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

District: 01 **County:** 03 COLLIER **Market Area:** 10 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.550 MI

Project Manager: JMK-AEH-SAA

Version 5 Project Grand Total **$7,383,982.80**
Description: ICE Stage 2-Old 41 @ US 41- Signal Alternative from Version 3 11/9/22

Sequence: 1 NDU - New Construction, Divided, Urban **Net Length:** 0.098 MI 517 LF

Description: Old US 41 - US 41 to S. of shopping center driveway

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EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	79.00 / 71.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.736
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.78	AC	$32,632.69	$58,086.19
120-6	EMBANKMENT	102,258.60	CY	$15.84	$1,619,776.22
	Earthwork Component Total				$1,677,862.41

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	7
Roadway Pavement Width L/R	60.00 / 28.50
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,675.69	SY	$9.94	$56,416.36
285-709	OPTIONAL BASE,BASE GROUP 09	5,082.97	SY	$18.17	$92,357.56

334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	838.69 TN	$159.44	$133,720.73
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	419.34 TN	$164.98	$69,182.71

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	5

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	79.00	EA	$3.52	$278.08
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.39	GM	$1,090.41	$425.26
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.49	GM	$399.79	$195.90
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.39	GM	$4,251.32	$1,658.01
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.49	GM	$1,022.96	$501.25

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	10.00 / 0.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	804.09	SY	$9.94	$7,992.65
285-701	OPTIONAL BASE,BASE GROUP 01	574.35	SY	$29.46	$16,920.35
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	47.38	TN	$159.44	$7,554.27
	Roadway Component Total				$387,203.13

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	32.00 / 22.50
Total Outside Shoulder Perf. Turf Width L/R	29.75 / 14.25

Sidewalk Width L/R	0.00 / 6.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	516.91	LF	$31.15	$16,101.75
520-1-10	CONCRETE CURB & GUTTER, TYPE F	516.91	LF	$31.15	$16,101.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	344.61	SY	$53.31	$18,371.16
570-1-1	PERFORMANCE TURF	2,527.13	SY	$2.36	$5,964.03

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,033.82	LF	$0.41	$423.87
104-11	FLOATING TURBIDITY BARRIER	24.48	LF	$10.96	$268.30
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	24.48	LF	$5.29	$129.50
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$1,721.28	$1,721.28
104-18	INLET PROTECTION SYSTEM	5.00	EA	$113.30	$566.50
107-1	LITTER REMOVAL	2.49	AC	$27.32	$68.03
107-2	MOWING	2.49	AC	$41.75	$103.96
	Shoulder Component Total				$59,820.13

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	199.00	SY	$110.63	$22,015.37
	Median Component Total				$22,015.37

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	4.00	EA	$5,996.71	$23,986.84
425-1-451	INLETS, CURB, TYPE J-5, <10'	1.00	EA	$8,851.16	$8,851.16
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	$4,348.18	$4,348.18
425-2-41	MANHOLES, P-7, <10'	1.00	EA	$4,524.25	$4,524.25
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	264.00	LF	$137.04	$36,178.56
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00	LF	$245.67	$5,896.08
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	496.00	LF	$290.62	$144,147.52
570-1-1	PERFORMANCE TURF	29.76	SY	$2.36	$70.23

Box Culvert 2

Description	Value
Size	10 x 4
Length	517.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	521.29	CY	$1,758.66	$916,771.87
415-1-1	REINF STEEL- ROADWAY	65,963.80	LB	$1.05	$69,261.99
	Drainage Component Total				$1,214,036.68

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$547.61	$1,642.83
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,552.34	$1,552.34
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	1.00	AS	$7,962.40	$7,962.40
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	1.00	AS	$14,533.88	$14,533.88
	Signing Component Total				$25,691.45

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	US 41 @ Old 41 Reconstruct

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$12.25	$8,575.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$26.90	$8,070.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$8,149.11	$8,149.11
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$846.83	$18,630.26
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,381.08	$2,381.08
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$8.60	$516.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$1,460.33	$1,460.33
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	6.00	EA	$83,293.98	$499,763.88
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,286.67	$25,733.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$748.03	$5,984.24
660-1-102	LOOP DETECTOR INDUCTIVE,	20.00	EA	$362.84	$7,256.80

	F&I, TYPE 2			
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00 AS	$1,163.51	$23,270.20
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$269.66	$2,157.28
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$33,428.69	$33,428.69
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$320.39	$1,281.56
	Signalizations Component Total			$646,657.83

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	**Value**
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	516.91	LF	$12.25	$6,332.15
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	102.60	LF	$26.90	$2,759.94
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	4.00	EA	$846.83	$3,387.32
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	1,887.90	LF	$2.71	$5,116.21
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	4.00	EA	$8,818.93	$35,275.72
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	4.00	EA	$543.37	$2,173.48
	Subcomponent Total				$55,044.82
	Lighting Component Total				$55,044.82

Sequence 1 Total $4,088,331.82

Sequence: 4 MIS - Miscellaneous Construction **Net Length:** 1.000 MI 5,280 LF

Description: MOT

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
102-71-13	TEMPORARY BARRIER, F&I,LOW PROFILE,CONC	517.00	LF	$23.45	$12,123.65
102-104	TEMPORARY SIGNALIZATION AND MAINT, INTER	180.00	ED	$13.90	$2,502.00
	Comment: Assumes 180 days X 1 intersection				
102-107-1	TEMP TRAFFIC DETECTION & MAINTEN, INTER	180.00	ED	$9.54	$1,717.20
	Comment: Assumes 180 days X 1 intersection				
	Roadway Component Total				$16,342.85

Sequence 4 Total $16,342.85

Sequence: 5 RSD - Resurfacing, Divided

Net Length: 0.288 MI
1,520 LF

Description: Milling & Resurfacing - US 41

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	8
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	220
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	16,214.53	SY	$3.70	$59,993.76
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,783.60	TN	$159.44	$284,377.18
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	648.58	TN	$177.13	$114,882.98

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	6

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	272.00	EA	$3.52	$957.44
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.15	GM	$1,090.41	$1,253.97
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.73	GM	$399.79	$691.64
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.15	GM	$5,915.87	$6,803.25
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.73	GM	$1,486.75	$2,572.08
	Roadway Component Total				$471,532.30

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,689.01	SY	$14.34	$24,220.40
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	92.90	TN	$159.44	$14,811.98
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	67.56	TN	$177.13	$11,966.90
570-1-1	PERFORMANCE TURF	901.93	SY	$2.36	$2,128.55

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-11	FLOATING TURBIDITY BARRIER	28.79	LF	$10.96	$315.54
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	28.79	LF	$5.29	$152.30
107-1	LITTER REMOVAL	2.09	AC	$27.32	$57.10
107-2	MOWING	2.09	AC	$41.75	$87.26
	Shoulder Component Total				$53,740.03

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	6.00	AS	$547.61	$3,285.66
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00	AS	$1,552.34	$9,314.04
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$297.26	$297.26
700-1-60	SINGLE POST SIGN, REMOVE	5.00	AS	$61.10	$305.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$6,738.18	$6,738.18
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$1,027.19	$1,027.19
	Signing Component Total				$20,967.83

Sequence 5 Total $546,240.16

Sequence: 6 NDU - New Construction, Divided, Urban **Net Length:** 0.150 MI 790 LF

Description: Turn Lanes along US 41

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 45.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00

Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.82	AC	$32,632.69	$26,758.81
120-6	EMBANKMENT	12,302.14	CY	$15.84	$194,865.90
	Earthwork Component Total				$221,624.71

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	0.00 / 17.92
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,025.62	SY	$9.94	$20,134.66
285-709	OPTIONAL BASE,BASE GROUP 09	1,572.75	SY	$18.17	$28,576.87
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	259.50	TN	$159.44	$41,374.68
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	129.75	TN	$164.98	$21,406.16

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	214.56	SY	$18.17	$3,898.56
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	35.40	TN	$159.44	$5,644.18
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	17.70	TN	$164.98	$2,920.15

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	20.00	EA	$3.52	$70.40
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.60	GM	$1,090.41	$654.25
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.60	GM	$4,251.32	$2,550.79

	Roadway Component Total	$127,230.70

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 22.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 11.75
Sidewalk Width L/R	0.00 / 8.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	789.89	LF	$31.15	$24,605.07
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	702.12	SY	$53.31	$37,430.02
570-1-1	PERFORMANCE TURF	1,031.24	SY	$2.36	$2,433.73

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,579.78	LF	$0.41	$647.71
104-11	FLOATING TURBIDITY BARRIER	37.40	LF	$10.96	$409.90
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	37.40	LF	$5.29	$197.85
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$1,721.28	$1,721.28
104-18	INLET PROTECTION SYSTEM	8.00	EA	$113.30	$906.40
107-1	LITTER REMOVAL	3.81	AC	$27.32	$104.09
107-2	MOWING	3.81	AC	$41.75	$159.07
	Shoulder Component Total				$68,615.12

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	210.00	LF	$31.15	$6,541.50
	Median Component Total				$6,541.50

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	6.00	EA	$5,996.71	$35,980.26
425-1-451	INLETS, CURB, TYPE J-5, <10'	2.00	EA	$8,851.16	$17,702.32
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	$4,348.18	$4,348.18
425-2-41	MANHOLES, P-7, <10'	1.00	EA	$4,524.25	$4,524.25
430-175-124	PIPE CULV, OPT MATL, ROUND,	400.00	LF	$137.04	$54,816.00

	24"S/CD			
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	40.00 LF	$245.67	$9,826.80
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	752.00 LF	$290.62	$218,546.24
570-1-1	PERFORMANCE TURF	45.48 SY	$2.36	$107.33
	Drainage Component Total			$345,851.38

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00	AS	$547.61	$2,190.44
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,552.34	$1,552.34
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	1.00	AS	$7,962.40	$7,962.40
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	1.00	AS	$14,533.88	$14,533.88
	Signing Component Total				$26,239.06

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	789.89	LF	$12.25	$9,676.15
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	156.78	LF	$26.90	$4,217.38
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00	EA	$846.83	$5,080.98
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	2,884.89	LF	$2.71	$7,818.05
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	6.00	EA	$8,818.93	$52,913.58
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00	EA	$543.37	$3,260.22
	Subcomponent Total				$82,966.37
	Lighting Component Total				$82,966.36

Sequence 6 Total $879,068.83

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.550 MI

Project Manager: JMK-AEH-SAA

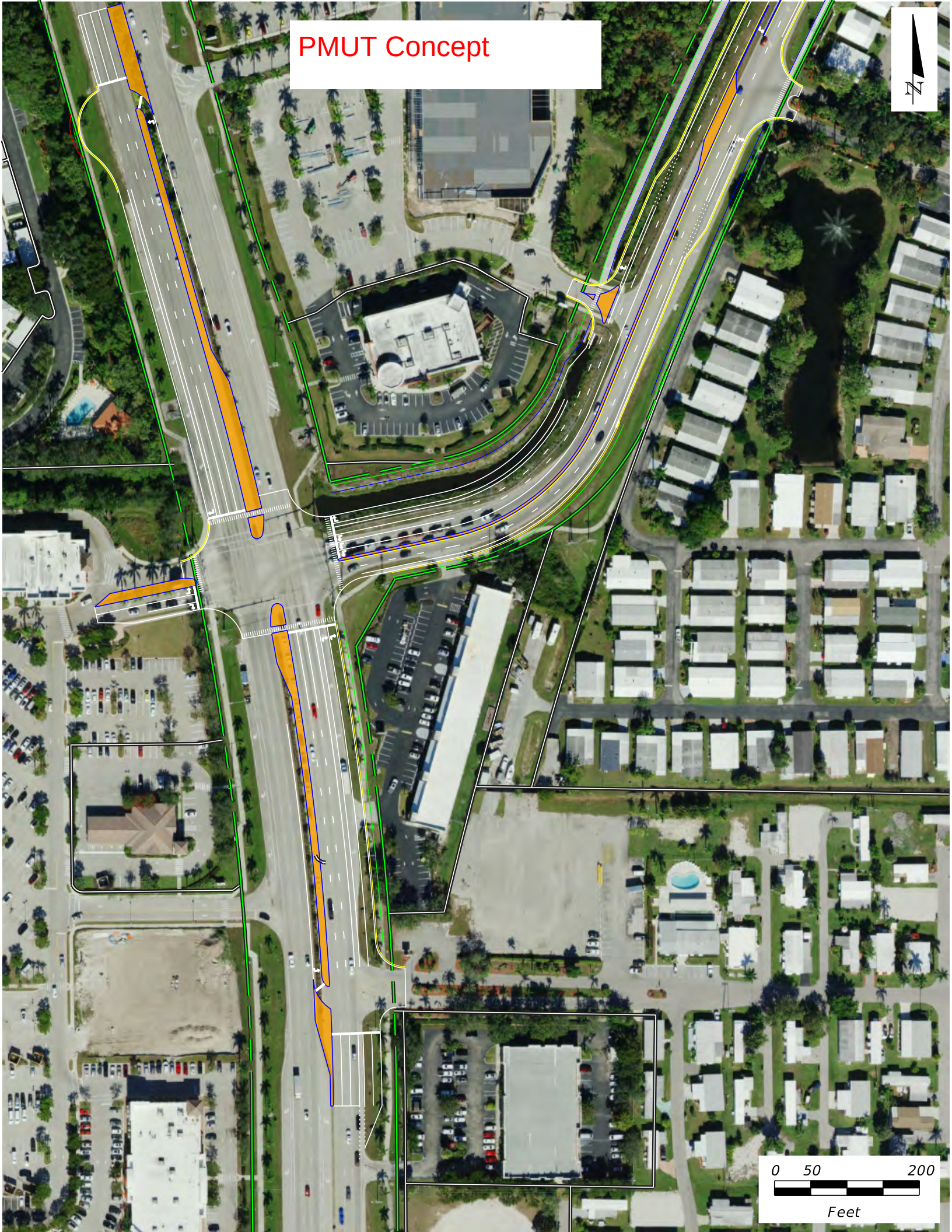
Version 5 Project Grand Total **$7,383,982.80**

Description: ICE Stage 2-Old 41 @ US 41- Signal Alternative from Version 3 11/9/22

Project Sequences Subtotal			**$5,529,983.66**
102-1	Maintenance of Traffic	15.00 %	$829,497.55
101-1	Mobilization	10.00 %	$635,948.12
Project Sequences Total			**$6,995,429.33**
Project Unknowns		5.00 %	$349,771.47
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$38,782.00	$38,782.00
Project Non-Bid Subtotal					**$38,782.00**
Version 5 Project Grand Total					**$7,383,982.80**


PMUT Concept
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Feet

Date: 11/22/2022 7:20:40 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 435110-1-22-01 **Letting Date:** 01/2099

Description: CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

District: 01 **County:** 03 COLLIER **Market Area:** 10 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.550 MI

Project Manager: JMK-AEH-SAA

Version 4 Project Grand Total **$8,659,712.15**
Description: ICE Stage 2-Old 41 @ US 41-Partial Median U-Turn (PMUT) Alternative From Version 3 11/9/22

Sequence: 1 NDU - New Construction, Divided, Urban **Net Length:** 0.098 MI 517 LF

Description: Old US 41 - US 41 to S. of shopping center driveway

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EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	79.00 / 71.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.736
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.78	AC	$32,632.69	$58,086.19
120-6	EMBANKMENT	102,044.14	CY	$15.84	$1,616,379.18
	Earthwork Component Total				$1,674,465.37

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	7
Roadway Pavement Width L/R	60.00 / 28.50
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,675.69	SY	$9.94	$56,416.36
285-709	OPTIONAL BASE,BASE GROUP 09	5,082.97	SY	$18.17	$92,357.56

334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	838.69 TN	$159.44	$133,720.73
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	419.34 TN	$164.98	$69,182.71

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	5

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	79.00	EA	$3.52	$278.08
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.39	GM	$1,090.41	$425.26
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.49	GM	$399.79	$195.90
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.39	GM	$4,251.32	$1,658.01
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.49	GM	$1,393.34	$682.74

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	10.00 / 0.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	804.09	SY	$9.94	$7,992.65
285-701	OPTIONAL BASE,BASE GROUP 01	574.35	SY	$29.46	$16,920.35
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	47.38	TN	$159.44	$7,554.27
	Roadway Component Total				$387,384.62

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	32.00 / 22.25
Total Outside Shoulder Perf. Turf Width L/R	29.75 / 14.00

Sidewalk Width L/R	0.00 / 6.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	516.91	LF	$31.15	$16,101.75
520-1-10	CONCRETE CURB & GUTTER, TYPE F	516.91	LF	$31.15	$16,101.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	344.61	SY	$53.31	$18,371.16
570-1-1	PERFORMANCE TURF	2,512.77	SY	$1.71	$4,296.84

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,033.82	LF	$0.41	$423.87
104-11	FLOATING TURBIDITY BARRIER	24.48	LF	$10.96	$268.30
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	24.48	LF	$5.29	$129.50
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$1,721.28	$1,721.28
104-18	INLET PROTECTION SYSTEM	5.00	EA	$113.30	$566.50
107-1	LITTER REMOVAL	2.49	AC	$27.32	$68.03
107-2	MOWING	2.49	AC	$41.75	$103.96
	Shoulder Component Total				$58,152.94

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	199.00	SY	$110.63	$22,015.37
	Median Component Total				$22,015.37

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	4.00	EA	$5,996.71	$23,986.84
425-1-451	INLETS, CURB, TYPE J-5, <10'	1.00	EA	$8,851.16	$8,851.16
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	$4,348.18	$4,348.18
425-2-41	MANHOLES, P-7, <10'	1.00	EA	$4,524.25	$4,524.25
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	264.00	LF	$113.06	$29,847.84
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00	LF	$245.67	$5,896.08
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	496.00	LF	$290.62	$144,147.52
570-1-1	PERFORMANCE TURF	29.76	SY	$1.71	$50.89

Box Culvert 2

Description	Value
Size	10 x 4
Length	517.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	521.29	CY	$1,758.66	$916,771.87
415-1-1	REINF STEEL- ROADWAY	65,963.80	LB	$1.05	$69,261.99
	Drainage Component Total				$1,207,686.62

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$547.61	$1,642.83
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,552.34	$1,552.34
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	1.00	AS	$7,962.40	$7,962.40
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	1.00	AS	$14,533.88	$14,533.88
	Signing Component Total				$25,691.45

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	US 41 @ US 41-Reconstruct

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$12.25	$8,575.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$26.90	$8,070.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$8,149.11	$8,149.11
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$846.83	$18,630.26
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,381.08	$2,381.08
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$8.60	$516.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$1,460.33	$1,460.33
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	6.00	EA	$68,665.56	$411,993.36
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,286.67	$25,733.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$748.03	$5,984.24
660-1-102	LOOP DETECTOR INDUCTIVE,	20.00	EA	$362.84	$7,256.80

	F&I, TYPE 2			
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00 AS	$1,163.51	$23,270.20
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$269.66	$2,157.28
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$33,428.69	$33,428.69
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$320.39	$1,281.56
	Signalizations Component Total			$558,887.31

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	**Value**
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	516.91	LF	$12.25	$6,332.15
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	102.60	LF	$26.90	$2,759.94
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	4.00	EA	$846.83	$3,387.32
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	1,887.90	LF	$2.71	$5,116.21
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	4.00	EA	$8,818.93	$35,275.72
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	4.00	EA	$543.37	$2,173.48
	Subcomponent Total				$55,044.82
	Lighting Component Total				$55,044.82

Sequence 1 Total $3,989,328.50

Sequence: 4 MIS - Miscellaneous Construction **Net Length:** 1.000 MI 5,280 LF

Description: MOT

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
102-71-13	TEMPORARY BARRIER, F&I,LOW PROFILE,CONC	517.00	LF	$23.45	$12,123.65
102-104	TEMPORARY SIGNALIZATION AND MAINT, INTER	180.00	ED	$13.90	$2,502.00
	Comment: Assumes 180 days X 1 intersection				
102-107-1	TEMP TRAFFIC DETECTION & MAINTEN, INTER	180.00	ED	$9.54	$1,717.20
	Comment: Assumes 180 days X 1 intersection				
	Roadway Component Total				$16,342.85

Sequence 4 Total $16,342.85

Sequence: 5 RSD - Resurfacing, Divided **Net Length:** 0.294 MI
1,550 LF

Description: Milling & Resurfacing - US 41

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	8
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	220
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	16,535.55	SY	$3.70	$61,181.54
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,818.91	TN	$159.44	$290,007.01
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	661.42	TN	$177.13	$117,157.32

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	6

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	277.00	EA	$3.52	$975.04
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.17	GM	$1,090.41	$1,275.78
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.76	GM	$399.79	$703.63
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.17	GM	$5,915.87	$6,921.57
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.76	GM	$1,486.75	$2,616.68
	Roadway Component Total				$480,838.57

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,722.45 SY	$14.34	$24,699.93
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	94.73 TN	$159.44	$15,103.75
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	68.90 TN	$177.13	$12,204.26
570-1-1	PERFORMANCE TURF	919.79 SY	$1.71	$1,572.84

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-11	FLOATING TURBIDITY BARRIER	29.36 LF	$10.96	$321.79
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	29.36 LF	$5.29	$155.31
107-1	LITTER REMOVAL	2.13 AC	$27.32	$58.19
107-2	MOWING	2.13 AC	$41.75	$88.93
	Shoulder Component Total			$54,205.00

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	6.00 AS	$547.61	$3,285.66
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	$1,552.34	$9,314.04
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	$297.26	$297.26
700-1-60	SINGLE POST SIGN, REMOVE	5.00 AS	$61.10	$305.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	$6,738.18	$6,738.18
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	$1,027.19	$1,027.19
	Signing Component Total			$20,967.83

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	North US 41 U Turn

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00 LF	$12.25	$8,575.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00 LF	$26.90	$8,070.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$8,149.11	$8,149.11
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00 EA	$846.83	$18,630.26
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$2,381.08	$2,381.08
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$8.60	$516.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00 EA	$1,460.33	$1,460.33
649-21-21	STEEL MAST ARM ASSEMBLY, F&I,	6.00 EA	$68,665.56	$411,993.36

	78'			
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00 AS	$1,286.67	$25,733.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$748.03	$5,984.24
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00 EA	$362.84	$7,256.80
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00 AS	$1,163.51	$23,270.20
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$269.66	$2,157.28
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$33,428.69	$33,428.69
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$320.39	$1,281.56

Signalization 2

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	South US 41 U-turn

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$12.25	$8,575.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$26.90	$8,070.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$8,149.11	$8,149.11
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$846.83	$18,630.26
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,381.08	$2,381.08
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$8.60	$516.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$1,460.33	$1,460.33
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	6.00	EA	$68,665.56	$411,993.36
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,286.67	$25,733.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$748.03	$5,984.24
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$362.84	$7,256.80
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$1,163.51	$23,270.20
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$269.66	$2,157.28
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$33,428.69	$33,428.69
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$320.39	$1,281.56
	Signalizations Component Total				$1,117,774.62

Sequence 5 Total $1,673,786.02

Sequence: 6 NDU - New Construction, Divided, Urban **Net Length:** 0.099 MI 525 LF

Description: New turn lanes and bulb-outs along US 41

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 45.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.54	AC	$32,632.69	$17,621.65
120-6	EMBANKMENT	12,054.50	CY	$15.84	$190,943.28

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.71	AC	$32,632.69	$23,169.21
	Comment: Northbound left turn lane, median, and bulb-out (.42AC)+ southbound left turn lane and median (.29 AC)=				
120-6	EMBANKMENT	514.14	CY	$15.84	$8,143.98
	Comment: Northbound left turn lane, median, and bulb-out (6756.2 SF X 1' deep= 250.23 CY) + southbound left turn lane and median (7125.6 SFX1' deep=263.91CY)= 514.14				
	Earthwork Component Total				$239,878.12

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	0.00 / 15.20
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,187.29	SY	$9.94	$11,801.66
285-709	OPTIONAL BASE,BASE GROUP 09	886.38	SY	$18.17	$16,105.52
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	146.25	TN	$159.44	$23,318.10
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	73.13	TN	$164.98	$12,064.99

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	1,832.44	SY	$18.17	$33,295.43
	Comment: Northbound left turn lane and bulb-out 1182.97+ southbound left turn lane 649.47=1832.44				
334-1-13	SUPERPAVE ASPHALTIC CONC,	297.40	TN	$159.44	$47,417.46

	TRAFFIC C **Comment:** Northbound left turn lane and bulb-out 195.19+ southbound left turn lane 102.21=297.4			
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 **Comment:** Northbound left turn lane and bulb-out 97.59+ southbound left turn lane 51.11= 148.70	148.70 TN	$164.98	$24,532.53

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	13.00 EA	$3.52	$45.76
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.40 GM	$1,090.41	$436.16
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.40 GM	$4,251.32	$1,700.53
	Roadway Component Total			$170,718.14

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 22.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 11.75
Sidewalk Width L/R	0.00 / 8.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	524.83 LF	$31.15	$16,348.45
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	466.52 SY	$53.31	$24,870.18
570-1-1	PERFORMANCE TURF	685.20 SY	$1.71	$1,171.69

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F **Comment:** northbound U-turn bulb out	175.00 LF	$31.15	$5,451.25
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" **Comment:** northbound U-turn bulb out	34.53 SY	$53.31	$1,840.79

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,049.66 LF	$0.41	$430.36
104-11	FLOATING TURBIDITY BARRIER	24.85 LF	$10.96	$272.36

104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	24.85 LF	$5.29	$131.46
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$1,721.28	$1,721.28
104-18	INLET PROTECTION SYSTEM	6.00 EA	$113.30	$679.80
107-1	LITTER REMOVAL	2.53 AC	$27.32	$69.12
107-2	MOWING	2.53 AC	$41.75	$105.63
	Shoulder Component Total			$53,092.37

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	0.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,360.00	LF	$31.15	$42,364.00
	Comment: southbound turn lane median reconstruction 1210 LF + northbound left turn lane median reconstruction 1150 LF=1360LF				
	Median Component Total				$42,364.00

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	4.00	EA	$5,996.71	$23,986.84
425-1-451	INLETS, CURB, TYPE J-5, <10'	1.00	EA	$8,851.16	$8,851.16
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	$4,348.18	$4,348.18
425-2-41	MANHOLES, P-7, <10'	1.00	EA	$4,524.25	$4,524.25
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	264.00	LF	$113.06	$29,847.84
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00	LF	$245.67	$5,896.08
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	504.00	LF	$290.62	$146,472.48
570-1-1	PERFORMANCE TURF	30.22	SY	$1.71	$51.68
	Drainage Component Total				$223,978.51

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$547.61	$1,642.83
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,552.34	$1,552.34
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	1.00	AS	$7,962.40	$7,962.40
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	1.00	AS	$14,533.88	$14,533.88

Signing Component Total	$25,691.45

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	**Value**
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	524.83	LF	$12.25	$6,429.17
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	104.17	LF	$26.90	$2,802.17
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	4.00	EA	$846.83	$3,387.32
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	1,916.83	LF	$2.71	$5,194.61
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	4.00	EA	$8,818.93	$35,275.72
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	4.00	EA	$543.37	$2,173.48
	Subcomponent Total				$55,262.47

Lighting Component Total	$55,262.47
Sequence 6 Total	$810,985.06

Date: 11/22/2022 7:20:41 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 435110-1-22-01 **Letting Date:** 01/2099

Description: CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE

District: 01 **County:** 03 COLLIER **Market Area:** 10 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.550 MI

Project Manager: JMK-AEH-SAA

Version 4 Project Grand Total **$8,659,712.15**

Description: ICE Stage 2-Old 41 @ US 41-Partial Median U-Turn (PMUT) Alternative From Version 3 11/9/22

Project Sequences Subtotal			**$6,490,442.43**
102-1	Maintenance of Traffic	15.00 %	$973,566.36
101-1	Mobilization	10.00 %	$746,400.88
Project Sequences Total			**$8,210,409.67**
Project Unknowns		5.00 %	$410,520.48
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	LS	$38,782.00	$38,782.00
Project Non-Bid Subtotal				**$38,782.00**
Version 4 Project Grand Total				**$8,659,712.15**

Attachment 4:

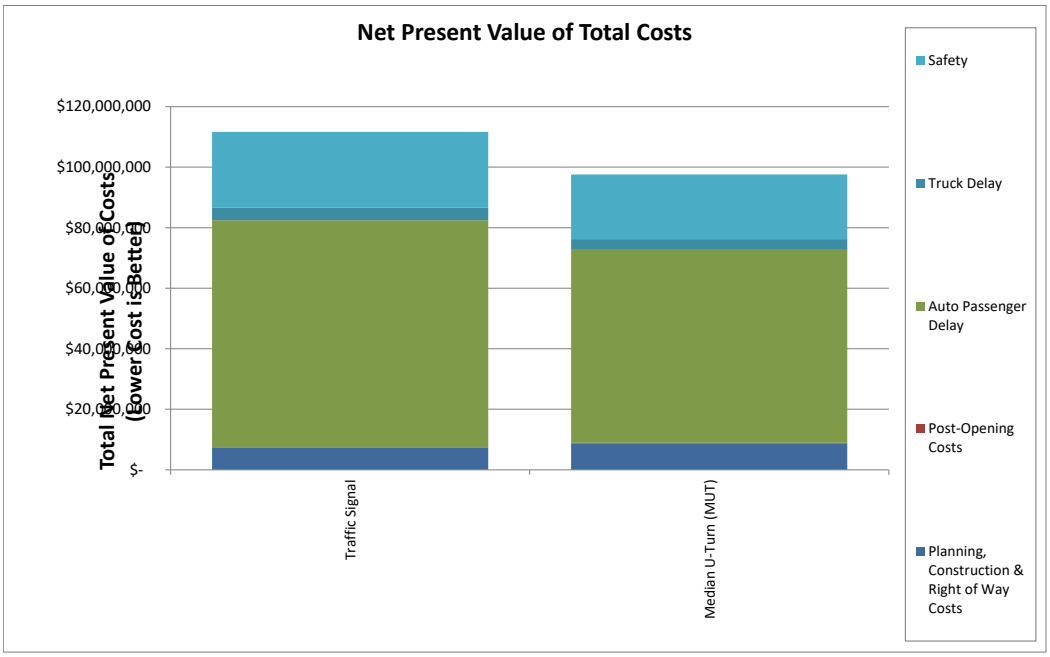
ICE Economic Analysis Tool

Agency:		Florida Department of Transportation District One
Project Name:		CR 887 (Old US 41) PD&E
Project Reference:		435110-1-22-01 & 435347-1-22-01
Intersection:		US 41 and Old US 41 Intersection
City:		Bonita Springs
State:		Florida
Performing Department or Organization:		RKK, LLC
Date:		10/2/2023
Analyst:		Shreyas Bharadwaj, PE
Analysis Type		At-Grade Intersection

Analysis Summary

Cost Categories	Net Present Value of Costs		
	Base Case - Traffic Signal	Traffic Signal	Median U-Turn (MUT)
Planning, Construction & Right of Way Costs	$ 7,383,983	$ 7,383,983	$ 8,674,712
Post-Opening Costs	$ 98,229	$ 98,229	$ 238,276
Auto Passenger Delay	$ 74,993,743	$ 74,993,743	$ 63,764,871
Truck Delay	$ 4,191,570	$ 4,191,570	$ 3,563,963
Safety	$ 24,984,439	$ 24,984,439	$ 21,317,644
Total cost	**$111,651,963**	**$111,651,963**	**$97,559,467**

Select Base Case for Benefit-Cost Comparison: (Choose from list)	Traffic Signal		
Benefit Categories	**Net Present Value of Benefits Relative to Base Case**		
		Traffic Signal	**Median U-Turn (MUT)**
Auto Passenger Delay			$ 11,228,871
Truck Delay			$ 627,607
Safety			$ 3,666,795
Net Present Value of Benefits			**$ 15,523,273**
Net Present Value of Costs			**$ 1,430,777**
Net Present Value of Improvement			**$ 14,092,496**
Benefit-Cost (B/C) Ratio			**10.85**
Delay B/C			**8.29**
Safety B/C			**2.56**



Attachment 5:

ICE Stage 2 Summary

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Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 2: Initial Control Strategy Assessment

To fulfill the requirements of Stage 2 (Intersection Control Strategy) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	CR 887 (Old 41) PD&E	FDOT Project #	435110-1-22-01 & 435347-1-22-01	Date	10/19/23
Submitted By	Shreyas Bharadwaj, PE	Agency/Company	RK&K	Email	sbharadwaj@rkk.com

List all viable intersection control strategies identified in Stage 1 (Screening):

Signalized Control	Partial Median U-Turn	

Operational Analyses

Summarize the results of the peak hour analysis performed for each control strategy. Select analysis year based on guidance in the ICE procedures document. Refer to Exhibit 19-8 of the *Highway Capacity Manual, 6th Edition* (HCM6) to determine the appropriate LOS based on intersection delay (*hover over this cell for Exhibit 19-8*).

Design Vehicle	Florida Interstate Semitrailer (WB-62FL)	Control Vehicle	Florida Interstate Semitrailer (WB-62FL)

Opening Year: 2025

Control Strategy	Peak Hour: Weekday AM Peak			Peak Hour: Weekday PM Peak			Peak Hour		
	LOS	Delay (sec.)	All Queues Accommodated?	LOS	Delay (sec.)	All Queues Accommodated?	LOS	Delay (sec.)	All Queues Accommodated?
Signalized Control	D	41.5	Yes	C	23.9	Yes			
Partial Median U-Turn	C	34.4	Yes	C	23.0	Yes			

Design Year: 2045

Control Strategy	Peak Hour: Weekday AM Peak			Peak Hour: Weekday PM Peak			Peak Hour		
	LOS	Delay (sec.)	All Queues Accommodated?	LOS	Delay (sec.)	All Queues Accommodated?	LOS	Delay (sec.)	All Queues Accommodated?
Signalized Control	F	84.7	No	D	40.6	No			
Partial Median U-Turn	D	53.2	No	D	35.6	No			

Provide any additional discussion necessary regarding the results of the operational analysis:

Signalized Control: The southbound through queues during the AM peak block the left-turn and right-turn storage bays.
Partial Median U-turn: All queues accommodated at the southern and northern crossovers.
Both Alternatives: The westbound left-turn movement queues block the through movement storage bay during both peak hours.

Safety Performance							
Enter the most recent five (5) years of crash data from the CAR System.					Most recent year of crash data available		2018
Crash Type		2014	2015	2016	2017	2018	Total
Combined	Total	20	24	11	13	13	81
	Fatal/Injury	4	8	3	4	5	24
	PDO	16	16	8	9	8	57
Single-Vehicle	Total						
	Fatal/Injury						
	PDO						
Multi-Vehicle	Total						
	Fatal/Injury						
	PDO						
Vehicle-Pedestrian	Fatal/Injury	0	0	0	0	0	0
Vehicle-Bicycle	Fatal/Injury	0	0	0	1	0	1
Total	All	20	24	11	14	13	82

Apply the FDOT SPICE Tool to model anticipated safety performance of each control strategy. For intersection types not accommodated in the tool, manually apply crash modification factors detailed in the ICE procedures document or qualitatively describe anticipated safety impacts.

Control Strategy	Anticipated Impact on Safety Performance	Opening Year			Design Year		
		Predicted Total Crashes	Predicted Fatal+Injury Crashes	SSI Score	Predicted Total Crashes	Predicted Fatal+Injury Crashes	SSI Score
Signalized Control	Even though the intersection is currently signalized, the addition of exclusive right turn lanes on the eastbound and westbound approaches is expected to improve the intersection's safety performance.	6.88	3.74	34	8.70	4.77	10
Partial Median U-Turn	SPICE does not provide a PMUT option. Assume PMUT results are halfway between signal and MUT. MUT SSI of 78 in opening year and 66 in design year.	6.37	3.18	56	8.05	4.06	38

Costs and Benefit/Cost Ratios						
Remaining cognizant of the current level of detail of each control strategy's conceptual design, provide a cost estimate for each. You may want to include costs for preliminary engineering, required right-of-way acquisitions, construction, and a contingency. Apply the FDOT ICE Tool to determine the delay benefit-cost ratio (B/C), safety B/C, overall B/C, and net-present value for each control strategy.						
			FDOT ICE Tool Outputs			
Control Strategy	ROW Costs ($)	Construction Costs ($)	Delay B/C	Safety B/C	Overall B/C	Net Present Value
Signalized Control	$0	$7,383,983				
Partial Median U-Turn	$75,000	$8,659,712	8.29	2.56	10.85	$14,092,496

Multimodal Accommodations								
Note the existing/anticipated level of pedestrian/bicyclist activity at the study intersection during the peak hours of the typical day. See ICE procedures document for activity level thresholds:								
Peak Hour:	Weekday AM Peak		Weekday PM Peak				Activity Level	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Ped.	Bicyclists
# of peds. crossing (both approaches, if app.):	0	3	1	0			Low	Low
# of bicyclists (both approaches, if app.):	2	6	4	2				

Summarize the ability of each viable control strategy to accommodate the existing/anticipated level of:

Control Strategy	Pedestrians and Bicyclists	Transit Services	Freight Needs
Signalized Control	All left-turns to remain protected, no additional conflict points for pedestrians are anticipated.	No existing bus stops within the intersection's area of influence.	It will not be impacted, since all movements are expected to be accomodated.
Partial Median U-Turn	Shorter wait times to cross US 41, less conflicting movements and provides a wider refugee on US 41.	No existing bus stops within the intersection's area of influence.	Longer travel path for NB left turns to access shopping plaza and for SB left turns towards Old US 41.

Environmental, Utility, and Right-of-Way Impacts	
Summarize any issues related to environmental, utility, or right-of-way (including relocation) impacts specific to each control strategy. Be sure to consider the NEPA requirements for each control type.	
Signalized Control	No expected right-of-way or utility impacts.
Partial Median U-Turn	1 parcel right-of-way impact (366 SF) for northern U-turn bulb-out; potential County reclaimed water pump station impacts

Public Input/Feedback (if appropriate)
Summarize any agency or public input regarding the control strategies:
Collier County staff indicated concerns about SB US 41 traffic stopping twice at Veterans Memorial Boulevard and the northern PMUT U-turn intersection. This is not expected to be an issue, because the signals along US 41 will be coordinated which is expected to minimize number of stops and improve progression along SB US 41.

Control Strategy Evaluation		
Provide a brief justification as to why each of the following is either viable or not viable. If a single control strategy is recommended, select it as the only strategy to be advanced.		
Control Strategy	Strategy to be Advanced?	Justification
Signalized Control	No	Alternative is expected to fail under Design Year 2045 conditions.
Partial Median U-Turn	Yes	Provides increased safety and reduced delay for vehicular traffic. Potential interactions with intersection designs for Veterans Memorial Boulevard. Only strategy to be advanced.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination	Identified Control Strategy Approved				
Comments					
DTOE Name	Walter Breuggeman	Signature	DocuSigned by: 91307AD9F4B748A...	Date	11/07/2023 | 9:49 AM EST
DDE Name	Kevin Ingle	Signature	DocuSigned by: 9001B40A74BD457...	Date	11/07/2023 | 11:48 AM EST

DocuSign Envelope ID: C99686A8-1320-4CDB-968F-D7997472969E

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Date: August 31, 2023

To: John Kubler, P.E., Director of Transportation Operations

From: Mark Mathes, P.E., District Traffic Operations Engineer

Copies: Steven Davis, Walter Breuggeman, Anna Dunn

Subject: Delegation of Authority

Effective September 1, 2023, I will be serving as the Interim Heartland Operations Engineer until this position is filled. During this period, Walter Breuggeman, P.E., Traffic Services Program Engineer will serve as the Interim District Traffic Operations Engineer.

Therefore, I delegate Walter Breuggeman, P.E, Interim District Traffic Operations Engineer, to act on behalf of the District Traffic Operations Engineer and sign all documents. Signature should be made “in your name for the Interim District Traffic Operations Engineer”.

This delegation will remain in effect from September 1, 2023 through December 31, 2023.

DocuSigned by:
Mark Mathes
A3415909DBE546A...

Mark Mathes, P.E.
District Traffic Operations Engineer

APPENDIX B: HSM Worksheets

HSM Analysis - Predicted Number of Crashes

Item number	Description	No-Build						Alternative C					
		Intersection/ Segment Type & Length	Predictive Method Used	PDO	Injury	Fatal	Total	Intersection/ Segment Type & Length	Predictive Method Used	PDO	Injury	Fatal	Total
Intersection 1	US 41 at Wiggins Pass Road	4SG	NCHRP	96.09	56.26	0.55	152.91	4SG	NCHRP	97.35	57.00	0.56	154.91
Segment 1	US 41 from Wiggins to Old US 41	6D, 0.22 mi	NCHRP	94.31	65.60	0.96	160.88	6D, 0.11 mi	NCHRP	100.74	70.07	1.03	171.84
Intersection 3	US 41 at Old US 41	4SG	NCHRP	71.10	41.63	0.41	113.13	4SG	NCHRP	69.55	40.72	0.40	110.67
Segment 1C	US 41 from Old US 41 to Veterans	6D, 0.28mi	NCHRP	77.60	53.98	0.79	132.37	6D, 0.28mi	NCHRP	70.43	48.99	0.72	120.13
Intersection 4	US 41 at Veterans Memorial blvd	3SG	NCHRP	69.85	44.66	0.45	114.96	3SG	NCHRP	67.68	43.27	0.43	111.38
Segment 2	Old US 41 from US 41 to Gulf	2U, 0.19 mi	HSM	50.20	32.09	0.32	82.61	4U, 0.19 mi	HSM	32.13	19.19	0.26	51.57
Intersection 5	Old US 41 at Gulf Coast Drive	3ST	HSM	10.31	4.26	4.53	19.09	3ST	HSM	19.46	11.62	0.16	31.23
Segment 3	Old us 41 from Gulf to Veterans	2U, 0.19 mi	HSM	11.32	9.46	0.19	20.97	4U, 0.19 mi	HSM	23.08	13.78	0.19	37.05
Intersection 6	US 41 at Veterans Memorial blvd	4SG	HSM	34.98	29.22	0.58	64.79	4SG	HSM	64.95	38.78	0.52	104.26
Segment 3 B	Old US 41 from Veterans to Collier	2U, 0.08 mi	HSM	8.28	6.91	0.14	15.33	4U, 0.08 mi	HSM	16.28	9.72	0.13	26.13
Intersection 7	Old US 41 at Collier Center Way	3ST	HSM	15.34	12.81	0.26	28.41	3ST	HSM	28.35	16.93	0.23	45.51
Segment 4	Old US 41 from Collier to Sun Century	2U, 0.21 mi	HSM	16.54	13.81	0.28	30.62	4U, 0.21 mi	HSM	31.02	18.52	0.25	49.79
Intersection 8	Old US 41 at Sun Century Road	4ST	HSM	12.95	10.82	0.22	23.98	4ST	HSM	20.91	12.49	0.17	33.56
Segment 5	Old US 41 from Sun Century to Rail	2U, 0.36 mi	HSM	23.36	19.51	0.39	43.26	4U, 0.36 mi	HSM	46.83	27.96	0.38	75.17
Intersection 9	Old US 41 at Rail Head Blvd	3ST	HSM	18.60	15.53	0.31	34.44	3SG	HSM	36.79	21.97	0.30	59.05
Segment 6	Old US 41 from Rail to Via Palacio	2U, 0.64 mi	HSM	47.08	39.32	0.79	87.19	4U, 0.64 mi	HSM	84.56	50.49	0.68	135.73
Intersection 10	Old US 41 at Via Palacio Ave	3ST	HSM	12.51	10.45	0.21	23.17	3SG	HSM	23.74	14.18	0.19	38.11
Segment 7	Old US 41 from Via Palacio to Mediterra	2U, 0.23 mi	HSM	19.44	16.23	0.32	35.99	4U, 0.23 mi	HSM	33.85	20.21	0.27	54.34
Intersection 11	Old US 41 at Mediterra Dr	3ST	HSM	12.81	10.70	0.21	23.72	3SG	HSM	26.22	15.65	0.21	42.08
Segment 8	Old US 41 from Mediterra to New Quadrant	2U, 0.84 mi	HSM	86.86	72.54	1.45	160.85	4U, 0.59 mi	HSM	91.95	54.90	0.74	147.59
Intersection 12	Old US 41 at New Quadrant Rd							4SG	HSM	54.50	32.54	0.44	87.47
Segment 8B	Old US 41 from New Quadrant to Bonita							2U, 0.25 mi	HSM	64.79	54.11	1.08	119.98
Intersection 13	Old US 41 at Bonita Beach Rd	4SG	HSM	59.64	49.92	0.88	110.44	4SG	HSM	60.76	50.86	0.90	112.52
Segment 9	Bonita from Old US 41 to Race Track	4D, 0.27 mi	HSM	28.35	23.73	0.42	52.50	4D, 0.27 mi	HSM	28.35	23.73	0.42	52.50
Intersection 14	Bonita Beach Rd at Race Track Rd	3SG	NCHRP	50.20	32.09	0.32	82.61	3SG	NCHRP	53.62	34.28	0.34	88.25
Total				**927.70**	**671.52**	**14.98**	**1614.21**			**1,247.88**	**801.96**	**10.98**	**2,060.82**

Note 1: The method contained within the NCHRP 17-58 (based on HSM guidelines) was utilized to analyze 6-lane arterial segments and intersections.

Crash Present Value

Item number	No-Build				Alternative C		
	Description	Intersection/ Segment Type & Length	Predictive Method Used	Present Value	Intersection/ Segment Type & Length	Predictive Method Used	Present Value
Intersection 1	US 41 at Wiggins Pass Road	4SG	NCHRP	$ 10,281,391	4SG	NCHRP	$ 10,404,568
Segment 1	US 41 from Wiggins to Old US 41	6D, 0.22 mi	NCHRP	$ 14,369,608	6D, 0.22 mi	NCHRP	$ 15,266,220
Intersection 3	US 41 at Old US 41	4SG	NCHRP	$ 7,628,791	4SG	NCHRP	$ 7,414,260
Segment 1C	US 41 from Old US 41 to Veterans	6D, 0.28mi	NCHRP	$ 11,815,104	6D, 0.28mi	NCHRP	$ 10,809,056
Intersection 4	US 41 at Veterans Memorial blvd	3SG	NCHRP	$ 8,255,934	3SG	NCHRP	$ 8,019,880
Segment 2	Old US 41 from US 41 to Gulf	2U, 0.19 mi	HSM	$ 3,742,932	4U, 0.19 mi	HSM	$ 3,957,709
Intersection 5	Old US 41 at Gulf Coast Drive	3ST	HSM	$ 2,317,676	3ST	HSM	$ 2,379,018
Segment 3	Old us 41 from Gulf to Veterans	2U, 0.19 mi	HSM	$ 2,556,329	4U, 0.19 mi	HSM	$ 2,837,170
Intersection 6	Old US 41 at Veterans Memorial blvd	4SG	HSM	$ 7,854,218	4SG	HSM	$ 7,945,327
Segment 3 B	Old US 41 from Veterans to Collier	2U, 0.08 mi	HSM	$ 1,854,789	4U, 0.08 mi	HSM	$ 1,981,690
Intersection 7	Old US 41 at Collier Center Way	3ST	HSM	$ 3,410,816	3ST	HSM	$ 3,436,454
Segment 4	Old US 41 from Collier to Sun Century	2U, 0.21 mi	HSM	$ 3,678,430	4U, 0.21 mi	HSM	$ 3,774,741
Intersection 8	Old US 41 at Sun Century Road	4ST	HSM	$ 2,896,304	4ST	HSM	$ 2,576,187
Segment 5	Old US 41 from Sun Century to Rail	2U, 0.36 mi	HSM	$ 5,205,651	4U, 0.36 mi	HSM	$ 5,703,249
Intersection 9	Old US 41 at Rail Head Blvd	3ST	HSM	$ 4,107,072	3SG	HSM	$ 4,481,520
Segment 6	Old US 41 from Rail to Via Palacio	2U, 0.64 mi	HSM	$ 10,508,177	4U, 0.64 mi	HSM	$ 10,348,458
Intersection 10	Old US 41 at Via Palacio Ave	3ST	HSM	$ 2,789,579	3SG	HSM	$ 2,899,799
Segment 7	Old US 41 from Via Palacio to Mediterra	2U, 0.23 mi	HSM	$ 4,337,310	4U, 0.23 mi	HSM	$ 4,141,475
Intersection 11	Old US 41 at Mediterra Dr	3ST	HSM	$ 2,855,532	3SG	HSM	$ 3,203,579
Segment 8	Old US 41 from Mediterra to New Quadrant	2U, 0.84 mi	HSM	$ 19,388,439	4U, 0.59 mi	HSM	$ 11,447,687
Intersection 12	Old US 41 at New Quadrant Rd				4SG	HSM	$ 6,707,531
Segment 8B	Old US 41 from New Quadrant to Bonita				2U, 0.25 mi	HSM	$ 14,260,035
Intersection 13	Old US 41 at Bonita Beach Rd	4SG	HSM	$ 12,267,242	4SG	HSM	$ 12,479,571
Segment 9	Bonita from Old US 41 to Race Track	4D, 0.27 mi	HSM	$ 5,819,032	4D, 0.27 mi	HSM	$ 5,819,032
Intersection 14	Bonita Beach Rd at Race Track Rd	3SG	NCHRP	$ 5,966,778	3SG	NCHRP	$ 6,340,051
Total Present Value	**$**			**153,907,134**	**$**		**168,634,268**

Note 1: The method contained within the NCHRP 17-58 (based on HSM guidelines) was utilized to analyze 6-lane arterial segments and intersections.

US 41 at Wiggins Pass Road Build Alternative C

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	50100
Analysis Year Minor AADT =	6600
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.33%
Minor Growth Rate =	1.44%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manua

AADT / Year		
Year	Major AADT	Minor AADT
2019	50100	6600
2020	50766	6695
2021	51442	6791
2022	52126	6889
2023	52819	6988
2024	53521	7089
2025	54233	7191
2026	54955	7295
2027	55685	7400
2028	56426	7506
2029	57177	7614
2030	57937	7724
2031	58708	7835
2032	59488	7948
2033	60280	8063
2034	61081	8179
2035	61894	8296
2036	62717	8416
2037	63551	8537
2038	64396	8660
2039	65253	8785
2040	66121	8911
2041	67000	9040
2042	67891	9170
2043	68794	9302
2044	69709	9436
2045	70636	9572
2046	71576	9709
2047	72528	9849
2048	73492	9991
2049	74470	10135
2050	75460	10281
2051	76464	10429
2052	77481	10579
2053	78511	10731
2054	79555	10886
2055	80613	11043
2056	81686	11202
2057	82772	11363
2058	83873	11527
2059	84988	11693
2060	86119	11861
2061	87264	12032
2062	88425	12205
2063	89601	12381
2064	90792	12559
2065	92000	12740
2066	93224	12923
2067	94463	13110
2068	95720	13298
2069	96993	13490
2070	98283	13684
2071	99590	13881
2072	100915	14081
2073	102257	14284
2074	103617	14489
2075	104995	14698

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.490	0.027	0.239	0.841	1.676	4.707
7.550	0.027	0.241	0.848	1.690	4.745
7.611	0.028	0.243	0.854	1.703	4.783
7.672	0.028	0.245	0.861	1.717	4.822
7.734	0.028	0.246	0.868	1.731	4.860
7.796	0.028	0.248	0.875	1.745	4.899
7.859	0.029	0.250	0.882	1.759	4.939
7.922	0.029	0.252	0.889	1.773	4.979
7.986	0.029	0.255	0.897	1.787	5.019
8.050	0.029	0.257	0.904	1.802	5.059
8.115	0.029	0.259	0.911	1.816	5.100
8.181	0.030	0.261	0.918	1.831	5.141
8.246	0.030	0.263	0.926	1.846	5.182
8.313	0.030	0.265	0.933	1.860	5.224
8.380	0.030	0.267	0.941	1.875	5.266
8.447	0.031	0.269	0.948	1.891	5.308
8.515	0.031	0.271	0.956	1.906	5.351
8.584	0.031	0.274	0.964	1.921	5.394
8.653	0.031	0.276	0.971	1.937	5.438
8.722	0.032	0.278	0.979	1.952	5.481
8.793	0.032	0.280	0.987	1.968	5.526
8.864	0.032	0.282	0.995	1.984	5.570
8.935	0.032	0.285	1.003	2.000	5.615
9.007	0.033	0.287	1.011	2.016	5.660
9.079	0.033	0.289	1.019	2.032	5.706
9.153	0.033	0.292	1.028	2.048	5.752

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	6.833	0.025	0.218	0.767	1.529	4.294
0.911	6.888	0.025	0.220	0.773	1.542	4.329
0.911	6.944	0.025	0.221	0.780	1.554	4.364
0.911	7.000	0.025	0.223	0.786	1.567	4.399
0.911	7.056	0.026	0.225	0.792	1.579	4.434
0.911	7.113	0.026	0.227	0.798	1.592	4.470
0.911	7.170	0.026	0.228	0.805	1.605	4.506
0.911	7.227	0.026	0.230	0.811	1.618	4.542
0.911	7.286	0.026	0.232	0.818	1.631	4.578
0.911	7.344	0.027	0.234	0.824	1.644	4.615
0.911	7.403	0.027	0.236	0.831	1.657	4.652
0.911	7.463	0.027	0.238	0.838	1.670	4.690
0.911	7.523	0.027	0.240	0.845	1.684	4.728
0.911	7.583	0.028	0.242	0.851	1.697	4.766
0.911	7.644	0.028	0.244	0.858	1.711	4.804
0.911	7.706	0.028	0.246	0.865	1.725	4.843
0.911	7.768	0.028	0.248	0.872	1.739	4.882
0.911	7.830	0.028	0.250	0.879	1.753	4.921
0.911	7.893	0.029	0.252	0.886	1.767	4.960
0.911	7.957	0.029	0.254	0.893	1.781	5.000
0.911	8.021	0.029	0.256	0.900	1.795	5.041
0.911	8.086	0.029	0.258	0.908	1.810	5.081
0.911	8.151	0.030	0.260	0.915	1.824	5.122
0.911	8.216	0.030	0.262	0.922	1.839	5.163
0.911	8.282	0.030	0.264	0.930	1.854	5.205
0.911	8.349	0.030	0.266	0.937	1.869	5.247

US 41 from Wiggins Pass Rd to Old US 41 Alternative C

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	47700
Growth Rate =	1.48%	Segment Length (mi) =	0.22249053
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution				
	K	A	B	C	O
%	0.60%	4.22%	12.72%	23.84%	58.62%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	47700
2020	48406
2021	49122
2022	49849
2023	50587
2024	51336
2025	52096
2026	52867
2027	53649
2028	54443
2029	55249
2030	56066
2031	56896
2032	57738
2033	58593
2034	59460
2035	60340
2036	61233
2037	62139
2038	63059
2039	63992
2040	64939
2041	65900
2042	66876
2043	67866
2044	68870
2045	69889
2046	70924
2047	71973
2048	73038
2049	74119
2050	75216
2051	76330
2052	77459
2053	78606
2054	79769
2055	80950
2056	82148
2057	83363
2058	84597
2059	85849
2060	87120
2061	88409
2062	89718
2063	91046
2064	92393
2065	93760
2066	95148
2067	96556
2068	97985
2069	99435
2070	100907
2071	102401
2072	103916
2073	105454
2074	107015
2075	108599

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
7.089	0.04	0.30	0.90	1.69	4.16
7.204	0.04	0.30	0.92	1.72	4.22
7.320	0.04	0.31	0.93	1.75	4.29
7.439	0.04	0.31	0.95	1.77	4.36
7.560	0.05	0.32	0.96	1.80	4.43
7.682	0.05	0.32	0.98	1.83	4.50
7.807	0.05	0.33	0.99	1.86	4.58
7.934	0.05	0.33	1.01	1.89	4.65
8.063	0.05	0.34	1.03	1.92	4.73
8.194	0.05	0.35	1.04	1.95	4.80
8.327	0.05	0.35	1.06	1.99	4.88
8.462	0.05	0.36	1.08	2.02	4.96
8.600	0.05	0.36	1.09	2.05	5.04
8.740	0.05	0.37	1.11	2.08	5.12
8.882	0.05	0.37	1.13	2.12	5.21
9.027	0.05	0.38	1.15	2.15	5.29
9.174	0.05	0.39	1.17	2.19	5.38
9.323	0.06	0.39	1.19	2.22	5.47
9.476	0.06	0.40	1.21	2.26	5.55
9.630	0.06	0.41	1.23	2.30	5.65
9.787	0.06	0.41	1.25	2.33	5.74
9.947	0.06	0.42	1.27	2.37	5.83
10.110	0.06	0.43	1.29	2.41	5.93
10.275	0.06	0.43	1.31	2.45	6.02
10.443	0.06	0.44	1.33	2.49	6.12
10.613	0.06	0.45	1.35	2.53	6.22

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	6.663	0.03993461	0.28095505	0.847668612	1.588530979	3.906339522
0.94	6.771	0.040581354	0.28550514	0.861396668	1.614257355	3.969602977
0.94	6.881	0.041238858	0.29013093	0.875353126	1.640411757	4.033918987
0.94	6.993	0.041907305	0.2948337	0.889541842	1.667001413	4.099305324
0.94	7.106	0.042586878	0.29961475	0.90396674	1.694033671	4.16578006
0.94	7.221	0.043277765	0.30447541	0.918631807	1.721516007	4.233361578
0.94	7.338	0.043980159	0.30941701	0.933541101	1.749456023	4.302068574
0.94	7.458	0.044694252	0.31444093	0.948698748	1.777861453	4.371920062
0.94	7.579	0.045420244	0.31954855	0.964108943	1.806740159	4.44293538
0.94	7.702	0.046158334	0.3247413	0.979775956	1.836100141	4.515134196
0.94	7.827	0.046908728	0.3300206	0.995704126	1.865949533	4.588536516
0.94	7.954	0.047671633	0.33538793	1.01189787	1.896296608	4.663162683
0.94	8.084	0.048447261	0.34084476	1.028361676	1.927149781	4.73903339
0.94	8.215	0.049235828	0.34639263	1.045100112	1.95851761	4.816169684
0.94	8.349	0.050037551	0.35203305	1.062117823	1.9904088	4.894592968
0.94	8.485	0.050852654	0.35776761	1.079419533	2.022832204	4.974325013
0.94	8.623	0.051681362	0.36359789	1.097010045	2.055796825	5.05538796
0.94	8.764	0.052523907	0.3695255	1.114894249	2.089311822	5.137804329
0.94	8.907	0.053380522	0.37555211	1.133077112	2.123386508	5.221597024
0.94	9.052	0.054251445	0.38167939	1.151563691	2.158030357	5.306789342
0.94	9.200	0.055136919	0.38790903	1.170359127	2.193253003	5.393404975
0.94	9.350	0.05603719	0.39424278	1.189468648	2.229064247	5.481468022
0.94	9.503	0.056952508	0.40068239	1.208897575	2.265474056	5.571002991
0.94	9.658	0.057883129	0.40722965	1.228651316	2.302492566	5.662034813
0.94	9.816	0.058829311	0.4138864	1.248735372	2.340130088	5.754588841
0.94	9.977	0.059791318	0.42065449	1.269155341	2.378397109	5.848690864
0.94						
0.94						
0.94					

US 41 at Old US 41 Build Alternative C

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	4SG
Analysis Year Major AADT =	43350
Analysis Year Minor AADT =	9300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.05%
Minor Growth Rate =	2.51%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.36%	3.19%	11.23%	22.38%	62.84%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manua

AADT / Year		
Year	Major AADT	Minor AADT
2019	43350	9300
2020	43805	9533
2021	44265	9773
2022	44730	10018
2023	45200	10269
2024	45674	10527
2025	46154	10791
2026	46638	11062
2027	47128	11340
2028	47623	11625
2029	48123	11916
2030	48628	12216
2031	49139	12522
2032	49655	12836
2033	50176	13159
2034	50703	13489
2035	51235	13827
2036	51773	14175
2037	52317	14530
2038	52866	14895
2039	53421	15269
2040	53982	15652
2041	54549	16045
2042	55122	16448
2043	55701	16861
2044	56286	17284
2045	56877	17718
2046	57474	18162
2047	58077	18618
2048	58687	19086
2049	59303	19565
2050	59926	20056
2051	60555	20559
2052	61191	21075
2053	61834	21604
2054	62483	22146
2055	63139	22702
2056	63802	23272
2057	64472	23856
2058	65149	24455
2059	65833	25069
2060	66524	25698
2061	67222	26343
2062	67928	27004
2063	68642	27682
2064	69362	28377
2065	70091	29089
2066	70827	29819
2067	71570	30568
2068	72322	31335
2069	73081	32121
2070	73848	32928
2071	74624	33754
2072	75407	34601
2073	76199	35470
2074	76999	36360
2075	77808	37273

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.191	0.019	0.165	0.583	1.162	3.262
5.243	0.019	0.167	0.589	1.173	3.295
5.296	0.019	0.169	0.595	1.185	3.328
5.349	0.019	0.170	0.600	1.197	3.361
5.403	0.020	0.172	0.607	1.209	3.395
5.457	0.020	0.174	0.613	1.221	3.429
5.512	0.020	0.176	0.619	1.234	3.464
5.567	0.020	0.177	0.625	1.246	3.499
5.623	0.020	0.179	0.631	1.259	3.534
5.680	0.021	0.181	0.638	1.271	3.569
5.737	0.021	0.183	0.644	1.284	3.605
5.794	0.021	0.185	0.650	1.297	3.641
5.853	0.021	0.187	0.657	1.310	3.678
5.911	0.021	0.188	0.664	1.323	3.715
5.971	0.022	0.190	0.670	1.336	3.752
6.031	0.022	0.192	0.677	1.350	3.790
6.091	0.022	0.194	0.684	1.363	3.828
6.153	0.022	0.196	0.691	1.377	3.867
6.215	0.023	0.198	0.698	1.391	3.905
6.277	0.023	0.200	0.705	1.405	3.945
6.340	0.023	0.202	0.712	1.419	3.984
6.404	0.023	0.204	0.719	1.433	4.024
6.468	0.023	0.206	0.726	1.448	4.065
6.533	0.024	0.208	0.733	1.462	4.106
6.599	0.024	0.210	0.741	1.477	4.147
6.665	0.024	0.212	0.748	1.492	4.189

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	4.731	0.017	0.151	0.531	1.059	2.973
0.911	4.779	0.017	0.152	0.536	1.070	3.003
0.911	4.827	0.018	0.154	0.542	1.080	3.033
0.911	4.875	0.018	0.155	0.547	1.091	3.064
0.911	4.924	0.018	0.157	0.553	1.102	3.094
0.911	4.974	0.018	0.159	0.558	1.113	3.126
0.911	5.024	0.018	0.160	0.564	1.124	3.157
0.911	5.074	0.018	0.162	0.570	1.136	3.189
0.911	5.125	0.019	0.163	0.575	1.147	3.221
0.911	5.177	0.019	0.165	0.581	1.159	3.253
0.911	5.229	0.019	0.167	0.587	1.170	3.286
0.911	5.281	0.019	0.168	0.593	1.182	3.319
0.911	5.334	0.019	0.170	0.599	1.194	3.352
0.911	5.388	0.020	0.172	0.605	1.206	3.386
0.911	5.442	0.020	0.173	0.611	1.218	3.420
0.911	5.497	0.020	0.175	0.617	1.230	3.454
0.911	5.552	0.020	0.177	0.623	1.243	3.489
0.911	5.608	0.020	0.179	0.630	1.255	3.524
0.911	5.664	0.021	0.181	0.636	1.268	3.559
0.911	5.721	0.021	0.182	0.642	1.280	3.595
0.911	5.779	0.021	0.184	0.649	1.293	3.631
0.911	5.837	0.021	0.186	0.655	1.306	3.668
0.911	5.895	0.021	0.188	0.662	1.319	3.705
0.911	5.955	0.022	0.190	0.668	1.333	3.742
0.911	6.015	0.022	0.192	0.675	1.346	3.780
0.911	6.075	0.022	0.194	0.682	1.360	3.818
0.911						
0.911						
0.911					

US 41 from Old US 41 to Veterans Memorial Blvd Alternative C

None adjustment type:
None

FROM CRASH COST TOTALS TAB		FROM TOTAL TAB	
Opening Year =	2025	Segment Type =	6D
Analysis Period =	20	Analysis Year AADT =	39000
Growth Rate =	0.59%	Segment Length (mi) =	0.284090909
Rate of Return =	4%	Analysis Year =	2019

	Default Crash Distribution				
	K	A	B	C	O
%	0.60%	4.22%	12.72%	23.84%	58.62%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manual

AADT / Year	
Year	Major AADT
2019	39000
2020	39230
2021	39462
2022	39694
2023	39929
2024	40164
2025	40401
2026	40639
2027	40879
2028	41120
2029	41363
2030	41607
2031	41853
2032	42100
2033	42348
2034	42598
2035	42849
2036	43102
2037	43356
2038	43612
2039	43869
2040	44128
2041	44388
2042	44650
2043	44914
2044	45179
2045	45445
2046	45713
2047	45983
2048	46255
2049	46527
2050	46802
2051	47078
2052	47356
2053	47635
2054	47916
2055	48199
2056	48483
2057	48769
2058	49057
2059	49347
2060	49638
2061	49931
2062	50225
2063	50521
2064	50820
2065	51119
2066	51421
2067	51724
2068	52030
2069	52337
2070	52645
2071	52956
2072	53268
2073	53583
2074	53899
2075	54217

Annual Number of Crashes - No Lighting					
Site Specific ($N_{p/e}$)	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.786	0.03	0.24	0.74	1.38	3.39
5.823	0.03	0.25	0.74	1.39	3.41
5.860	0.04	0.25	0.75	1.40	3.44
5.897	0.04	0.25	0.75	1.41	3.46
5.935	0.04	0.25	0.76	1.41	3.48
5.973	0.04	0.25	0.76	1.42	3.50
6.011	0.04	0.25	0.76	1.43	3.52
6.049	0.04	0.26	0.77	1.44	3.55
6.088	0.04	0.26	0.77	1.45	3.57
6.127	0.04	0.26	0.78	1.46	3.59
6.166	0.04	0.26	0.78	1.47	3.61
6.205	0.04	0.26	0.79	1.48	3.64
6.245	0.04	0.26	0.79	1.49	3.66
6.285	0.04	0.26	0.80	1.50	3.68
6.325	0.04	0.27	0.80	1.51	3.71
6.365	0.04	0.27	0.81	1.52	3.73
6.406	0.04	0.27	0.81	1.53	3.76
6.447	0.04	0.27	0.82	1.54	3.78
6.488	0.04	0.27	0.83	1.55	3.80
6.530	0.04	0.28	0.83	1.56	3.83
6.571	0.04	0.28	0.84	1.57	3.85
6.613	0.04	0.28	0.84	1.58	3.88
6.656	0.04	0.28	0.85	1.59	3.90
6.698	0.04	0.28	0.85	1.60	3.93
6.741	0.04	0.28	0.86	1.61	3.95
6.784	0.04	0.29	0.86	1.62	3.98

Annual Number of Crashes - With Lighting						
Lighting CMF	Adjusted $N_{p/e}$	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.94	5.439	0.032596309	0.22932733	0.691902784	1.296625818	3.188518664
0.94	5.474	0.032803975	0.23078835	0.696310798	1.304886436	3.208832262
0.94	5.509	0.03301301	0.23225898	0.700747849	1.313201469	3.229279672
0.94	5.544	0.033223421	0.23373931	0.705214132	1.321571283	3.249861791
0.94	5.579	0.033435219	0.23522938	0.709709842	1.329996245	3.270579523
0.94	5.615	0.033648413	0.23672928	0.714235178	1.338476723	3.291433777
0.94	5.650	0.033863011	0.23823906	0.718790337	1.347013091	3.312425468
0.94	5.686	0.034079024	0.2397588	0.723375519	1.355605723	3.333555517
0.94	5.723	0.034296461	0.24128855	0.727990926	1.364254996	3.354824852
0.94	5.759	0.034515332	0.24282838	0.732636761	1.37296129	3.376234408
0.94	5.796	0.034735645	0.24437837	0.737313228	1.381724989	3.397785124
0.94	5.833	0.034957412	0.24593858	0.742020531	1.390546475	3.419477948
0.94	5.870	0.03518064	0.24750908	0.746758879	1.399426138	3.441313832
0.94	5.908	0.035405342	0.24908994	0.751528478	1.408364368	3.463293737
0.94	5.945	0.035631525	0.25068122	0.756329539	1.417361557	3.485418628
0.94	5.983	0.0358592	0.25228301	0.761162274	1.426418101	3.507689478
0.94	6.022	0.036088378	0.25389536	0.766026893	1.435534398	3.530107266
0.94	6.060	0.036319068	0.25551835	0.770923612	1.444710849	3.552672979
0.94	6.099	0.03655128	0.25715205	0.775852646	1.453947858	3.575387609
0.94	6.138	0.036785025	0.25879653	0.780814211	1.463245831	3.598252155
0.94	6.177	0.037020313	0.26045187	0.785808526	1.472605178	3.621267624
0.94	6.217	0.037257154	0.26211814	0.790835811	1.482026309	3.644435028
0.94	6.256	0.037495558	0.2637954	0.795896287	1.491509641	3.667755387
0.94	6.296	0.037735537	0.26548374	0.800990176	1.50105559	3.691229729
0.94	6.337	0.037977101	0.26718323	0.806117704	1.510664577	3.714859085
0.94	6.377	0.03822026	0.26889395	0.811279096	1.520337025	3.738644499
0.94						
0.94						
0.94					

US 41 at Veterans Memorial Blvd Build Alternative C

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	39000
Analysis Year Minor AADT =	11300
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.13%
Minor Growth Rate =	2.42%
Rate of Return =	4%

	Default Crash Distribution					
	K	A	B	C	O	Sum
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manua

AADT / Year		
Year	Major AADT	Minor AADT
2019	39000	11300
2020	39441	11573
2021	39886	11854
2022	40337	12140
2023	40793	12434
2024	41254	12735
2025	41720	13043
2026	42191	13359
2027	42668	13682
2028	43150	14013
2029	43638	14352
2030	44131	14700
2031	44630	15056
2032	45134	15420
2033	45644	15793
2034	46160	16175
2035	46681	16567
2036	47209	16968
2037	47742	17378
2038	48282	17799
2039	48828	18229
2040	49379	18671
2041	49937	19122
2042	50502	19585
2043	51072	20059
2044	51649	20545
2045	52233	21042
2046	52823	21551
2047	53420	22073
2048	54024	22607
2049	54634	23154
2050	55252	23714
2051	55876	24288
2052	56507	24876
2053	57146	25478
2054	57792	26094
2055	58445	26726
2056	59105	27373
2057	59773	28035
2058	60448	28713
2059	61131	29408
2060	61822	30120
2061	62521	30849
2062	63227	31595
2063	63942	32360
2064	64664	33143
2065	65395	33945
2066	66134	34767
2067	66881	35608
2068	67637	36470
2069	68401	37352
2070	69174	38256
2071	69956	39182
2072	70747	40130
2073	71546	41101
2074	72354	42096
2075	73172	43115

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
5.235	0.020	0.195	0.610	1.229	3.181
5.287	0.021	0.197	0.616	1.241	3.212
5.339	0.021	0.199	0.623	1.253	3.244
5.392	0.021	0.201	0.629	1.266	3.277
5.446	0.021	0.203	0.635	1.278	3.309
5.500	0.021	0.205	0.641	1.291	3.342
5.555	0.022	0.207	0.648	1.304	3.375
5.610	0.022	0.209	0.654	1.317	3.409
5.666	0.022	0.211	0.661	1.330	3.443
5.722	0.022	0.213	0.667	1.343	3.477
5.779	0.023	0.215	0.674	1.356	3.511
5.836	0.023	0.217	0.680	1.370	3.546
5.895	0.023	0.219	0.687	1.383	3.582
5.953	0.023	0.221	0.694	1.397	3.617
6.012	0.023	0.224	0.701	1.411	3.653
6.072	0.024	0.226	0.708	1.425	3.690
6.133	0.024	0.228	0.715	1.439	3.726
6.194	0.024	0.230	0.722	1.454	3.764
6.255	0.024	0.233	0.729	1.468	3.801
6.318	0.025	0.235	0.737	1.483	3.839
6.381	0.025	0.237	0.744	1.497	3.877
6.444	0.025	0.240	0.751	1.512	3.916
6.508	0.025	0.242	0.759	1.527	3.955
6.573	0.026	0.244	0.766	1.543	3.994
6.639	0.026	0.247	0.774	1.558	4.034
6.705	0.026	0.249	0.782	1.574	4.074

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	4.770	0.019	0.177	0.556	1.119	2.898
0.911	4.817	0.019	0.179	0.562	1.131	2.927
0.911	4.865	0.019	0.181	0.567	1.142	2.956
0.911	4.913	0.019	0.183	0.573	1.153	2.985
0.911	4.962	0.019	0.185	0.579	1.165	3.015
0.911	5.011	0.020	0.186	0.584	1.176	3.045
0.911	5.061	0.020	0.188	0.590	1.188	3.075
0.911	5.111	0.020	0.190	0.596	1.200	3.106
0.911	5.162	0.020	0.192	0.602	1.212	3.137
0.911	5.214	0.020	0.194	0.608	1.224	3.168
0.911	5.265	0.021	0.196	0.614	1.236	3.199
0.911	5.318	0.021	0.198	0.620	1.248	3.231
0.911	5.371	0.021	0.200	0.626	1.260	3.263
0.911	5.424	0.021	0.202	0.632	1.273	3.296
0.911	5.478	0.021	0.204	0.639	1.286	3.329
0.911	5.533	0.022	0.206	0.645	1.298	3.362
0.911	5.588	0.022	0.208	0.651	1.311	3.395
0.911	5.643	0.022	0.210	0.658	1.324	3.429
0.911	5.699	0.022	0.212	0.665	1.338	3.463
0.911	5.756	0.022	0.214	0.671	1.351	3.498
0.911	5.813	0.023	0.216	0.678	1.364	3.532
0.911	5.871	0.023	0.218	0.685	1.378	3.568
0.911	5.930	0.023	0.221	0.691	1.392	3.603
0.911	5.989	0.023	0.223	0.698	1.406	3.639
0.911	6.049	0.024	0.225	0.705	1.420	3.675
0.911	6.109	0.024	0.227	0.712	1.434	3.712

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information

Analyst: RC | Date: 6/13/2025
Agency or Company: RK&K

Site Information

Location ID: Old Us 41 from US 41 to Gulf Coast Drive | County: Collier County
City: Naples | M.P. - M.P.

Manual Input from Analysis

Growth Rate =	2.6%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,900	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.19	Segment Type =	4U	P	
Crash Data Used =	No	Segment =	Segment1	0.900070373	Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,900		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,312		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,734		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,168		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,612		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,069		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,536	1.9	0.009	0.070	0.238	0.395	1.178	$96,726	$40,604	$37,449	$38,593	$8,954	$222,325	$213,774
2	2026	19,017	2.0	0.010	0.072	0.246	0.408	1.215	$99,759	$41,877	$38,623	$39,804	$9,234	$229,297	$211,998
3	2027	19,509	2.0	0.010	0.074	0.253	0.420	1.253	$102,889	$43,191	$39,835	$41,053	$9,524	$236,492	$210,241
4	2028	20,014	2.1	0.010	0.077	0.261	0.434	1.293	$106,119	$44,547	$41,086	$42,342	$9,823	$243,917	$208,501
5	2029	20,533	2.1	0.011	0.079	0.270	0.447	1.333	$109,453	$45,946	$42,376	$43,672	$10,132	$251,578	$206,779
6	2030	21,065	2.2	0.011	0.082	0.278	0.461	1.375	$112,892	$47,390	$43,708	$45,044	$10,450	$259,484	$205,074
7	2031	21,610	2.3	0.011	0.084	0.287	0.476	1.418	$116,442	$48,880	$45,082	$46,460	$10,779	$267,643	$203,387
8	2032	22,170	2.3	0.012	0.087	0.296	0.491	1.463	$120,105	$50,418	$46,500	$47,922	$11,118	$276,063	$201,717
9	2033	22,744	2.4	0.012	0.090	0.305	0.506	1.509	$123,886	$52,005	$47,964	$49,430	$11,468	$284,752	$200,063
10	2034	23,333	2.5	0.012	0.092	0.315	0.522	1.556	$127,787	$53,643	$49,474	$50,987	$11,829	$293,720	$198,426
11	2035	23,937	2.6	0.013	0.095	0.325	0.539	1.605	$131,813	$55,333	$51,033	$52,593	$12,202	$302,974	$196,806
12	2036	24,557	2.7	0.013	0.098	0.335	0.556	1.656	$135,968	$57,077	$52,642	$54,251	$12,586	$312,524	$195,202
13	2037	25,193	2.7	0.014	0.101	0.345	0.573	1.708	$140,256	$58,877	$54,302	$55,962	$12,983	$322,381	$193,614
14	2038	25,846	2.8	0.014	0.105	0.356	0.591	1.762	$144,682	$60,735	$56,016	$57,728	$13,393	$332,553	$192,041
15	2039	26,515	2.9	0.015	0.108	0.368	0.610	1.818	$149,249	$62,652	$57,784	$59,550	$13,816	$343,051	$190,484
16	2040	27,202	3.0	0.015	0.111	0.379	0.629	1.875	$153,963	$64,631	$59,609	$61,431	$14,252	$353,886	$188,943
17	2041	27,907	3.1	0.016	0.115	0.391	0.649	1.935	$158,828	$66,673	$61,493	$63,373	$14,702	$365,069	$187,417
18	2042	28,629	3.2	0.016	0.119	0.404	0.669	1.996	$163,850	$68,781	$63,437	$65,376	$15,167	$376,611	$185,906
19	2043	29,371	3.3	0.017	0.122	0.416	0.691	2.059	$169,032	$70,957	$65,443	$67,444	$15,647	$388,523	$184,409
20	2044	30,132	3.4	0.017	0.126	0.430	0.713	2.124	$174,381	$73,202	$67,514	$69,578	$16,142	$400,818	$182,928
	2045	30,912		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
														Total Present Value	**$3,957,709**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
BUILD ALTERNATIVE C

General Information				Site Information			
Analyst:	RC	Date:	12/17/2023	Location ID:	Old US 41 at Gulf Coast Drive	County:	Collier County
Agency or Company:		RK&K		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,750	Intersection Type =	3ST		
Opening Year Minor AADT =	1,100	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.280095352	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,750	1,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,166	1,126		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,593	1,153		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,031	1,181		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,480	1,209		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,942	1,238		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,415	1,268	1.08	0.005	0.040	0.136	0.226	0.673	$55,244	$23,190	$21,388	$22,042	$5,114	$126,978	$122,094
2	2026	18,902	1,299	1.12	0.006	0.041	0.141	0.234	0.698	$57,279	$24,045	$22,176	$22,854	$5,302	$131,657	$121,725
3	2027	19,401	1,330	1.16	0.006	0.043	0.146	0.243	0.723	$59,393	$24,932	$22,995	$23,698	$5,498	$136,516	$121,362
4	2028	19,913	1,362	1.20	0.006	0.045	0.152	0.252	0.750	$61,588	$25,853	$23,845	$24,574	$5,701	$141,561	$121,007
5	2029	20,438	1,394	1.25	0.006	0.046	0.157	0.261	0.778	$63,867	$26,810	$24,727	$25,483	$5,912	$146,799	$120,658
6	2030	20,978	1,428	1.29	0.006	0.048	0.163	0.271	0.807	$66,233	$27,803	$25,643	$26,427	$6,131	$152,238	$120,316
7	2031	21,532	1,462	1.34	0.007	0.050	0.169	0.281	0.837	$68,690	$28,835	$26,594	$27,407	$6,358	$157,885	$119,980
8	2032	22,100	1,497	1.39	0.007	0.052	0.175	0.291	0.868	$71,242	$29,906	$27,582	$28,425	$6,595	$163,750	$119,650
9	2033	22,684	1,533	1.44	0.007	0.053	0.182	0.302	0.900	$73,891	$31,018	$28,608	$29,483	$6,840	$169,840	$119,327
10	2034	23,283	1,570	1.50	0.007	0.055	0.189	0.313	0.933	$76,643	$32,173	$29,673	$30,580	$7,095	$176,164	$119,010
11	2035	23,897	1,608	1.55	0.008	0.058	0.196	0.325	0.968	$79,500	$33,373	$30,779	$31,720	$7,359	$182,731	$118,699
12	2036	24,528	1,646	1.61	0.008	0.060	0.203	0.337	1.004	$82,467	$34,618	$31,928	$32,904	$7,634	$189,551	$118,393
13	2037	25,176	1,686	1.67	0.008	0.062	0.211	0.350	1.042	$85,548	$35,912	$33,121	$34,134	$7,919	$196,634	$118,093
14	2038	25,840	1,726	1.74	0.009	0.064	0.219	0.363	1.081	$88,749	$37,255	$34,360	$35,411	$8,215	$203,990	$117,799
15	2039	26,522	1,768	1.80	0.009	0.067	0.227	0.376	1.121	$92,072	$38,650	$35,647	$36,737	$8,523	$211,629	$117,510
16	2040	27,223	1,810	1.87	0.009	0.069	0.235	0.390	1.163	$95,524	$40,099	$36,983	$38,114	$8,842	$219,563	$117,226
17	2041	27,941	1,853	1.94	0.010	0.072	0.244	0.405	1.207	$99,109	$41,604	$38,371	$39,544	$9,174	$227,803	$116,948
18	2042	28,679	1,898	2.01	0.010	0.074	0.253	0.420	1.252	$102,832	$43,167	$39,813	$41,030	$9,519	$236,361	$116,674
19	2043	29,436	1,944	2.09	0.010	0.077	0.263	0.436	1.300	$106,699	$44,790	$41,310	$42,573	$9,877	$245,249	$116,406
20	2044	30,213	1,990	2.16	0.011	0.080	0.273	0.452	1.349	$110,716	$46,476	$42,865	$44,176	$10,249	$254,481	$116,142

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,379,018**

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information

Analyst: RC | Date: 6/13/2025
Agency or Company: RK&K

Site Information

Location ID: US 41 from Gulf Coast Drive to Veterans Memorial I | County: Collier County
City: Naples | M.P. - M.P.

Manual Input from Analysis

Growth Rate =	2.7%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.19	Segment Type =	4U		
Crash Data Used =	No	Segment =	Segment1	0.900950872	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,020		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,451		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,893		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,348		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,814		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,293	1.3	0.007	0.049	0.168	0.279	0.832	$68,334	$28,685	$26,456	$27,265	$6,325	$157,065	$151,024
2	2026	18,785	1.4	0.007	0.051	0.174	0.288	0.860	$70,585	$29,630	$27,328	$28,163	$6,534	$162,240	$150,000
3	2027	19,291	1.4	0.007	0.053	0.180	0.298	0.888	$72,912	$30,607	$28,229	$29,092	$6,749	$167,590	$148,987
4	2028	19,810	1.5	0.007	0.054	0.186	0.308	0.917	$75,318	$31,617	$29,160	$30,052	$6,972	$173,119	$147,983
5	2029	20,343	1.5	0.008	0.056	0.192	0.318	0.948	$77,805	$32,661	$30,123	$31,044	$7,202	$178,836	$146,990
6	2030	20,890	1.6	0.008	0.058	0.198	0.328	0.979	$80,376	$33,740	$31,119	$32,070	$7,440	$184,745	$146,007
7	2031	21,452	1.6	0.008	0.060	0.205	0.339	1.011	$83,034	$34,856	$32,148	$33,131	$7,686	$190,854	$145,034
8	2032	22,029	1.7	0.008	0.062	0.211	0.351	1.045	$85,782	$36,010	$33,212	$34,227	$7,941	$197,170	$144,070
9	2033	22,621	1.7	0.009	0.064	0.218	0.362	1.079	$88,622	$37,202	$34,311	$35,360	$8,203	$203,699	$143,116
10	2034	23,230	1.8	0.009	0.066	0.226	0.374	1.115	$91,559	$38,435	$35,448	$36,532	$8,475	$210,449	$142,172
11	2035	23,855	1.8	0.009	0.068	0.233	0.387	1.152	$94,595	$39,709	$36,624	$37,743	$8,756	$217,428	$141,237
12	2036	24,496	1.9	0.010	0.071	0.241	0.399	1.190	$97,734	$41,027	$37,839	$38,996	$9,047	$224,643	$140,311
13	2037	25,155	2.0	0.010	0.073	0.249	0.413	1.230	$100,980	$42,389	$39,096	$40,291	$9,347	$232,103	$139,395
14	2038	25,832	2.0	0.010	0.075	0.257	0.426	1.271	$104,335	$43,798	$40,395	$41,630	$9,658	$239,815	$138,487
15	2039	26,527	2.1	0.011	0.078	0.266	0.440	1.313	$107,804	$45,254	$41,738	$43,014	$9,979	$247,790	$137,589
16	2040	27,241	2.2	0.011	0.081	0.274	0.455	1.357	$111,391	$46,760	$43,127	$44,445	$10,311	$256,034	$136,699
17	2041	27,973	2.3	0.011	0.083	0.284	0.470	1.402	$115,100	$48,317	$44,563	$45,925	$10,654	$264,559	$135,818
18	2042	28,726	2.3	0.012	0.086	0.293	0.486	1.449	$118,935	$49,927	$46,047	$47,455	$11,009	$273,374	$134,945
19	2043	29,499	2.4	0.012	0.089	0.303	0.502	1.497	$122,900	$51,591	$47,582	$49,037	$11,376	$282,488	$134,081
20	2044	30,292	2.5	0.012	0.092	0.313	0.519	1.547	$127,000	$53,312	$49,170	$50,673	$11,756	$291,911	$133,225
	2045	31,107		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
														Total Present Value	**$2,837,170**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
BUILD ALTERNATIVE C

General Information				Site Information			
Analyst:	RC	Date:	12/17/2023	Location ID:	Old US 41 at Veterans Memorial Boulevard	County:	Collier County
Agency or Company:		RK&K		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,600	Intersection Type =	4SG		
Opening Year Minor AADT =	11,300	Intersection =	Intersection1	E	
		Crash Data Used =	No	1.72000327	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	11,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,070	11,571		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,553	11,849		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,052	12,133		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,565	12,424		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,093	12,723		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,638	13,028	3.61	0.018	0.134	0.455	0.755	2.251	$184,775	$77,565	$71,538	$73,725	$17,104	$424,707	$408,372
2	2026	19,199	13,341	3.75	0.019	0.139	0.472	0.783	2.334	$191,592	$80,427	$74,177	$76,445	$17,735	$440,376	$407,152
3	2027	19,777	13,661	3.88	0.019	0.144	0.489	0.812	2.420	$198,663	$83,395	$76,915	$79,267	$18,390	$456,629	$405,942
4	2028	20,372	13,989	4.03	0.020	0.149	0.507	0.842	2.509	$205,998	$86,474	$79,755	$82,193	$19,069	$473,489	$404,740
5	2029	20,985	14,324	4.18	0.021	0.155	0.526	0.873	2.602	$213,606	$89,668	$82,701	$85,229	$19,773	$490,977	$403,547
6	2030	21,617	14,668	4.33	0.022	0.160	0.546	0.905	2.698	$221,498	$92,981	$85,756	$88,378	$20,503	$509,117	$402,363
7	2031	22,268	15,020	4.49	0.022	0.166	0.566	0.938	2.798	$229,685	$96,418	$88,926	$91,644	$21,261	$527,934	$401,187
8	2032	22,938	15,381	4.66	0.023	0.172	0.587	0.973	2.901	$238,177	$99,983	$92,214	$95,033	$22,047	$547,454	$400,019
9	2033	23,628	15,750	4.83	0.024	0.179	0.608	1.009	3.008	$246,987	$103,680	$95,624	$98,548	$22,863	$567,702	$398,860
10	2034	24,340	16,128	5.01	0.025	0.185	0.631	1.047	3.120	$256,125	$107,516	$99,162	$102,194	$23,709	$588,705	$397,708
11	2035	25,072	16,515	5.19	0.026	0.192	0.654	1.085	3.235	$265,604	$111,496	$102,832	$105,976	$24,586	$610,493	$396,565
12	2036	25,827	16,911	5.38	0.027	0.199	0.678	1.125	3.355	$275,437	$115,623	$106,639	$109,899	$25,496	$633,095	$395,429
13	2037	26,604	17,317	5.58	0.028	0.207	0.704	1.167	3.479	$285,637	$119,905	$110,588	$113,969	$26,441	$656,540	$394,301
14	2038	27,405	17,733	5.79	0.029	0.214	0.730	1.210	3.608	$296,218	$124,347	$114,685	$118,191	$27,420	$680,862	$393,181
15	2039	28,230	18,158	6.01	0.030	0.222	0.757	1.255	3.742	$307,195	$128,955	$118,935	$122,571	$28,436	$706,092	$392,068
16	2040	29,080	18,594	6.23	0.031	0.230	0.785	1.302	3.880	$318,582	$133,735	$123,343	$127,114	$29,490	$732,264	$390,962
17	2041	29,955	19,040	6.46	0.032	0.239	0.814	1.350	4.024	$330,394	$138,693	$127,917	$131,827	$30,584	$759,415	$389,863
18	2042	30,857	19,497	6.70	0.033	0.248	0.844	1.400	4.173	$342,648	$143,837	$132,661	$136,717	$31,718	$787,581	$388,772
19	2043	31,786	19,965	6.95	0.035	0.257	0.875	1.452	4.328	$355,360	$149,174	$137,582	$141,789	$32,895	$816,799	$387,687
20	2044	32,742	20,445	7.21	0.036	0.267	0.908	1.506	4.489	$368,547	$154,709	$142,688	$147,050	$34,115	$847,110	$386,610

Shaded cell indicates the AADT is outside the limits

Total Present Value **$7,945,327**

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information

Analyst: RC | Date: 6/13/2025
Agency or Company: RK&K

Site Information

Location ID: Old US 41 from Veterans Mem... to Collier Cen... | County: Collier County
City: Naples | M.P. - M.P.

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.08	Segment Type =	4U		
Crash Data Used =	No	Segment =	Segment1	0.900950872	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,656		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,211		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,784		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,376		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,988	0.9	0.004	0.032	0.110	0.182	0.543	$44,556	$18,704	$17,251	$17,778	$4,124	$102,413	$98,474
2	2026	19,620	0.9	0.005	0.034	0.114	0.189	0.565	$46,361	$19,461	$17,949	$18,498	$4,291	$106,561	$98,522
3	2027	20,274	0.9	0.005	0.035	0.119	0.197	0.588	$48,240	$20,250	$18,677	$19,248	$4,465	$110,880	$98,572
4	2028	20,949	1.0	0.005	0.036	0.124	0.205	0.611	$50,197	$21,072	$19,434	$20,029	$4,647	$115,378	$98,626
5	2029	21,647	1.0	0.005	0.038	0.129	0.213	0.636	$52,234	$21,927	$20,223	$20,842	$4,835	$120,061	$98,682
6	2030	22,367	1.1	0.005	0.039	0.134	0.222	0.662	$54,356	$22,818	$21,045	$21,688	$5,032	$124,938	$98,740
7	2031	23,112	1.1	0.006	0.041	0.139	0.231	0.689	$56,566	$23,745	$21,900	$22,570	$5,236	$130,017	$98,802
8	2032	23,882	1.2	0.006	0.043	0.145	0.241	0.717	$58,867	$24,711	$22,791	$23,488	$5,449	$135,306	$98,867
9	2033	24,677	1.2	0.006	0.044	0.151	0.250	0.746	$61,263	$25,717	$23,719	$24,444	$5,671	$140,814	$98,934
10	2034	25,499	1.2	0.006	0.046	0.157	0.261	0.777	$63,758	$26,765	$24,685	$25,440	$5,902	$146,549	$99,004
11	2035	26,348	1.3	0.006	0.048	0.163	0.271	0.808	$66,357	$27,856	$25,691	$26,477	$6,142	$152,523	$99,076
12	2036	27,225	1.4	0.007	0.050	0.170	0.282	0.841	$69,064	$28,992	$26,739	$27,557	$6,393	$158,745	$99,151
13	2037	28,132	1.4	0.007	0.052	0.177	0.294	0.876	$71,883	$30,175	$27,831	$28,681	$6,654	$165,224	$99,229
14	2038	29,069	1.5	0.007	0.054	0.184	0.306	0.911	$74,819	$31,408	$28,967	$29,853	$6,926	$171,973	$99,310
15	2039	30,037	1.5	0.008	0.056	0.192	0.318	0.949	$77,877	$32,691	$30,151	$31,073	$7,209	$179,002	$99,393
16	2040	31,037	1.6	0.008	0.059	0.200	0.331	0.987	$81,062	$34,028	$31,384	$32,344	$7,504	$186,323	$99,479
17	2041	32,071	1.6	0.008	0.061	0.208	0.345	1.028	$84,380	$35,421	$32,669	$33,668	$7,811	$193,948	$99,568
18	2042	33,138	1.7	0.009	0.064	0.216	0.359	1.070	$87,835	$36,872	$34,007	$35,046	$8,131	$201,891	$99,659
19	2043	34,242	1.8	0.009	0.066	0.225	0.374	1.114	$91,435	$38,383	$35,400	$36,482	$8,464	$210,164	$99,753
20	2044	35,382	1.9	0.009	0.069	0.234	0.389	1.159	$95,184	$39,956	$36,852	$37,978	$8,811	$218,781	$99,849
	2045	36,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$1,981,690**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/13/2025	Location ID:	Old US 41 at Collier Center Way	County:	Collier County
Agency or Company:		RK&K		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20		
Opening Year Major AADT =	15,600	Intersection Type =	3ST				
Opening Year Minor AADT =	2,100	Intersection =	Intersection1	P	Analyze		
		Crash Data Used =	No	0.922303473			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600	2,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,117	2,151		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,651	2,203		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,203	2,256		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,774	2,311		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,363	2,367		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,972	2,424	1.46	0.007	0.054	0.184	0.306	0.911	$74,831	$31,413	$28,972	$29,857	$6,927	$171,999	$165,384
2	2026	19,601	2,483	1.53	0.008	0.056	0.192	0.319	0.951	$78,100	$32,785	$30,237	$31,162	$7,229	$179,514	$165,971
3	2027	20,250	2,543	1.59	0.008	0.059	0.201	0.333	0.993	$81,519	$34,220	$31,561	$32,526	$7,546	$187,372	$166,573
4	2028	20,922	2,604	1.66	0.008	0.062	0.210	0.348	1.036	$85,094	$35,721	$32,945	$33,953	$7,877	$195,590	$167,191
5	2029	21,615	2,667	1.74	0.009	0.064	0.219	0.363	1.082	$88,833	$37,291	$34,393	$35,444	$8,223	$204,184	$167,824
6	2030	22,332	2,732	1.81	0.009	0.067	0.228	0.379	1.130	$92,744	$38,932	$35,907	$37,005	$8,585	$213,172	$168,473
7	2031	23,072	2,798	1.89	0.009	0.070	0.239	0.396	1.179	$96,833	$40,649	$37,490	$38,637	$8,964	$222,573	$169,137
8	2032	23,837	2,866	1.98	0.010	0.073	0.249	0.413	1.232	$101,111	$42,445	$39,147	$40,343	$9,360	$232,405	$169,816
9	2033	24,627	2,935	2.06	0.010	0.076	0.260	0.431	1.286	$105,585	$44,323	$40,879	$42,129	$9,774	$242,689	$170,510
10	2034	25,443	3,006	2.16	0.011	0.080	0.272	0.451	1.343	$110,265	$46,287	$42,691	$43,996	$10,207	$253,446	$171,219
11	2035	26,287	3,079	2.25	0.011	0.083	0.284	0.471	1.403	$115,160	$48,342	$44,586	$45,949	$10,660	$264,697	$171,942
12	2036	27,158	3,153	2.35	0.012	0.087	0.296	0.491	1.465	$120,281	$50,492	$46,568	$47,992	$11,134	$276,467	$172,681
13	2037	28,059	3,230	2.46	0.012	0.091	0.309	0.513	1.530	$125,637	$52,740	$48,642	$50,129	$11,630	$288,779	$173,433
14	2038	28,989	3,308	2.57	0.013	0.095	0.323	0.536	1.598	$131,241	$55,092	$50,812	$52,365	$12,149	$301,658	$174,200
15	2039	29,950	3,388	2.68	0.013	0.099	0.338	0.560	1.670	$137,102	$57,553	$53,081	$54,704	$12,691	$315,131	$174,981
16	2040	30,943	3,470	2.80	0.014	0.104	0.353	0.585	1.745	$143,235	$60,127	$55,455	$57,151	$13,259	$329,226	$175,777
17	2041	31,968	3,554	2.93	0.015	0.108	0.369	0.611	1.823	$149,650	$62,820	$57,939	$59,710	$13,853	$343,972	$176,586
18	2042	33,028	3,640	3.06	0.015	0.113	0.385	0.639	1.904	$156,362	$65,638	$60,538	$62,388	$14,474	$359,399	$177,410
19	2043	34,123	3,728	3.19	0.016	0.118	0.402	0.668	1.990	$163,384	$68,586	$63,256	$65,190	$15,124	$375,540	$178,247
20	2044	35,254	3,818	3.34	0.017	0.124	0.421	0.698	2.079	$170,731	$71,670	$66,101	$68,122	$15,804	$392,426	$179,098

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,436,454**

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	ld US 41 from Collier Center Way to Sun Century Rc	County:	Collier County
Agency or Company:		RK&K		City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,600	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.21	Segment Type =	4U	P		Analyze	
Crash Data Used =	No	Segment =	Segment1	1.118032787			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,119		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,656		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,211		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,784		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,376		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,988	1.7	0.008	0.061	0.208	0.346	1.030	$84,557	$35,496	$32,738	$33,738	$7,827	$194,356	$186,881
2	2026	19,620	1.7	0.009	0.064	0.217	0.360	1.072	$88,013	$36,946	$34,075	$35,117	$8,147	$202,299	$187,036
3	2027	20,274	1.8	0.009	0.066	0.226	0.374	1.116	$91,613	$38,457	$35,469	$36,553	$8,480	$210,573	$187,199
4	2028	20,949	1.9	0.009	0.069	0.235	0.390	1.162	$95,363	$40,032	$36,921	$38,050	$8,827	$219,194	$187,368
5	2029	21,647	1.9	0.010	0.072	0.245	0.406	1.209	$99,271	$41,672	$38,434	$39,609	$9,189	$228,176	$187,544
6	2030	22,367	2.0	0.010	0.075	0.255	0.422	1.259	$103,342	$43,381	$40,010	$41,234	$9,566	$237,534	$187,726
7	2031	23,112	2.1	0.011	0.078	0.265	0.440	1.310	$107,584	$45,162	$41,653	$42,926	$9,959	$247,284	$187,916
8	2032	23,882	2.2	0.011	0.081	0.276	0.458	1.364	$112,004	$47,017	$43,364	$44,690	$10,368	$257,443	$188,111
9	2033	24,677	2.3	0.011	0.084	0.287	0.476	1.420	$116,610	$48,951	$45,147	$46,527	$10,794	$268,029	$188,314
10	2034	25,499	2.4	0.012	0.088	0.299	0.496	1.479	$121,409	$50,965	$47,005	$48,442	$11,238	$279,060	$188,523
11	2035	26,348	2.5	0.012	0.091	0.311	0.517	1.540	$126,409	$53,064	$48,941	$50,437	$11,701	$290,554	$188,738
12	2036	27,225	2.6	0.013	0.095	0.324	0.538	1.603	$131,620	$55,252	$50,959	$52,517	$12,184	$302,531	$188,960
13	2037	28,132	2.7	0.013	0.099	0.338	0.560	1.669	$137,050	$57,531	$53,061	$54,683	$12,686	$315,012	$189,188
14	2038	29,069	2.8	0.014	0.103	0.352	0.583	1.738	$142,709	$59,907	$55,252	$56,941	$13,210	$328,019	$189,423
15	2039	30,037	2.9	0.015	0.107	0.366	0.607	1.810	$148,606	$62,382	$57,535	$59,294	$13,756	$341,574	$189,664
16	2040	31,037	3.0	0.015	0.112	0.381	0.632	1.885	$154,752	$64,962	$59,914	$61,746	$14,325	$355,700	$189,911
17	2041	32,071	3.2	0.016	0.117	0.397	0.658	1.963	$161,157	$67,651	$62,394	$64,302	$14,918	$370,421	$190,164
18	2042	33,138	3.3	0.016	0.121	0.413	0.686	2.044	$167,832	$70,453	$64,978	$66,965	$15,536	$385,764	$190,424
19	2043	34,242	3.4	0.017	0.126	0.431	0.714	2.129	$174,789	$73,373	$67,672	$69,741	$16,180	$401,755	$190,690
20	2044	35,382	3.6	0.018	0.132	0.448	0.744	2.217	$182,040	$76,417	$70,479	$72,634	$16,851	$418,421	$190,962
	2045	36,560		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
														Total Present Value	**$3,774,741**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/13/2025	Location ID:	Old US 41 at Sun Century Road	County:	Collier County
Agency or Company:		RK&K		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,150	Intersection Type =	4ST		
Opening Year Minor AADT =	850	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.130566802	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,150	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,650	871		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,166	892		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,700	913		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,251	935		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,820	958		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,408	981	1.23	0.006	0.046	0.155	0.258	0.769	$63,123	$26,498	$24,439	$25,186	$5,843	$145,088	$139,508
2	2026	19,016	1,005	1.27	0.006	0.047	0.160	0.266	0.793	$65,078	$27,319	$25,196	$25,966	$6,024	$149,582	$138,297
3	2027	19,643	1,029	1.31	0.007	0.049	0.165	0.274	0.817	$67,096	$28,166	$25,977	$26,771	$6,211	$154,221	$137,102
4	2028	20,292	1,054	1.35	0.007	0.050	0.170	0.283	0.843	$69,179	$29,040	$26,784	$27,602	$6,404	$159,009	$135,921
5	2029	20,961	1,080	1.39	0.007	0.052	0.176	0.291	0.869	$71,329	$29,943	$27,616	$28,460	$6,603	$163,950	$134,755
6	2030	21,653	1,106	1.44	0.007	0.053	0.181	0.301	0.896	$73,548	$30,874	$28,475	$29,346	$6,808	$169,051	$133,604
7	2031	22,367	1,132	1.48	0.007	0.055	0.187	0.310	0.924	$75,839	$31,836	$29,362	$30,260	$7,020	$174,317	$132,466
8	2032	23,106	1,160	1.53	0.008	0.057	0.193	0.320	0.953	$78,203	$32,828	$30,278	$31,203	$7,239	$179,752	$131,343
9	2033	23,868	1,188	1.58	0.008	0.058	0.199	0.330	0.982	$80,644	$33,853	$31,223	$32,177	$7,465	$185,362	$130,233
10	2034	24,656	1,217	1.63	0.008	0.060	0.205	0.340	1.013	$83,164	$34,911	$32,198	$33,182	$7,698	$191,153	$129,136
11	2035	25,469	1,246	1.68	0.008	0.062	0.211	0.350	1.045	$85,765	$36,002	$33,205	$34,220	$7,939	$197,131	$128,053
12	2036	26,310	1,276	1.73	0.009	0.064	0.218	0.361	1.077	$88,450	$37,129	$34,244	$35,291	$8,188	$203,302	$126,982
13	2037	27,178	1,307	1.78	0.009	0.066	0.225	0.373	1.111	$91,221	$38,293	$35,317	$36,397	$8,444	$209,673	$125,924
14	2038	28,075	1,339	1.84	0.009	0.068	0.232	0.384	1.146	$94,082	$39,494	$36,425	$37,539	$8,709	$216,249	$124,879
15	2039	29,001	1,371	1.90	0.009	0.070	0.239	0.396	1.182	$97,036	$40,734	$37,569	$38,717	$8,982	$223,038	$123,845
16	2040	29,958	1,404	1.96	0.010	0.072	0.247	0.409	1.219	$100,085	$42,014	$38,749	$39,934	$9,265	$230,047	$122,824
17	2041	30,947	1,438	2.02	0.010	0.075	0.254	0.422	1.257	$103,233	$43,335	$39,968	$41,190	$9,556	$237,282	$121,814
18	2042	31,968	1,473	2.08	0.010	0.077	0.262	0.435	1.297	$106,483	$44,700	$41,226	$42,487	$9,857	$244,752	$120,816
19	2043	33,023	1,509	2.15	0.011	0.079	0.271	0.449	1.338	$109,838	$46,108	$42,525	$43,825	$10,167	$252,463	$119,830
20	2044	34,113	1,545	2.22	0.011	0.082	0.279	0.463	1.380	$113,301	$47,562	$43,866	$45,207	$10,488	$260,425	$118,854
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$2,576,187

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	Old US 41 from Sun Century Rd to Rail Head Blvd	County:	Collier County
Agency or Company:	RK&K			City:	Naples	M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	3.3%	Current Year =	2019	Project Opening Year =	2025		
Opening Year AADT =	15,000	Rate of Return =	4.0%	Analysis Period =	20		
Segment Length =	0.36	Segment Type =	4U	P		Analyze	
Crash Data Used =	No	Segment =	Segment1	0.994488189			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,000		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,494		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,003		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,530		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,074		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,635		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,215	2.5	0.013	0.093	0.316	0.525	1.565	$128,460	$53,925	$49,735	$51,256	$11,891	$295,267	$283,910
2	2026	18,815	2.6	0.013	0.097	0.329	0.546	1.628	$133,634	$56,097	$51,738	$53,320	$12,370	$307,159	$283,985
3	2027	19,434	2.7	0.014	0.101	0.342	0.568	1.693	$139,021	$58,358	$53,824	$55,469	$12,869	$319,540	$284,070
4	2028	20,073	2.8	0.014	0.105	0.356	0.591	1.762	$144,629	$60,713	$55,995	$57,707	$13,388	$332,433	$284,165
5	2029	20,734	2.9	0.015	0.109	0.371	0.615	1.833	$150,470	$63,164	$58,256	$60,037	$13,929	$345,857	$284,269
6	2030	21,416	3.1	0.015	0.113	0.386	0.640	1.907	$156,551	$65,717	$60,611	$62,464	$14,491	$359,835	$284,383
7	2031	22,120	3.2	0.016	0.118	0.401	0.666	1.984	$162,884	$68,376	$63,063	$64,991	$15,078	$374,390	$284,506
8	2032	22,848	3.3	0.017	0.123	0.417	0.692	2.064	$169,478	$71,144	$65,616	$67,622	$15,688	$389,547	$284,638
9	2033	23,600	3.4	0.017	0.128	0.434	0.721	2.148	$176,345	$74,026	$68,274	$70,362	$16,324	$405,331	$284,780
10	2034	24,376	3.6	0.018	0.133	0.452	0.750	2.235	$183,496	$77,028	$71,043	$73,215	$16,986	$421,768	$284,931
11	2035	25,178	3.7	0.019	0.138	0.470	0.780	2.326	$190,943	$80,155	$73,926	$76,186	$17,675	$438,886	$285,092
12	2036	26,007	3.9	0.019	0.144	0.489	0.812	2.420	$198,699	$83,410	$76,929	$79,281	$18,393	$456,712	$285,261
13	2037	26,862	4.0	0.020	0.150	0.509	0.845	2.519	$206,776	$86,801	$80,056	$82,504	$19,141	$475,278	$285,440
14	2038	27,746	4.2	0.021	0.156	0.530	0.879	2.621	$215,189	$90,332	$83,313	$85,860	$19,919	$494,614	$285,627
15	2039	28,659	4.4	0.022	0.162	0.552	0.915	2.728	$223,950	$94,010	$86,705	$89,356	$20,730	$514,752	$285,823
16	2040	29,602	4.6	0.023	0.169	0.574	0.952	2.839	$233,075	$97,841	$90,238	$92,997	$21,575	$535,726	$286,028
17	2041	30,575	4.7	0.024	0.175	0.598	0.991	2.955	$242,579	$101,830	$93,918	$96,789	$22,455	$557,571	$286,242
18	2042	31,581	4.9	0.025	0.183	0.622	1.032	3.075	$252,479	$105,986	$97,751	$100,739	$23,371	$580,325	$286,465
19	2043	32,620	5.1	0.026	0.190	0.647	1.074	3.201	$262,790	$110,314	$101,743	$104,853	$24,326	$604,025	$286,696
20	2044	33,694	5.3	0.027	0.198	0.674	1.118	3.332	$273,530	$114,823	$105,901	$109,138	$25,320	$628,712	$286,936
	2045	34,802		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
														Total Present Value	**$5,703,249**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	Old US 41 at Rail Head Boulevard	County:	Collier County
Agency or Company:		RK&K		City:	Naples	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.1%	Current Year =	2019	Project Opening Year =	2025		
Minor Growth Rate =	2.6%	Rate of Return =	4.0%	Analysis Period =	20		
Opening Year Major AADT =	15,350	Intersection Type =	3SG				
Opening Year Minor AADT =	2,800	Intersection =	Intersection1	P	Analyze		
		Crash Data Used =	No	1.408381265			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,350	2,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,830	2,872		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,324	2,945		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,835	3,021		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,361	3,098		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,903	3,177		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,463	3,259	1.98	0.010	0.073	0.249	0.413	1.232	$101,135	$42,455	$39,156	$40,353	$9,362	$232,461	$223,520
2	2026	19,040	3,342	2.06	0.010	0.076	0.259	0.430	1.281	$105,194	$44,158	$40,727	$41,972	$9,737	$241,789	$223,548
3	2027	19,635	3,428	2.14	0.011	0.079	0.270	0.447	1.333	$109,418	$45,932	$42,363	$43,658	$10,128	$251,498	$223,581
4	2028	20,248	3,515	2.23	0.011	0.082	0.280	0.465	1.386	$113,814	$47,777	$44,065	$45,412	$10,535	$261,604	$223,620
5	2029	20,881	3,605	2.31	0.012	0.086	0.292	0.484	1.442	$118,390	$49,698	$45,836	$47,238	$10,959	$272,121	$223,664
6	2030	21,533	3,698	2.41	0.012	0.089	0.303	0.503	1.500	$123,153	$51,697	$47,680	$49,138	$11,400	$283,069	$223,713
7	2031	22,206	3,792	2.50	0.013	0.093	0.316	0.523	1.560	$128,110	$53,778	$49,600	$51,116	$11,859	$294,463	$223,768
8	2032	22,900	3,889	2.61	0.013	0.096	0.328	0.545	1.623	$133,270	$55,944	$51,597	$53,175	$12,336	$306,323	$223,827
9	2033	23,616	3,989	2.71	0.014	0.100	0.342	0.566	1.689	$138,641	$58,199	$53,677	$55,318	$12,834	$318,667	$223,891
10	2034	24,354	4,091	2.82	0.014	0.104	0.355	0.589	1.757	$144,231	$60,546	$55,841	$57,548	$13,351	$331,517	$223,961
11	2035	25,115	4,196	2.93	0.015	0.109	0.370	0.613	1.828	$150,050	$62,988	$58,094	$59,870	$13,890	$344,891	$224,035
12	2036	25,900	4,303	3.05	0.015	0.113	0.385	0.638	1.901	$156,107	$65,531	$60,439	$62,287	$14,450	$358,813	$224,113
13	2037	26,709	4,413	3.18	0.016	0.117	0.400	0.664	1.978	$162,411	$68,177	$62,880	$64,802	$15,034	$373,304	$224,197
14	2038	27,544	4,526	3.30	0.017	0.122	0.416	0.690	2.058	$168,974	$70,932	$65,421	$67,421	$15,641	$388,388	$224,285
15	2039	28,405	4,642	3.44	0.017	0.127	0.433	0.718	2.141	$175,805	$73,800	$68,065	$70,146	$16,274	$404,090	$224,377
16	2040	29,292	4,761	3.58	0.018	0.132	0.451	0.747	2.228	$182,916	$76,785	$70,818	$72,984	$16,932	$420,435	$224,474
17	2041	30,208	4,883	3.72	0.019	0.138	0.469	0.778	2.318	$190,318	$79,892	$73,684	$75,937	$17,617	$437,449	$224,575
18	2042	31,152	5,008	3.87	0.019	0.143	0.488	0.809	2.412	$198,024	$83,127	$76,668	$79,012	$18,330	$455,160	$224,680
19	2043	32,125	5,136	4.03	0.020	0.149	0.508	0.842	2.510	$206,045	$86,494	$79,773	$82,212	$19,073	$473,597	$224,789
20	2044	33,129	5,268	4.19	0.021	0.155	0.528	0.876	2.611	$214,395	$89,999	$83,006	$85,544	$19,846	$492,790	$224,903

Shaded cell indicates the AADT is outside the limits

Total Present Value **$4,481,520**

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information

Analyst: RC | Date: 6/9/2025
Agency or Company: RK&K

Site Information

Location ID: Old US 41 from Rail Head Blvd to Via Palacio Ave | County: Collier County & Lee County
City: Naples & Bonita Springs | M.P. - M.P.

Manual Input from Analysis

Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,700	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.64	Segment Type =	4U	P	Analyze
Crash Data Used =	No	Segment =	Segment1	0.827385882	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,643		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,136		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,643		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,703	4.7	0.024	0.175	0.595	0.987	2.942	$241,517	$101,385	$93,507	$96,365	$22,357	$555,130	$533,779
2	2026	19,257	4.9	0.024	0.181	0.617	1.023	3.049	$250,308	$105,075	$96,910	$99,873	$23,170	$575,336	$531,931
3	2027	19,827	5.1	0.025	0.188	0.639	1.060	3.160	$259,427	$108,903	$100,441	$103,511	$24,014	$596,295	$530,104
4	2028	20,413	5.3	0.026	0.195	0.662	1.099	3.275	$268,886	$112,873	$104,103	$107,285	$24,890	$618,037	$528,300
5	2029	21,018	5.4	0.027	0.202	0.687	1.139	3.394	$278,698	$116,992	$107,902	$111,200	$25,798	$640,590	$526,518
6	2030	21,640	5.6	0.028	0.209	0.712	1.180	3.518	$288,876	$121,265	$111,842	$115,262	$26,740	$663,986	$524,757
7	2031	22,280	5.9	0.029	0.217	0.738	1.223	3.647	$299,435	$125,698	$115,931	$119,475	$27,718	$688,256	$523,018
8	2032	22,940	6.1	0.030	0.225	0.765	1.268	3.781	$310,390	$130,296	$120,172	$123,845	$28,732	$713,434	$521,299
9	2033	23,619	6.3	0.031	0.233	0.793	1.315	3.919	$321,754	$135,066	$124,571	$128,380	$29,784	$739,555	$519,601
10	2034	24,318	6.5	0.033	0.241	0.822	1.363	4.063	$333,543	$140,015	$129,136	$133,084	$30,875	$766,654	$517,924
11	2035	25,038	6.8	0.034	0.250	0.852	1.413	4.211	$345,775	$145,150	$133,871	$137,964	$32,007	$794,768	$516,266
12	2036	25,779	7.0	0.035	0.259	0.883	1.465	4.366	$358,465	$150,477	$138,785	$143,028	$33,182	$823,936	$514,628
13	2037	26,542	7.3	0.036	0.269	0.915	1.518	4.526	$371,631	$156,004	$143,882	$148,281	$34,401	$854,199	$513,010
14	2038	27,328	7.5	0.038	0.279	0.949	1.574	4.693	$385,291	$161,738	$149,171	$153,731	$35,665	$885,597	$511,410
15	2039	28,137	7.8	0.039	0.289	0.984	1.632	4.865	$399,465	$167,688	$154,658	$159,386	$36,977	$918,174	$509,830
16	2040	28,969	8.1	0.040	0.300	1.020	1.692	5.045	$414,170	$173,861	$160,352	$165,254	$38,338	$951,976	$508,268
17	2041	29,827	8.4	0.042	0.311	1.058	1.755	5.230	$429,429	$180,266	$166,259	$171,342	$39,751	$987,048	$506,724
18	2042	30,710	8.7	0.044	0.322	1.097	1.819	5.423	$445,262	$186,913	$172,389	$177,659	$41,217	$1,023,439	$505,198
19	2043	31,619	9.0	0.045	0.334	1.137	1.886	5.623	$461,690	$193,809	$178,750	$184,214	$42,737	$1,061,200	$503,691
20	2044	32,555	9.4	0.047	0.346	1.179	1.956	5.831	$478,737	$200,965	$185,350	$191,016	$44,315	$1,100,383	$502,200
	2045	33,518		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$10,348,458**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	Old US 41 at Via Palacio Avenue	County:	Lee County
Agency or Company:		RK&K		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,500	Intersection Type =	3SG		
Opening Year Minor AADT =	700	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.403225806	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,500	700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,957	717		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,428	734		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,913	752		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,412	770		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,925	789		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,454	808	1.30	0.007	0.048	0.164	0.273	0.812	$66,702	$28,000	$25,825	$26,614	$6,174	$153,316	$147,420
2	2026	18,998	828	1.35	0.007	0.050	0.171	0.283	0.843	$69,241	$29,066	$26,808	$27,627	$6,409	$159,152	$147,145
3	2027	19,559	848	1.41	0.007	0.052	0.177	0.294	0.875	$71,878	$30,173	$27,829	$28,679	$6,654	$165,213	$146,874
4	2028	20,136	868	1.46	0.007	0.054	0.184	0.305	0.909	$74,617	$31,323	$28,889	$29,772	$6,907	$171,508	$146,606
5	2029	20,730	889	1.51	0.008	0.056	0.191	0.317	0.943	$77,461	$32,517	$29,990	$30,907	$7,170	$178,046	$146,341
6	2030	21,341	911	1.57	0.008	0.058	0.198	0.329	0.979	$80,416	$33,757	$31,134	$32,086	$7,444	$184,837	$146,080
7	2031	21,971	933	1.63	0.008	0.060	0.206	0.341	1.017	$83,485	$35,045	$32,322	$33,310	$7,728	$191,891	$145,821
8	2032	22,619	955	1.69	0.008	0.063	0.214	0.354	1.056	$86,672	$36,383	$33,556	$34,582	$8,023	$199,217	$145,566
9	2033	23,286	978	1.76	0.009	0.065	0.222	0.368	1.096	$89,983	$37,773	$34,838	$35,903	$8,329	$206,827	$145,314
10	2034	23,973	1,002	1.83	0.009	0.068	0.230	0.382	1.138	$93,422	$39,217	$36,170	$37,275	$8,648	$214,732	$145,065
11	2035	24,680	1,026	1.90	0.009	0.070	0.239	0.396	1.181	$96,994	$40,716	$37,553	$38,701	$8,978	$222,942	$144,819
12	2036	25,409	1,051	1.97	0.010	0.073	0.248	0.411	1.227	$100,704	$42,274	$38,989	$40,181	$9,322	$231,470	$144,576
13	2037	26,158	1,077	2.04	0.010	0.076	0.258	0.427	1.274	$104,558	$43,892	$40,481	$41,719	$9,679	$240,329	$144,335
14	2038	26,930	1,103	2.12	0.011	0.079	0.267	0.444	1.322	$108,562	$45,572	$42,031	$43,316	$10,049	$249,530	$144,098
15	2039	27,724	1,129	2.20	0.011	0.082	0.278	0.461	1.373	$112,720	$47,318	$43,641	$44,975	$10,434	$259,088	$143,863
16	2040	28,542	1,157	2.29	0.011	0.085	0.288	0.478	1.426	$117,039	$49,131	$45,313	$46,699	$10,834	$269,017	$143,630
17	2041	29,384	1,185	2.38	0.012	0.088	0.299	0.497	1.480	$121,526	$51,015	$47,051	$48,489	$11,249	$279,330	$143,400
18	2042	30,251	1,213	2.47	0.012	0.091	0.311	0.516	1.537	$126,187	$52,971	$48,855	$50,349	$11,681	$290,043	$143,173
19	2043	31,143	1,243	2.56	0.013	0.095	0.323	0.535	1.596	$131,029	$55,003	$50,729	$52,280	$12,129	$301,171	$142,948
20	2044	32,062	1,273	2.66	0.013	0.098	0.335	0.556	1.657	$136,058	$57,115	$52,677	$54,287	$12,594	$312,730	$142,726

Shaded cell indicates the AADT is outside the limits

Total Present Value **$2,899,799**

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	Old US 41 from Via Palacio Ave to Mediterra Dr	County:	Lee County
Agency or Company:		RK&K		City:	Bonita Springs	M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025	Fatality =	0.5%	Possible Injury =	20.9%
Opening Year AADT =	15,300	Rate of Return =	4.0%	Analysis Period =	20	Incapacitating =	3.7%	Property Damage Only =	62.3%
Segment Length =	0.23	Segment Type =	4U	P		Non-Incapacitating =	12.6%		100.0%
Crash Data Used =	No	Segment =	Segment1	0.786577181	Analyze				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,300		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	15,757		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,229		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,714		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,214		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,728		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,258	1.9	0.009	0.070	0.238	0.394	1.174	$96,419	$40,475	$37,330	$38,471	$8,925	$221,621	$213,097
2	2026	18,804	2.0	0.010	0.072	0.246	0.408	1.217	$99,955	$41,959	$38,699	$39,882	$9,253	$229,748	$212,415
3	2027	19,367	2.0	0.010	0.075	0.255	0.423	1.262	$103,624	$43,499	$40,119	$41,346	$9,592	$238,180	$211,741
4	2028	19,946	2.1	0.011	0.078	0.265	0.439	1.308	$107,430	$45,097	$41,593	$42,865	$9,944	$246,929	$211,076
5	2029	20,542	2.2	0.011	0.081	0.274	0.455	1.357	$111,379	$46,755	$43,122	$44,440	$10,310	$256,007	$210,419
6	2030	21,156	2.3	0.011	0.084	0.284	0.472	1.406	$115,477	$48,475	$44,709	$46,075	$10,689	$265,426	$209,770
7	2031	21,789	2.3	0.012	0.087	0.295	0.489	1.458	$119,730	$50,260	$46,355	$47,772	$11,083	$275,200	$209,129
8	2032	22,440	2.4	0.012	0.090	0.306	0.507	1.512	$124,142	$52,113	$48,063	$49,533	$11,491	$285,342	$208,496
9	2033	23,111	2.5	0.013	0.093	0.317	0.526	1.568	$128,721	$54,035	$49,836	$51,360	$11,915	$295,866	$207,871
10	2034	23,802	2.6	0.013	0.097	0.329	0.545	1.626	$133,472	$56,029	$51,675	$53,255	$12,355	$306,787	$207,254
11	2035	24,514	2.7	0.014	0.100	0.341	0.566	1.686	$138,402	$58,099	$53,584	$55,223	$12,811	$318,119	$206,644
12	2036	25,247	2.8	0.014	0.104	0.354	0.586	1.748	$143,519	$60,247	$55,565	$57,264	$13,285	$329,880	$206,042
13	2037	26,002	2.9	0.015	0.108	0.367	0.608	1.813	$148,829	$62,476	$57,621	$59,383	$13,777	$342,085	$205,447
14	2038	26,779	3.0	0.015	0.112	0.380	0.631	1.880	$154,339	$64,789	$59,755	$61,581	$14,287	$354,750	$204,860
15	2039	27,580	3.1	0.016	0.116	0.394	0.654	1.949	$160,058	$67,189	$61,969	$63,863	$14,816	$367,895	$204,279
16	2040	28,405	3.2	0.016	0.120	0.409	0.678	2.022	$165,993	$69,681	$64,266	$66,231	$15,365	$381,537	$203,706
17	2041	29,254	3.4	0.017	0.125	0.424	0.703	2.097	$172,153	$72,267	$66,651	$68,689	$15,936	$395,695	$203,139
18	2042	30,129	3.5	0.017	0.129	0.440	0.730	2.175	$178,546	$74,950	$69,126	$71,240	$16,527	$410,390	$202,580
19	2043	31,029	3.6	0.018	0.134	0.456	0.757	2.255	$185,181	$77,736	$71,695	$73,887	$17,142	$425,641	$202,027
20	2044	31,957	3.8	0.019	0.139	0.473	0.785	2.339	$192,068	$80,627	$74,362	$76,635	$17,779	$441,470	$201,481
	2045	32,913		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
													Total Present Value		**$4,141,475**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 3 Leg Intersection
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	Old US 41 at Mediterra Dr	County:	Lee County
Agency or Company:		RK&K		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	3.0%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	15,550	Intersection Type =	3SG		
Opening Year Minor AADT =	1,500	Intersection =	Intersection1	P	Analyze
		Crash Data Used =	No	1.060509554	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,550	1,500		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,009	1,536		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,481	1,573		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,967	1,611		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,468	1,649		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,983	1,689		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,513	1,729	1.45	0.007	0.054	0.182	0.302	0.901	$73,975	$31,053	$28,640	$29,516	$6,848	$170,032	$163,492
2	2026	19,060	1,771	1.50	0.008	0.056	0.189	0.314	0.935	$76,754	$32,220	$29,716	$30,625	$7,105	$176,419	$163,109
3	2027	19,622	1,813	1.56	0.008	0.058	0.196	0.325	0.970	$79,640	$33,431	$30,834	$31,776	$7,372	$183,053	$162,733
4	2028	20,201	1,857	1.62	0.008	0.060	0.204	0.338	1.007	$82,637	$34,689	$31,994	$32,972	$7,649	$189,942	$162,363
5	2029	20,797	1,901	1.68	0.008	0.062	0.211	0.350	1.044	$85,750	$35,996	$33,199	$34,214	$7,938	$197,097	$161,999
6	2030	21,410	1,947	1.74	0.009	0.064	0.219	0.364	1.084	$88,982	$37,353	$34,451	$35,504	$8,237	$204,527	$161,641
7	2031	22,042	1,994	1.81	0.009	0.067	0.227	0.377	1.125	$92,340	$38,763	$35,751	$36,844	$8,548	$212,244	$161,288
8	2032	22,692	2,042	1.87	0.009	0.069	0.236	0.392	1.167	$95,827	$40,226	$37,101	$38,235	$8,870	$220,259	$160,941
9	2033	23,361	2,091	1.94	0.010	0.072	0.245	0.406	1.211	$99,448	$41,746	$38,503	$39,680	$9,206	$228,582	$160,599
10	2034	24,051	2,141	2.02	0.010	0.075	0.254	0.422	1.257	$103,209	$43,325	$39,959	$41,180	$9,554	$237,227	$160,262
11	2035	24,760	2,192	2.09	0.010	0.077	0.264	0.438	1.305	$107,115	$44,965	$41,471	$42,739	$9,915	$246,206	$159,930
12	2036	25,491	2,245	2.17	0.011	0.080	0.274	0.454	1.354	$111,172	$46,668	$43,042	$44,358	$10,291	$255,531	$159,604
13	2037	26,242	2,299	2.26	0.011	0.083	0.284	0.471	1.405	$115,386	$48,437	$44,673	$46,039	$10,681	$265,216	$159,282
14	2038	27,017	2,354	2.34	0.012	0.087	0.295	0.489	1.459	$119,762	$50,274	$46,368	$47,785	$11,086	$275,275	$158,964
15	2039	27,814	2,410	2.43	0.012	0.090	0.306	0.508	1.514	$124,308	$52,182	$48,127	$49,599	$11,507	$285,723	$158,652
16	2040	28,634	2,468	2.52	0.013	0.093	0.318	0.527	1.572	$129,029	$54,164	$49,955	$51,482	$11,944	$296,574	$158,343
17	2041	29,479	2,527	2.62	0.013	0.097	0.330	0.547	1.631	$133,932	$56,222	$51,854	$53,439	$12,398	$307,845	$158,040
18	2042	30,348	2,588	2.72	0.014	0.101	0.342	0.568	1.693	$139,026	$58,360	$53,826	$55,471	$12,869	$319,552	$157,740
19	2043	31,244	2,650	2.82	0.014	0.104	0.355	0.590	1.758	$144,316	$60,581	$55,874	$57,582	$13,359	$331,711	$157,444
20	2044	32,165	2,714	2.93	0.015	0.108	0.369	0.612	1.825	$149,810	$62,888	$58,001	$59,774	$13,867	$344,341	$157,153

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,203,579**

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Undivided
Build Alternative C

General Information				Site Information	
Analyst:	RC	Date:	6/13/2025	Location ID:	Old US 41 from Mediterra Dr to New Quadrant Road
Agency or Company:	RK&K			City:	Bonita Springs
				County:	Lee County
				M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	2.9%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.59	Segment Type =	4U		
Crash Data Used =	No	Segment =	Segment1		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,261		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,736		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	17,225		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,728		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	18,246		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,778	6.3	0.032	0.234	0.798	1.324	3.947	$324,048	$136,029	$125,460	$129,295	$29,996	$744,828	$716,181
2	2026	19,327	6.6	0.033	0.243	0.826	1.371	4.086	$335,505	$140,839	$129,895	$133,866	$31,057	$771,162	$712,982
3	2027	19,891	6.8	0.034	0.251	0.856	1.419	4.231	$347,374	$145,821	$134,490	$138,602	$32,155	$798,443	$709,813
4	2028	20,472	7.0	0.035	0.260	0.886	1.470	4.381	$359,670	$150,983	$139,251	$143,508	$33,294	$826,705	$706,671
5	2029	21,070	7.3	0.036	0.269	0.917	1.522	4.536	$372,408	$156,330	$144,183	$148,591	$34,473	$855,985	$703,557
6	2030	21,685	7.5	0.038	0.279	0.950	1.576	4.697	$385,605	$161,870	$149,292	$153,856	$35,694	$886,318	$700,470
7	2031	22,318	7.8	0.039	0.289	0.984	1.631	4.863	$399,278	$167,610	$154,586	$159,312	$36,960	$917,745	$697,411
8	2032	22,970	8.1	0.040	0.299	1.018	1.689	5.036	$413,443	$173,556	$160,070	$164,964	$38,271	$950,304	$694,378
9	2033	23,640	8.4	0.042	0.310	1.055	1.749	5.214	$428,119	$179,717	$165,752	$170,819	$39,630	$984,037	$691,371
10	2034	24,331	8.7	0.043	0.321	1.092	1.811	5.400	$443,324	$186,099	$171,639	$176,886	$41,037	$1,018,986	$688,391
11	2035	25,041	9.0	0.045	0.332	1.131	1.876	5.592	$459,078	$192,713	$177,738	$183,172	$42,495	$1,055,197	$685,436
12	2036	25,772	9.3	0.046	0.344	1.171	1.942	5.790	$475,401	$199,565	$184,058	$189,685	$44,006	$1,092,715	$682,507
13	2037	26,525	9.6	0.048	0.356	1.213	2.012	5.996	$492,313	$206,664	$190,606	$196,433	$45,572	$1,131,588	$679,602
14	2038	27,299	10.0	0.050	0.369	1.256	2.083	6.210	$509,836	$214,020	$197,390	$203,425	$47,194	$1,171,865	$676,723
15	2039	28,097	10.3	0.052	0.382	1.301	2.157	6.431	$527,993	$221,642	$204,420	$210,669	$48,875	$1,213,598	$673,868
16	2040	28,917	10.7	0.053	0.396	1.347	2.234	6.660	$546,806	$229,539	$211,703	$218,176	$50,616	$1,256,841	$671,038
17	2041	29,761	11.1	0.055	0.410	1.395	2.314	6.897	$566,300	$237,722	$219,251	$225,954	$52,421	$1,301,647	$668,231
18	2042	30,630	11.5	0.057	0.424	1.445	2.396	7.143	$586,499	$246,202	$227,071	$234,013	$54,290	$1,348,075	$665,448
19	2043	31,525	11.9	0.059	0.439	1.496	2.482	7.398	$607,429	$254,988	$235,175	$242,364	$56,228	$1,396,184	$662,688
20	2044	32,445	12.3	0.061	0.455	1.550	2.571	7.663	$629,118	$264,092	$243,572	$251,018	$58,236	$1,446,035	$659,952
	2045	33,393		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
														Total Present Value	**$13,746,716**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/13/2025	Location ID:	Old US 41 at New Quadrant Roadway	County:	Lee County
Agency or Company:	RK&K			City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	2.4%	Current Year =	2019	Project Opening Year =	2025		
Minor Growth Rate =	3.0%	Rate of Return =	4.0%	Analysis Period =	20		
Opening Year Major AADT =	15,800	Intersection Type =	4SG				
Opening Year Minor AADT =	7,700	Intersection =	Intersection1	E	Analyze		
		Crash Data Used =	No	0.713038117			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.5%	Possible Injury =	20.9%
Incapacitating =	3.7%	Property Damage Only =	62.3%
Non-Incapacitating =	12.6%	Segment Type =	4U 100.0%

	Year		Minor AADT	Annual Number of Crashes					Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800	7,700		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,181	7,931		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,571	8,169		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,970	8,414		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,379	8,666		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,798	8,926		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	18,227	9,194	3.19	0.016	0.118	0.402	0.666	1.986	$163,042	$68,442	$63,124	$65,054	$15,092	$374,754	$360,341
2	2026	18,666	9,470	3.29	0.016	0.122	0.414	0.688	2.049	$168,262	$70,633	$65,145	$67,136	$15,575	$386,751	$357,573
3	2027	19,116	9,754	3.39	0.017	0.126	0.428	0.710	2.115	$173,650	$72,895	$67,231	$69,286	$16,074	$399,136	$354,830
4	2028	19,577	10,047	3.50	0.018	0.130	0.441	0.732	2.183	$179,212	$75,230	$69,384	$71,506	$16,589	$411,921	$352,112
5	2029	20,048	10,348	3.62	0.018	0.134	0.456	0.756	2.253	$184,954	$77,640	$71,607	$73,797	$17,121	$425,119	$349,417
6	2030	20,532	10,659	3.73	0.019	0.138	0.470	0.780	2.325	$190,881	$80,129	$73,902	$76,162	$17,669	$438,743	$346,745
7	2031	21,026	10,978	3.85	0.019	0.143	0.485	0.805	2.399	$197,001	$82,697	$76,271	$78,603	$18,236	$452,808	$344,097
8	2032	21,533	11,308	3.97	0.020	0.147	0.501	0.831	2.476	$203,317	$85,349	$78,717	$81,124	$18,820	$467,328	$341,472
9	2033	22,052	11,647	4.10	0.021	0.152	0.517	0.857	2.556	$209,839	$88,086	$81,242	$83,726	$19,424	$482,317	$338,869
10	2034	22,584	11,996	4.23	0.021	0.157	0.533	0.885	2.638	$216,571	$90,912	$83,848	$86,412	$20,047	$497,791	$336,290
11	2035	23,128	12,356	4.37	0.022	0.162	0.551	0.913	2.722	$223,521	$93,830	$86,539	$89,185	$20,691	$513,765	$333,732
12	2036	23,685	12,727	4.51	0.023	0.167	0.568	0.943	2.810	$230,695	$96,842	$89,317	$92,047	$21,355	$530,256	$331,196
13	2037	24,256	13,109	4.65	0.023	0.172	0.587	0.973	2.900	$238,102	$99,951	$92,185	$95,003	$22,040	$547,281	$328,683
14	2038	24,841	13,502	4.80	0.024	0.178	0.605	1.004	2.993	$245,749	$103,161	$95,145	$98,054	$22,748	$564,856	$326,190
15	2039	25,439	13,907	4.96	0.025	0.183	0.625	1.036	3.089	$253,643	$106,475	$98,201	$101,203	$23,479	$583,001	$323,720
16	2040	26,052	14,324	5.12	0.026	0.189	0.645	1.070	3.189	$261,792	$109,896	$101,356	$104,455	$24,233	$601,732	$321,270
17	2041	26,680	14,754	5.28	0.026	0.195	0.666	1.104	3.291	$270,205	$113,427	$104,614	$107,812	$25,012	$621,070	$318,841
18	2042	27,323	15,197	5.45	0.027	0.202	0.687	1.140	3.397	$278,891	$117,073	$107,976	$111,277	$25,816	$641,034	$316,432
19	2043	27,982	15,653	5.63	0.028	0.208	0.709	1.176	3.506	$287,858	$120,837	$111,448	$114,855	$26,646	$661,644	$314,044
20	2044	28,656	16,122	5.81	0.029	0.215	0.732	1.214	3.619	$297,115	$124,723	$115,032	$118,549	$27,503	$682,922	$311,677

Shaded cell indicates the AADT is outside the limits

Total Present Value **$6,707,531**

Present Worth Analysis
Urban/Suburban Arterial - 2 Lane Undivided
Build Alternative C

General Information

Analyst: RC | Date: 6/13/2025

Agency or Company: RK&K

Site Information

Location ID: US 41 from New Quadrant Road to Bonita Beach R | County: Lee County

City: Bonita Springs | M.P. - M.P.

Manual Input from Analysis

Growth Rate =	1.9%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	15,800	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.25	Segment Type =	2U		
Crash Data Used =	No	Segment =	Segment1		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.3%
Incapacitating =	6.2%	Property Damage Only =	54.0%
Non-Incapacitating =	16.6%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	15,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	16,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	16,406		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	16,718		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	17,035		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	17,359		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	17,689	4.8	0.043	0.299	0.801	1.076	2.606	$444,324	$173,637	$125,910	$105,089	$19,806	$868,766	$835,352
2	2026	18,025	4.9	0.044	0.306	0.819	1.100	2.663	$454,106	$177,459	$128,682	$107,403	$20,242	$887,891	$820,905
3	2027	18,368	5.0	0.045	0.313	0.837	1.124	2.722	$464,123	$181,374	$131,520	$109,772	$20,688	$907,477	$806,744
4	2028	18,717	5.2	0.046	0.319	0.855	1.149	2.782	$474,382	$185,383	$134,427	$112,198	$21,145	$927,536	$792,861
5	2029	19,072	5.3	0.047	0.327	0.874	1.174	2.844	$484,889	$189,489	$137,405	$114,684	$21,614	$948,080	$779,252
6	2030	19,434	5.4	0.048	0.334	0.894	1.201	2.907	$495,651	$193,694	$140,454	$117,229	$22,094	$969,122	$765,911
7	2031	19,804	5.5	0.050	0.341	0.914	1.227	2.972	$506,674	$198,002	$143,578	$119,836	$22,585	$990,675	$752,832
8	2032	20,180	5.6	0.051	0.349	0.934	1.255	3.038	$517,965	$202,415	$146,778	$122,507	$23,088	$1,012,753	$740,008
9	2033	20,563	5.8	0.052	0.357	0.955	1.283	3.106	$529,532	$206,935	$150,055	$125,242	$23,604	$1,035,368	$727,436
10	2034	20,954	5.9	0.053	0.365	0.976	1.311	3.175	$541,381	$211,565	$153,413	$128,045	$24,132	$1,058,537	$715,110
11	2035	21,352	6.0	0.054	0.373	0.998	1.341	3.246	$553,521	$216,309	$156,853	$130,916	$24,673	$1,082,272	$703,024
12	2036	21,758	6.1	0.055	0.381	1.020	1.371	3.319	$565,958	$221,169	$160,378	$133,858	$25,227	$1,106,590	$691,173
13	2037	22,171	6.3	0.057	0.390	1.043	1.402	3.394	$578,701	$226,149	$163,989	$136,871	$25,795	$1,131,505	$679,553
14	2038	22,593	6.4	0.058	0.398	1.067	1.433	3.471	$591,757	$231,251	$167,688	$139,960	$26,377	$1,157,034	$668,158
15	2039	23,022	6.6	0.059	0.407	1.091	1.466	3.549	$605,136	$236,480	$171,480	$143,124	$26,974	$1,183,192	$656,985
16	2040	23,459	6.7	0.060	0.417	1.116	1.499	3.630	$618,845	$241,837	$175,364	$146,366	$27,585	$1,209,997	$646,027
17	2041	23,905	6.9	0.062	0.426	1.141	1.533	3.712	$632,893	$247,327	$179,345	$149,689	$28,211	$1,237,465	$635,282
18	2042	24,359	7.0	0.063	0.436	1.167	1.568	3.796	$647,290	$252,953	$183,425	$153,094	$28,853	$1,265,615	$624,743
19	2043	24,822	7.2	0.065	0.446	1.194	1.604	3.883	$662,045	$258,719	$187,606	$156,584	$29,511	$1,294,465	$614,408
20	2044	25,294	7.4	0.066	0.456	1.221	1.640	3.972	$677,168	$264,629	$191,892	$160,160	$30,185	$1,324,033	$604,272
	2045	25,774		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$14,260,035**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Bonita Beach Road at Old US 41 Build Alternative C

General Information				Site Information			
Analyst:	RC	Date:	6/9/2025	Location ID:	Old US 41 at Bonita Beach Rd	County:	Lee County
Agency or Company:		RK&K		City:	Bonita Springs	M.P. - M.P.	N/A

Manual Input from Analysis

Major Growth Rate =	0.82%	Current Year =	2019	Project Opening Year =	2025
Minor Growth Rate =	2.05%	Rate of Return =	4.0%	Analysis Period =	20
Opening Year Major AADT =	31,050	Intersection Type =	4SG		
Opening Year Minor AADT =	12,450	Intersection =	Intersection1	E	
		Crash Data Used =	No	4.070599103	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.9%
Incapacitating =	5.5%	Property Damage Only =	54.0%
Non-Incapacitating =	15.8%	Segment Type =	4D 100.0%

	Year		Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	31,050	12,450		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	31,305	12,705		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	31,561	12,966		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	31,820	13,231		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	32,081	13,503		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	32,344	13,780		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	32,609	14,062	4.95	0.040	0.272	0.782	1.183	2.673	$405,066	$157,976	$122,910	$115,513	$20,313	$821,778	$790,171
2	2026	32,877	14,350	5.02	0.040	0.276	0.792	1.199	2.708	$410,438	$160,071	$124,540	$117,045	$20,582	$832,676	$769,856
3	2027	33,146	14,644	5.08	0.041	0.279	0.803	1.215	2.744	$415,882	$162,194	$126,192	$118,597	$20,855	$843,720	$750,064
4	2028	33,418	14,945	5.15	0.041	0.283	0.814	1.231	2.780	$421,398	$164,345	$127,866	$120,170	$21,132	$854,911	$730,781
5	2029	33,692	15,251	5.22	0.042	0.287	0.824	1.247	2.817	$426,988	$166,525	$129,562	$121,764	$21,412	$866,251	$711,995
6	2030	33,968	15,564	5.29	0.042	0.291	0.835	1.263	2.855	$432,652	$168,734	$131,280	$123,380	$21,696	$877,743	$693,693
7	2031	34,247	15,883	5.36	0.043	0.295	0.846	1.280	2.893	$438,392	$170,973	$133,022	$125,017	$21,984	$889,388	$675,862
8	2032	34,528	16,208	5.43	0.043	0.299	0.858	1.297	2.931	$444,209	$173,242	$134,787	$126,675	$22,276	$901,189	$658,490
9	2033	34,811	16,541	5.50	0.044	0.302	0.869	1.314	2.970	$450,103	$175,540	$136,576	$128,356	$22,571	$913,147	$641,565
10	2034	35,096	16,880	5.57	0.045	0.307	0.880	1.332	3.009	$456,076	$177,870	$138,388	$130,060	$22,871	$925,264	$625,075
11	2035	35,384	17,226	5.65	0.045	0.311	0.892	1.350	3.049	$462,129	$180,230	$140,225	$131,786	$23,174	$937,544	$609,011
12	2036	35,674	17,579	5.72	0.046	0.315	0.904	1.367	3.090	$468,263	$182,622	$142,086	$133,535	$23,482	$949,987	$593,359
13	2037	35,967	17,939	5.80	0.046	0.319	0.916	1.386	3.131	$474,478	$185,046	$143,972	$135,307	$23,793	$962,597	$578,111
14	2038	36,262	18,307	5.87	0.047	0.323	0.928	1.404	3.172	$480,777	$187,503	$145,883	$137,103	$24,109	$975,375	$563,255
15	2039	36,559	18,682	5.95	0.048	0.327	0.941	1.423	3.214	$487,159	$189,992	$147,820	$138,923	$24,429	$988,323	$548,781
16	2040	36,859	19,065	6.03	0.048	0.332	0.953	1.442	3.257	$493,627	$192,514	$149,782	$140,768	$24,754	$1,001,445	$534,680
17	2041	37,161	19,456	6.11	0.049	0.336	0.966	1.461	3.300	$500,181	$195,071	$151,771	$142,637	$25,082	$1,014,742	$520,941
18	2042	37,466	19,855	6.19	0.050	0.341	0.978	1.480	3.344	$506,823	$197,661	$153,786	$144,531	$25,415	$1,028,216	$507,556
19	2043	37,773	20,262	6.28	0.050	0.345	0.991	1.500	3.389	$513,553	$200,286	$155,828	$146,450	$25,753	$1,041,870	$494,516
20	2044	38,083	20,677	6.36	0.051	0.350	1.005	1.520	3.434	$520,373	$202,946	$157,898	$148,395	$26,095	$1,055,706	$481,811

Shaded cell indicates the AADT is outside the limits

Total Present Value **$12,479,571**

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
Build Alternative C

General Information				Site Information	
Analyst:	RC	Date:	6/9/2025	Location ID:	Bonita Beach Rd from Old US 41 to Race Track Rd
Agency or Company:	RK&K			City:	Bonita Springs
				County:	Lee County
				M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.1%	Current Year =	2019	Project Opening Year =	2025
Opening Year AADT =	35,600	Rate of Return =	4.0%	Analysis Period =	20
Segment Length =	0.27	Segment Type =	4D	E	Analyze
Crash Data Used =	No	Segment =	Segment1	0.569895674	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.9%
Incapacitating =	5.5%	Property Damage Only =	54.0%
Non-Incapacitating =	15.8%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted/expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
	2019	35,600		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2020	35,984		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2021	36,373		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2022	36,766		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2023	37,163		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2024	37,564		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
1	2025	37,970	2.3	0.018	0.126	0.363	0.550	1.242	$188,168	$73,386	$57,096	$53,660	$9,436	$381,747	$367,064
2	2026	38,380	2.3	0.019	0.128	0.368	0.557	1.259	$190,738	$74,388	$57,876	$54,393	$9,565	$386,960	$357,767
3	2027	38,795	2.4	0.019	0.130	0.373	0.565	1.276	$193,345	$75,405	$58,667	$55,136	$9,696	$392,249	$348,708
4	2028	39,214	2.4	0.019	0.132	0.378	0.572	1.293	$195,990	$76,436	$59,469	$55,890	$9,828	$397,614	$339,882
5	2029	39,637	2.4	0.019	0.134	0.384	0.580	1.311	$198,672	$77,482	$60,283	$56,655	$9,963	$403,055	$331,282
6	2030	40,065	2.5	0.020	0.135	0.389	0.588	1.329	$201,392	$78,543	$61,109	$57,431	$10,099	$408,574	$322,902
7	2031	40,498	2.5	0.020	0.137	0.394	0.596	1.347	$204,152	$79,619	$61,946	$58,218	$10,238	$414,173	$314,737
8	2032	40,935	2.5	0.020	0.139	0.400	0.604	1.366	$206,951	$80,711	$62,795	$59,016	$10,378	$419,851	$306,781
9	2033	41,377	2.6	0.021	0.141	0.405	0.613	1.384	$209,790	$81,818	$63,657	$59,826	$10,520	$425,611	$299,029
10	2034	41,824	2.6	0.021	0.143	0.411	0.621	1.403	$212,670	$82,941	$64,531	$60,647	$10,665	$431,454	$291,475
11	2035	42,276	2.6	0.021	0.145	0.416	0.630	1.423	$215,591	$84,081	$65,417	$61,480	$10,811	$437,381	$284,114
12	2036	42,733	2.7	0.021	0.147	0.422	0.638	1.442	$218,555	$85,236	$66,316	$62,325	$10,960	$443,393	$276,942
13	2037	43,194	2.7	0.022	0.149	0.428	0.647	1.462	$221,561	$86,409	$67,229	$63,183	$11,111	$449,491	$269,953
14	2038	43,661	2.7	0.022	0.151	0.434	0.656	1.482	$224,610	$87,598	$68,154	$64,052	$11,263	$455,676	$263,142
15	2039	44,132	2.8	0.022	0.153	0.440	0.665	1.502	$227,702	$88,804	$69,092	$64,934	$11,419	$461,951	$256,505
16	2040	44,609	2.8	0.023	0.155	0.446	0.674	1.523	$230,840	$90,027	$70,044	$65,829	$11,576	$468,316	$250,038
17	2041	45,091	2.9	0.023	0.157	0.452	0.683	1.544	$234,022	$91,269	$71,010	$66,736	$11,735	$474,772	$243,735
18	2042	45,577	2.9	0.023	0.159	0.458	0.693	1.565	$237,250	$92,528	$71,989	$67,657	$11,897	$481,321	$237,593
19	2043	46,070	2.9	0.024	0.162	0.464	0.702	1.587	$240,525	$93,805	$72,983	$68,590	$12,061	$487,964	$231,608
20	2044	46,567	3.0	0.024	0.164	0.471	0.712	1.609	$243,846	$95,100	$73,991	$69,538	$12,228	$494,703	$225,776
	2045	47,070		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$5,819,032**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return) $^{\text{Number of Years You Have To Wait For The Cash Flov}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Bonita Beach Road at Racetrack Road Build Alternative C

Empirical Bayes adjustment type:
None

FROM TOTAL TAB	
Area Type =	Urban
Intersection Type =	3SG
Analysis Year Major AADT =	35500
Analysis Year Minor AADT =	7700
Analysis Year =	2019
Analyzed W/ Lighting =	No

FROM CRASH COST TOTALS	
Opening Year =	2025
Analysis Period =	20
Major Growth Rate =	1.30%
Minor Growth Rate =	2.97%
Rate of Return =	4%

	Default Crash Distribution					Sum
	K	A	B	C	O	
%	0.39%	3.72%	11.66%	23.47%	60.76%	100%
Cost*	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	
Use Val	$ 10,230,000	$ 580,320	$ 157,170	$ 97,650	$ 7,600	

*Values are the 2020 FDOT KABCO crash costs as laied out in the FDOT Design Manua

AADT / Year		
Year	Major AADT	Minor AADT
2019	35500	7700
2020	35962	7929
2021	36429	8164
2022	36903	8407
2023	37382	8656
2024	37868	8913
2025	38361	9178
2026	38859	9451
2027	39364	9731
2028	39876	10020
2029	40395	10318
2030	40920	10625
2031	41452	10940
2032	41991	11265
2033	42536	11600
2034	43089	11944
2035	43650	12299
2036	44217	12664
2037	44792	13040
2038	45374	13427
2039	45964	13826
2040	46561	14237
2041	47167	14660
2042	47780	15095
2043	48401	15543
2044	49030	16005
2045	49668	16480
2046	50313	16970
2047	50967	17474
2048	51630	17993
2049	52301	18527
2050	52981	19078
2051	53670	19644
2052	54368	20228
2053	55074	20828
2054	55790	21447
2055	56516	22084
2056	57250	22740
2057	57995	23415
2058	58748	24111
2059	59512	24827
2060	60286	25564
2061	61070	26323
2062	61864	27105
2063	62668	27910
2064	63482	28739
2065	64308	29593
2066	65144	30472
2067	65991	31377
2068	66848	32308
2069	67717	33268
2070	68598	34256
2071	69490	35273
2072	70393	36321
2073	71308	37400
2074	72235	38511
2075	73174	39654

Annual Number of Crashes - No Lighting					
Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
4.035	0.016	0.150	0.470	0.947	2.452
4.082	0.016	0.152	0.476	0.958	2.481
4.130	0.016	0.154	0.482	0.969	2.510
4.178	0.016	0.155	0.487	0.981	2.539
4.227	0.016	0.157	0.493	0.992	2.569
4.276	0.017	0.159	0.499	1.004	2.599
4.326	0.017	0.161	0.504	1.015	2.629
4.377	0.017	0.163	0.510	1.027	2.660
4.428	0.017	0.165	0.516	1.039	2.691
4.480	0.017	0.167	0.522	1.051	2.722
4.532	0.018	0.169	0.528	1.064	2.754
4.585	0.018	0.171	0.535	1.076	2.786
4.639	0.018	0.173	0.541	1.089	2.819
4.693	0.018	0.175	0.547	1.101	2.852
4.748	0.019	0.177	0.554	1.114	2.885
4.804	0.019	0.179	0.560	1.127	2.919
4.860	0.019	0.181	0.567	1.141	2.953
4.917	0.019	0.183	0.573	1.154	2.988
4.974	0.019	0.185	0.580	1.167	3.023
5.033	0.020	0.187	0.587	1.181	3.058
5.091	0.020	0.189	0.594	1.195	3.094
5.151	0.020	0.192	0.601	1.209	3.130
5.211	0.020	0.194	0.608	1.223	3.167
5.273	0.021	0.196	0.615	1.237	3.204
5.334	0.021	0.198	0.622	1.252	3.241
5.397	0.021	0.201	0.629	1.267	3.279

Annual Number of Crashes - With Lighting						
Lighting CMF	Total Crash Pred	Fatality	Incap.	Non-Inc.	Poss. Injury	PDO
0.911	3.677	0.014	0.137	0.429	0.863	2.234
0.911	3.720	0.015	0.138	0.434	0.873	2.260
0.911	3.764	0.015	0.140	0.439	0.883	2.287
0.911	3.807	0.015	0.142	0.444	0.894	2.314
0.911	3.852	0.015	0.143	0.449	0.904	2.341
0.911	3.897	0.015	0.145	0.454	0.915	2.368
0.911	3.942	0.015	0.147	0.460	0.925	2.396
0.911	3.988	0.016	0.148	0.465	0.936	2.423
0.911	4.035	0.016	0.150	0.470	0.947	2.452
0.911	4.082	0.016	0.152	0.476	0.958	2.480
0.911	4.130	0.016	0.154	0.482	0.969	2.509
0.911	4.178	0.016	0.155	0.487	0.981	2.539
0.911	4.227	0.016	0.157	0.493	0.992	2.568
0.911	4.276	0.017	0.159	0.499	1.004	2.598
0.911	4.326	0.017	0.161	0.504	1.015	2.629
0.911	4.377	0.017	0.163	0.510	1.027	2.660
0.911	4.428	0.017	0.165	0.516	1.039	2.691
0.911	4.480	0.017	0.167	0.522	1.051	2.722
0.911	4.532	0.018	0.169	0.528	1.064	2.754
0.911	4.586	0.018	0.171	0.535	1.076	2.786
0.911	4.639	0.018	0.173	0.541	1.089	2.819
0.911	4.694	0.018	0.175	0.547	1.102	2.852
0.911	4.749	0.019	0.177	0.554	1.114	2.885
0.911	4.804	0.019	0.179	0.560	1.127	2.919
0.911	4.860	0.019	0.181	0.567	1.141	2.953
0.911	4.917	0.019	0.183	0.573	1.154	2.988