

PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District One

Burnt Store Road (CR 765) Project Development & Environment (PD&E) Study

Limits of Project: from Van Buren Parkway to Charlotte County Line

Lee County, Florida

Financial Management Number: 436928-1-22-01

ETDM Number: 14380

Date: August 2022

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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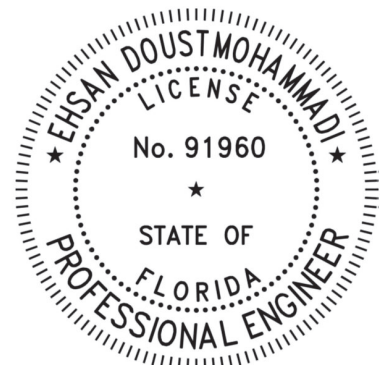
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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District One has conducted this Project Development and Environment (PD&E) Study for Burnt Store Road (County Road (CR) 765) from Van Buren Parkway to Charlotte County Line in Lee County. The objective of this PD&E study is to evaluate widening improvements along Burnt Store Road (CR 765) to increase mainline and intersection capacity to meet future travel demand. Other goals of the project include enhancing system linkage/regional connectivity and improving safety conditions. Burnt Store Road (CR 765) is classified as both an 'Urban Principal Arterial - Other' from Van Buren Parkway to south of Sand Road and from north of Charlee Road to the Charlotte County Line, as well as a 'Rural Principal Arterial - Other' from north of Sand Road to south of Charlee Road. The posted speed limit is 50 to 55 mph. The project corridor serves as an important north-south corridor for commuters, in addition to freight traffic, as it runs parallel and connects to regional transportation facilities (i.e., I-75, US 41, and SR 78) and provides access to several developments within Lee and Charlotte Counties.

Existing turning movement counts (TMCs) were collected for 13 stop-controlled intersections within the project limits. The subarea model validation of the District One Regional Planning Model (DIRPM) for the Burnt Store Road (CR 765) corridor was prepared by the Department. The growth rates calculated from the DIRPM model outputs indicated that an average annual traffic growth of 5.5% for "No-Build" and 8.2% for "Build" conditions for the Burnt Store Road (CR 765) mainline. Also, an annual traffic growth of 2.7% from the Bureau of Economic and Business Research (BEBR) population forecasts was selected for the side streets as they are not included in the model network and no historical count data is available. The recommended growth rates were reviewed and approved by the Department. Also, the FDOT TURNS5 Tool spreadsheets and resultant future turning movement volumes were reviewed and approved by the Department.

Since the recent Lee County Controlled Access Resolution Plan dictates the access points and the intersection configurations, no intersection analyses were included in this study as agreed by the Department. Per the Department's direction, only link level analyses for the No-Build and Build Alternative were included in the PTAR. The link analyses indicate that the existing two-lane Burnt Store Road (CR 765) corridor, within the PD&E study limits, will not be able to accommodate the projected year 2045 travel demands. If no capacity improvements are constructed, congestion on the corridor is expected to significantly worsen, resulting in prolonged delays for travelers along the corridor. Under the Build Alternative, Burnt Store Road (CR 765) within the project limits was evaluated as a four-lane divided facility. The results indicate that operating conditions along the corridor under the Build Alternative, for both opening year (2025) and design year (2045), are significantly better than the No-Build Alternative.

In addition to increasing capacity and facilitating improved emergency response/hurricane evacuation along the corridor, the Build Alternative accommodates multimodal facilities, with the intent of creating a safer corridor for both motorized and non-motorized modes and users. Currently, there are no pedestrian and bicycle facilities within the study limits except for a five-foot sidewalk on the west side from Van Buren Parkway to NW 21st Terrace and a 10-foot shared use path on the east side from Van Buren Parkway to just north of the Gator Slough Canal. Sidewalks, bicycle lanes, and/or shared use path will be included in the conceptual design alternatives. The proposed improvements associated with widening from a two-lane undivided roadway to a four-lane divided roadway with pedestrian and bicycle features is desirable from a safety perspective as lower delay and enhanced multi-modal facilities are expected to help reduce crashes. Also, a divided roadway will significantly restrict access to the adjacent properties along the project. It is anticipated the proposed widening with a restrictive median concept result in a potential reduction in crashes, according to the Federal Highway Administration (FHWA) Clearinghouse. Adding pedestrian and bicycle features and improving multi-modal connectivity may also enhance safety of the overall corridor.

TRAFFIC ANALYSIS ASSUMPTIONS

According to the FDOT 2020 PD&E Manual, the following Project Traffic Assumption Form, Form No. 650-050-39, is provided to summarize the assumptions used to prepare the traffic analysis.

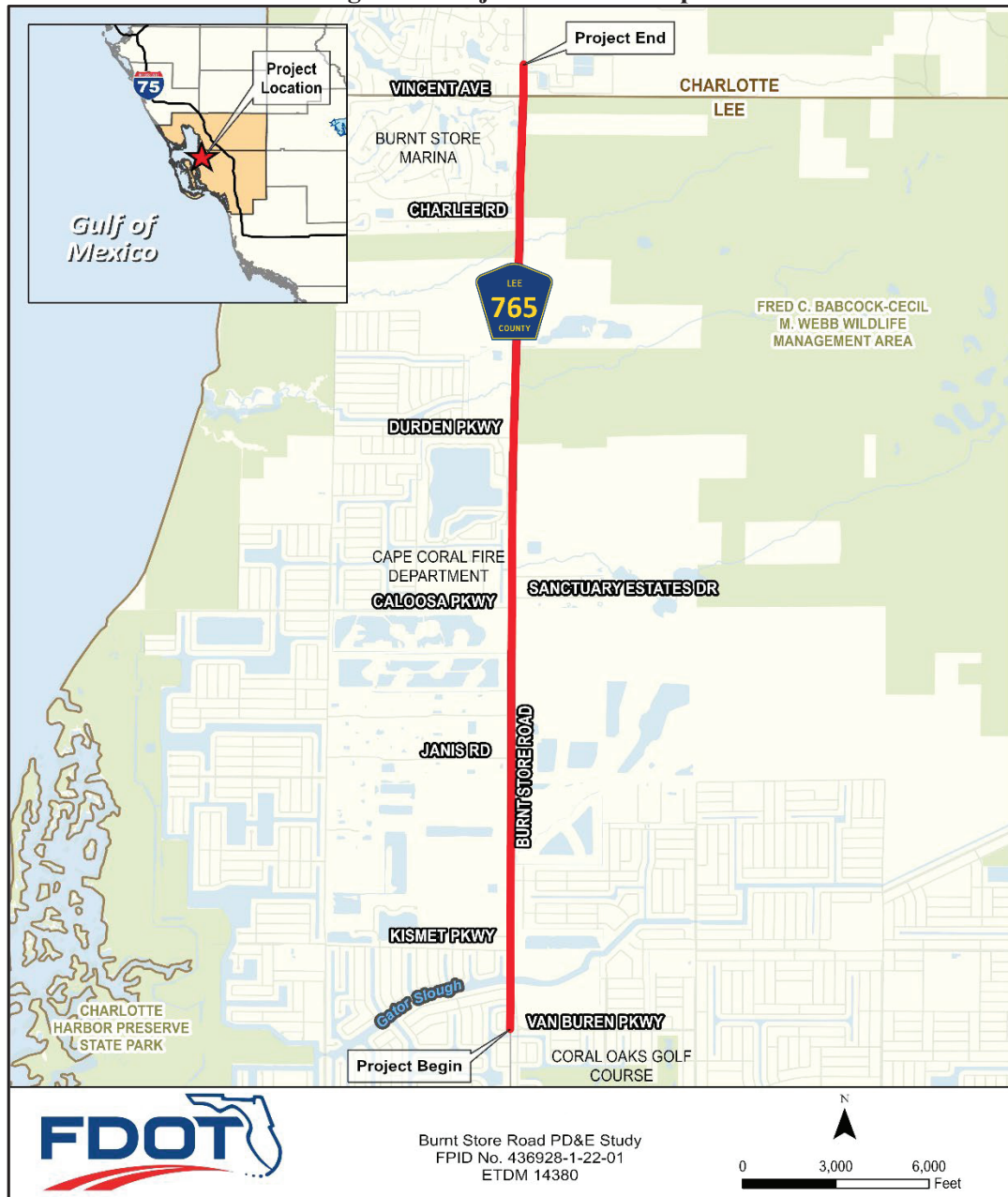
Traffic forecast for the project was developed using:	
<input checked="" type="checkbox"/> Travel Demand Model	<input checked="" type="checkbox"/> Growth Rates
Type of Travel Demand Model Used: <input type="checkbox"/> Metropolitan Planning Model <input checked="" type="checkbox"/> Other Model District One Regional Planning Model (D1RPM-v1.0.6) The subarea model validation and model outputs were provided by FDOT District One.	<i>Refer to appropriate section of Project Traffic Analysis Report that discusses growth rates.</i>
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
Date when MPO adopted the latest Long Range Transportation Plan 12/18/2020 (Lee County)	Explain why? The model outputs provided by FDOT District One were based, in part, on the 2040 D1RPM (which reflected the 2010 Base year and 2040 Lee County Metropolitan Planning Organization (MPO) 2040 Cost-Feasible Long Range Transportation Plan (LRTP)).
2010 _____ Base Year of Travel Demand Model	
2040 _____ Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at: https://leempo.com/programs-products/long-range-transportation-plan/	
Traffic Data and Factors	
Standard K = <u>9.5%</u> D Factor = <u>50.9-66.0% (mainline)</u> T _{Daily} = <u>11.7-13.7% (mainline)</u>	Data Collection Year = <u>2021</u> Opening Year = <u>2025</u> Interim Year = <u>--</u> Design Year = <u>2045</u>
Discuss any changes in land use, economics, population and employment data since the model was built: Total Population (Lee County- Medium series of projections) = 782,579 (2021)/1,033,800 (2040)/1,077,800 (2045)/1,118,100 (2050).	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. The study corridor extends from Van Buren Parkway to Charlotte County Line (approximately 5.5 miles). The D1RPM was validated, and model outputs were provided by FDOT District One. The analyses were conducted for all three analysis years (2021, 2025, and 2045). Per approved traffic analysis methodology, the Level of Service (LOS) measure for the study segments was developed by comparing the calculated DDHVs with the threshold volumes from the Link Service Volumes on Arterials developed by Lee County.	

SECTION 1. INTRODUCTION

The Florida Department of Transportation (FDOT) District One has conducted this Project Development and Environment (PD&E) Study to determine the engineering and environmental effects of the proposed two- to four-lane widening along Burnt Store Road (CR 765) in Lee County from Van Buren Parkway to Charlotte County Line. A project location map is shown in **Figure 1**.

This Project Traffic Analysis Report (PTAR) documents the traffic analysis methodology, the development of design traffic volumes, the results of the traffic operational analysis under the No-Build Alternative and the Build Alternative for the future years, crash analysis, and provides a summary of the report.

Figure 1: Project Location Map



1.1 Project Information

This roadway project involves the potential widening of an existing 5.5-mile two-lane segment of Burnt Store Road (CR 765) in Lee County to four lanes from Van Buren Parkway to the Charlotte County Line. The southern portion of the project is located within the City of Cape Coral. Burnt Store Road (CR 765) is classified as both an 'Urban Principal Arterial - Other' from Van Buren Parkway to south of Sand Road and from north of Charlee Road to the Charlotte County Line, as well as a 'Rural Principal Arterial - Other' from north of Sand Road to south of Charlee Road. The roadway consists of two lanes undivided, features an open drainage system, and has a posted speed limit of 50 to 55 miles per hour. A dedicated bicycle lane was recently completed on the west side of the roadway from Van Buren Parkway to north of Kismet Parkway. Additionally, there is a recently constructed sidewalk along the west side of the roadway from Van Buren Parkway to NW 21st Terrace. The proposed project may also include paved shoulders/marked bicycle lanes, sidewalks, and/or a shared-use path.

1.2 Purpose and Need

The purpose of this project is to provide additional roadway capacity along the section of Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line, in order to accommodate future travel demand because of area-wide population and employment growth. Other goals of the project include enhancing system linkage/regional connectivity and improving safety conditions along the Burnt Store Road (CR 765) corridor. Additionally, Burnt Store Road (CR 765) serves as an important north-south corridor for commuters, in addition to freight traffic, as it runs parallel and connects to regional transportation facilities (i.e., I-75, US 41, and SR 78) and provides access to several developments within Lee and Charlotte Counties.

The existing Annual Average Daily Traffic (AADT) volumes within the project limits ranges from 9,800 to 14,000 vehicles per day (VPD). Based on the anticipated growth within the corridor, projected future 2045 traffic volumes range from 22,500 to 32,500 VPD under No-Build conditions (assuming no additional roadway capacity improvements beyond the existing two-lane roadway) and from 29,000 to 41,500 VPD under Build conditions (assuming widening of the corridor to four lanes and associated intersection and multi-modal improvements). By the 2045 design year, assuming no capacity improvements to the existing two-lane facility within the project limits, the corridor is anticipated to operate at LOS F under No-Build conditions. The proposed four-lane widening of Burnt Store Road (CR 765) will promote enhanced traffic flow and will help improve the corridor Level of Service (LOS) and safety.

The project segment is currently a two-lane facility, which connects to a four-lane rural typical section north of the Charlotte County Line. In addition, three segments south of the proposed project are being widened/have been widened from two lanes to four lanes, including Pine Island to south of Tropicana Parkway and south of Tropicana Parkway to Diplomat Parkway and Van Buren Parkway to Diplomat Parkway. The intent of this current PD&E project is to enhance transportation network connectivity by addressing a traffic bottleneck and maintaining a critical link between residential and employment centers located both north in Charlotte County and south in Lee County.

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County, Burnt Store Road (CR 765) plays a critical role in facilitating traffic flow during emergency evacuation periods, as it runs parallel to US 41 and I-75, other designated north-south state evacuations routes along the western portions of both Lee and Charlotte Counties. Additionally, the Burnt Store Road (CR 765) corridor connects to SR 78, a designated east-west evacuation route.

The Florida Division of Emergency Management's Statewide Regional Evacuation Study Program for the Southwest Florida region has identified the PD&E project segment as critical and needing additional roadway capacity, due to extensive vehicle queues under various evacuation scenarios for different storm

events. Delay caused by traffic congestion during evacuation events contributes to prolonged clearance times. Improving the operational capacity of the roadway, as well as bringing the roadway into compliance with current Florida Design Manual (FDM) standards, will further enhance emergency evacuation efficiency leading to improved evacuation and emergency response times.

1.3 Methodology

The approved traffic analysis methodology describes the methodology that was utilized to develop traffic forecasts and conduct operational and safety analyses for the existing and proposed corridor alternatives. The approved traffic analysis methodology memorandum is provided in **Appendix A**.

LOS standards for transportation are found in the Lee Plan Policy 95.1.3 which states as follows: *LOS “E” is the standard LOS for principal and minor arterials, and major collectors on county-maintained transportation facilities. Lee County has determined reduced peak hour levels of service will be accepted on those constrained roads within unincorporated Lee County as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community.*

1.4 Analysis Years

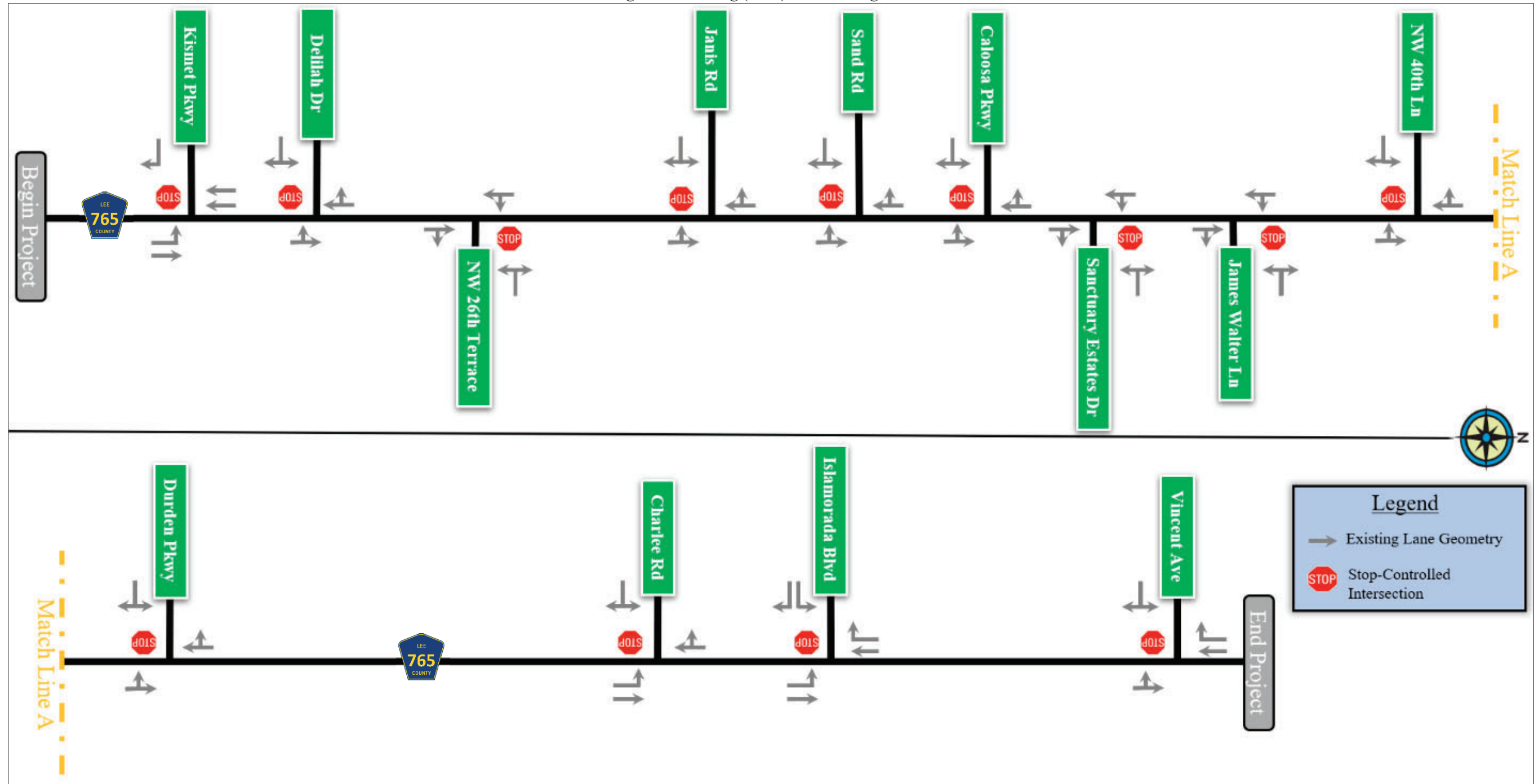
The following analysis years were identified for this study through coordination with the Department:

Existing Year:	2021
Opening Year:	2025
Design Year:	2045

SECTION 2. EXISTING CONDITIONS

Burnt Store Road (CR 765) is a two-lane undivided roadway and is classified as both an 'Urban Principal Arterial - Other' from Van Buren Parkway to south of Sand Road and from north of Charlee Road to the Charlotte County Line, as well as a 'Rural Principal Arterial - Other' from north of Sand Road to south of Charlee Road. The posted speed limit for Burnt Store Road (CR 765) within the study area is 50 to 55 miles per hour (mph). All intersections within the project limits are three-legged and Two-way STOP-controlled (TWSC) intersections in which the single minor-street approach (i.e., the stem of the T configuration) is controlled by a STOP sign. The existing lane configurations within the project limits is shown in **Figure 2**.

Figure 2: Existing (2021) Lane Configuration



2.1 Traffic Count Information

As a result of COVID-19 conditions, beginning in March 2020, traffic data collection for the study corridor was postponed per the Department's direction. To verify normal traffic patterns, the count data from Lee County's database indicated that the January 2021 volumes on Burnt Store Road (CR 765) just south of the Charlotte County Line were very similar to the January 2020 volumes. Therefore, the traffic data was collected in February 2021 during the peak season as agreed to by the Department. Per the approved traffic analysis methodology, locations and type of traffic count data collected for the study is illustrated in **Figure 3**. The data collected during the weekdays includes:

- 48-hour bi-directional volume counts
- 72-hour classification counts
- 4-hour turning movement count

Figure 3: Traffic Data Collection Locations by Type



➤ **72-hour bi-directional vehicle classification:**

- 1) North of Van Buren Parkway
- 2) South of Vincent Avenue

➤ **48-hour bi-directional volume counts:**

- 1) Kismet Parkway, west leg
- 2) Delilah Drive, west leg
- 3) NW 26th Terrace, east leg
- 4) Janis Road, west leg
- 5) Sand Road, west leg
- 6) Caloosa Parkway, west leg
- 7) Sanctuary Estates Drive, east leg
- 8) James Walter Lane, east leg
- 9) NW 40th Lane, west leg
- 10) Durden Parkway, west leg
- 11) Charlee Road, west leg
- 12) Islamorada Boulevard, west leg
- 13) Vincent Avenue, west leg

➤ **4-hour turning movement counts (TMCs) at the study intersections including pedestrian and bicycle:**

- 1) Kismet Parkway
- 2) Delilah Drive
- 3) NW 26th Terrace
- 4) Janis Road
- 5) Sand Road
- 6) Caloosa Parkway
- 7) Sanctuary Estates Drive
- 8) James Walter Lane
- 9) NW 40th Lane
- 10) Durden Parkway
- 11) Charlee Road
- 12) Islamorada Boulevard
- 13) Vincent Avenue

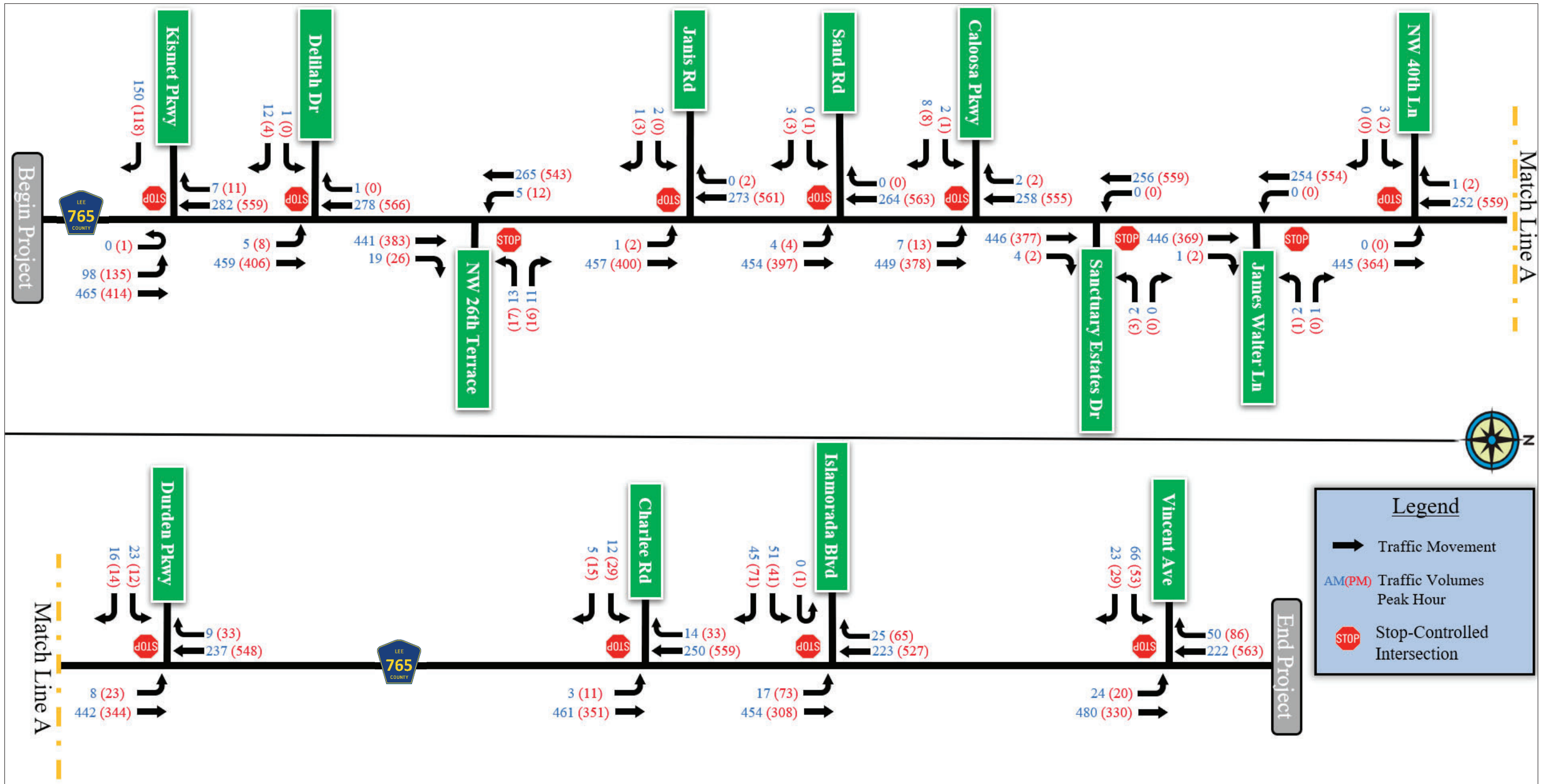
The intersection turning movement counts (TMCs) were collected at the following TWSC intersections along Burnt Store Road (CR 765) within the project limits:

- Kismet Parkway
- Delilah Drive
- Northwest 26th Terrace
- Janis Road
- Sand Road
- Caloosa Parkway
- Sanctuary Estates Drive
- James Walter Lane
- Northwest 40th Lane
- Durden Parkway
- Charlee Road
- Islamorada Boulevard
- Vincent Avenue

Traffic data collected for the study area was examined and the common weekday AM peak hour (7:45 – 8:45 AM) and PM peak hour (3:45 – 4:45 PM) were identified. The existing TMCs, peak hour factors (PHFs), and heavy vehicle percentages (HVs%) were used as inputs for existing year traffic operational analysis. Volumes were collected during the peak season and no adjustments have been applied. Therefore, existing conditions volumes and existing conditions analyses reflect peak season conditions. **Figure 4** displays the existing TMCs (AM and PM peak) for all study intersections.

The traffic counts are included in **Appendix B**.

Figure 4: Existing (2021) Turning Movement Counts



2.2 Design Traffic Factors

Design traffic factors were developed using collected traffic volumes (48-hour bi-directional volume counts and 72-hour classification counts) for the project mainline and the side streets. Appropriate axle correction and seasonal factors obtained from the Florida Traffic Online (FTO) database was applied to all daily volume counts. However, the collected classification counts did not require axle adjustments. Details including peak-to-daily ratios (K measured), directional distribution factors (D measured), and truck percentages (T daily) based on the 48-hour volume counts and 72-hour classification counts are summarized in **Table 1**. The historical information obtained from only count station (Site 126012: two miles south of Charlotte County Line) within the study limits in the Florida Traffic Online is provided in **Table 2**. After coordination with the Department, the rural arterial Standard K factor of 9.5% is recommended for all study roadway segments and an average daily T factor of 11.0%, calculated from the classification counts and historical traffic information, and a design hour truck (DHT) of 5.5% are recommended for the mainline. The design hour truck (DHT) is the percentage of truck traffic during the design peak hour and is recommended as one-half of the T factor based on the FDOT Project Traffic Forecasting (PTF) Handbook. No classification counts were counted for the side streets. An average D factor of 58.0% for the mainline calculated from the classification counts and historical traffic information is recommended for the mainline. However, the measured D values for the side streets are recommended for this project as no other traffic information is available for the side streets. The measured D values for the side streets are within the allowable range in accordance with the PTF Handbook. The recommended design traffic factors were approved by the Department prior to the development of future traffic projections. More details can be found in **Appendix C**.

Table 1. Existing Year (2021) Daily Volumes and Measured Design Traffic Factors

Location	Count Type	Count Dates	ADT	Peak Hour Volume	NB/EB	SB/WB	K	D	T (Daily)	Axle Adj.	Seasonal Adj.**	Adjusted AADT Volume***
Mainline												
Burnt Store Road, north of Van Buren Parkway	72-hour Classification	2/16/2021-2/18/2021	15,701	1,266	572	694	8.1%	54.8%	11.7%	1.00*	0.88	14,000
Burnt Store Road, south of Vincent Avenue	72-hour Classification	2/16/2021-2/18/2021	12,036	967	345	622	8.0%	64.3%	13.7%	1.00*	0.88	11,000
Side Streets												
Kismet Parkway, west leg	48-hour Volume	2/16/2021-2/17/2021	3,581	314	153	161	8.8%	51.3%	-	0.97	0.85	3,000
Delilah Drive, west leg	48-hour Volume	2/16/2021-2/17/2021	185	23	12	11	12.4%	52.2%	-	0.97	0.85	200
NW 26th Terr, east leg	48-hour Volume	2/16/2021-2/17/2021	996	96	50	46	9.6%	52.1%	-	0.97	0.85	850
Janis Road, west leg	48-hour Volume	2/16/2021-2/17/2021	147	27	16	11	18.4%	59.3%	-	0.97	0.85	100
Sand Road, west leg	48-hour Volume	2/16/2021-2/17/2021	115	14	6	8	12.2%	57.1%	-	0.97	0.85	100
Caloosa Parkway, west leg	48-hour Volume	2/16/2021-2/17/2021	185	20	12	8	10.8%	60.0%	-	0.97	0.85	150
Sanctuary Estates Drive, east leg	48-hour Volume	2/16/2021-2/17/2021	59	8	3	5	13.6%	62.5%	-	0.97	0.85	50
James Walter Lane, east leg	48-hour Volume	2/16/2021-2/17/2021	49	9	4	5	18.4%	55.6%	-	0.97	0.85	40
NW 40th Lane, west leg	48-hour Volume	2/16/2021-2/17/2021	31	7	3	4	22.6%	57.1%	-	0.97	0.85	30
Durden Parkway, west leg	48-hour Volume	2/16/2021-2/17/2021	1,062	97	33	64	9.1%	66.0%	-	0.97	0.85	900
Charlee Road, west leg	48-hour Volume	2/16/2021-2/17/2021	833	103	49	54	12.4%	52.4%	-	0.97	0.85	700
Islamorada Boulevard, west leg	48-hour Volume	2/16/2021-2/17/2021	3,283	326	166	160	9.9%	50.9%	-	0.97	0.85	2,700
Vincent Avenue, west leg	48-hour Volume	2/16/2021-2/17/2021	2,155	244	126	118	11.3%	51.6%	-	0.97	0.85	1,800

* No Axial Adjustment for Vehicle Classification

** FDOT Peak Season Factor Category Report (2020)

*** Adjusted AADTs were calculated using this equation [Adjusted AADT = Measured ADT * Axle Adjustment * Seasonal Adjustment]; then rounded using the AASHTO rounding convention

Note: Most Recent Seasonal and Axial Adjustment Factors were obtained from the FDOT Traffic Online

Table 2. Historical AADT Volume Report and Design Factors (Site 126012)

Year	AADT Volume	K*	D	T
2020	8,400	9.5	52.8	6.9
2019	8,500	9.5	56.4	7.7
2018	8,334	9.5	53.3	8.0
2017	8,600	9.5	55.6	7.4
2016	8,200	9.5	55.6	7.0
2015	6,939	9.5	55.6	5.9
2014	6,428	9.5	52.5	24.0
2013	5,200	9.5	55.0	5.1
2012	5,213	9.5	55.0	5.6
2011	5,322	9.5	55.0	6.0
2010	5,670	10.14	55.2	5.4
2009	5,550	10.34	58.1	5.5
2008	5,421	10.99	56.6	6.4
Average		9.75	55.1	7.8
Site 126012: Burnt Store Road (CR 765) two miles south of Charlotte County Line *Starting with year 2011 is Standard K factor of 9.5% for Rural Arterial Source: 2020 Florida Traffic Online				

2.3 Existing (2021) Traffic Operational Analysis

Existing traffic operational analyses for AM and PM peak hours were conducted using collected peak hour traffic counts. As the study segment has the characteristics of an arterial, LOS measure for the study segment was developed by comparing the volumes with the threshold volumes from the Link Service Volumes on Arterials developed by Lee County. The results are shown as a LOS rating, which is a qualitative assessment of the traffic flow characteristics described by a letter designation ranging from A to F, with LOS A representing the best possible operating conditions and LOS F representing congested conditions.

2.3.1 Segment Operational Analysis for Existing Condition

The AADT volumes and recommended K and D factors were used to calculate the Directional Design Hourly Volumes (DDHV) for each segment as shown in **Table 3**. The daily counts for the mainline were conducted for only two locations. The existing AADT for locations with no daily counts were estimated using the existing turning movement counts and the recommended K value of 9.5%, as agreed by the Department. Per the approved traffic analysis methodology, the Volume-to-Capacity ratio (V/C) and LOS measures for the study segments was developed by comparing the calculated DDHVs with the threshold volumes from the Link Service Volumes on Arterials developed by Lee County (see **Table 4**).

The V/C ratio makes it possible to estimate the relative level of congestion on a segment of roadway. A roadway is considered over capacity if the V/C ratio is greater than 1.0. In general, a V/C ratio less than 0.85 indicates that adequate roadway capacity is available, and vehicles are not expected to experience significant queues and delays. The results indicate that the operation conditions for all segments under the existing condition are acceptable.

Table 3. Existing (2021) Segment LOS Analysis

Burnt Store Road (CR 765) Segment	AADT Volume	K*D (0.095 x 0.58)	DDHV	V/C	LOS
Van Buren Parkway to Kismet Parkway	14,000	0.0551	771	0.68	D
Kismet Parkway to Delilah Road	10,500	0.0551	579	0.51	C
Delilah Road to NW 26 th Terrace	10,000	0.0551	551	0.48	C
NW 26 th Terrace to Janis Road	10,000	0.0551	551	0.48	C
Janis Road to Sand Road	10,000	0.0551	551	0.48	C
Sand Road to Caloosa Parkway	10,000	0.0551	551	0.48	C
Caloosa Parkway to Sanctuary Estate Drive	9,900	0.0551	545	0.48	C
Sanctuary Estate Drive to James Walter Drive	9,800	0.0551	540	0.47	C
James Walter Drive to NW 40 th Lane	9,800	0.0551	540	0.47	C
NW 40 th Lane to Durden Parkway	9,800	0.0551	540	0.47	C
Durden Parkway to Charlee Road	9,800	0.0551	540	0.47	C
Charlee Road to Islamorada Boulevard	10,500	0.0551	579	0.51	C
Islamorada Boulevard to Vincent Avenue	11,000	0.0551	606	0.53	C

Table 4. Burnt Store Road (CR 765) Link Service Volumes

Road Type	Level of Service (Peak Hour - Peak Direction)				
	A	B	C	D	E
4-Lane	870	1,490	2,100	2,660	2,950
2-Lane	150	390	640	880	1,140

Source: Link Service Volumes on Arterials developed by Lee County

SECTION 3. SAFETY ANALYSIS

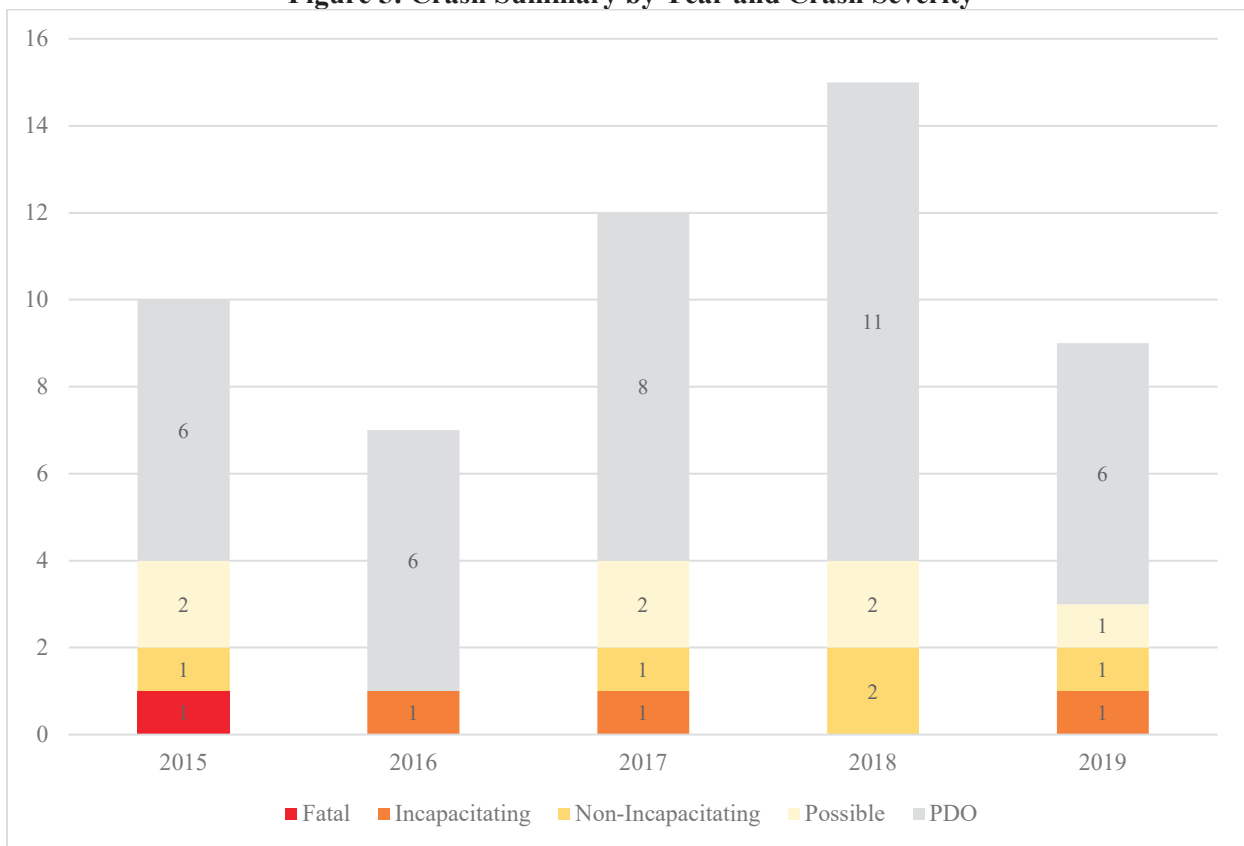
3.1 Historical Crash Data Analysis

The five (5) years of crash data (from January 2015 to December 2019), along Burnt Store Road (CR 765) from Van Buren Parkway to the Charlotte County Line were provided by Lee County. As confirmed by the Department, the crash data provided by Lee County was consistent with what included in Signal Four Analytics. The crash data was examined to determine frequency and type of crashes that had occurred along the corridor. To evaluate the potential benefits of the proposed four-lane alternative, safety analysis for the future condition was conducted using Crash Modification Factors (CMFs) analysis method according to the Highway Safety Manual (HSM) procedure presented in the 2019 FDOT Safety Analysis Guidebook for PD&E Studies. Per the approved traffic analysis methodology, no HSM predictive method was expected for this project. The crash data is provided in **Appendix D**.

3.2 Corridor Wide Crash Statistics

Based on the crash data (2015-2019), a total of 53 crashes occurred, including one fatality and 15 injury crashes, and no pedestrians/bicyclists involved crashes. **Figure 5** displays the crash data by year along with the respective severities.

Figure 5: Crash Summary by Year and Crash Severity



As shown in **Figure 6**, the highest crash type observed was rear-end crashes comprising 20.8% of the total crashes, followed by angle crashes (15.1%) and runoff-road crashes (15.1%).

Figure 6: Burnt Store Road (CR 765) Crash Types (2015-2019)

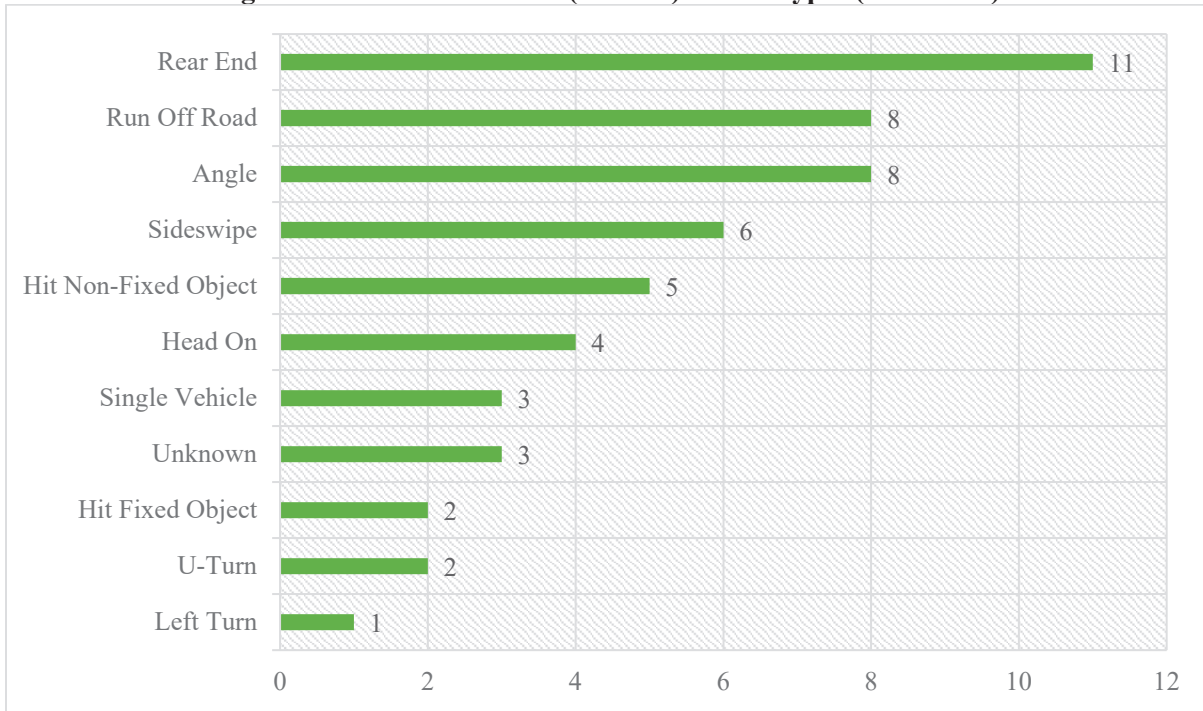


Figure 7 displays the crashes during that same 5-year period classified by the conditions of the roadway at the time of the crashes. The data indicated that 83.0% of the crashes occurred during dry road surface conditions and 17.0% of crashes occurred during wet surface conditions. The runoff road crashes were mainly due to hydroplaning.

Figure 7: Burnt Store Road (CR 765) Crashes (2015-2019) by Road Surface Condition

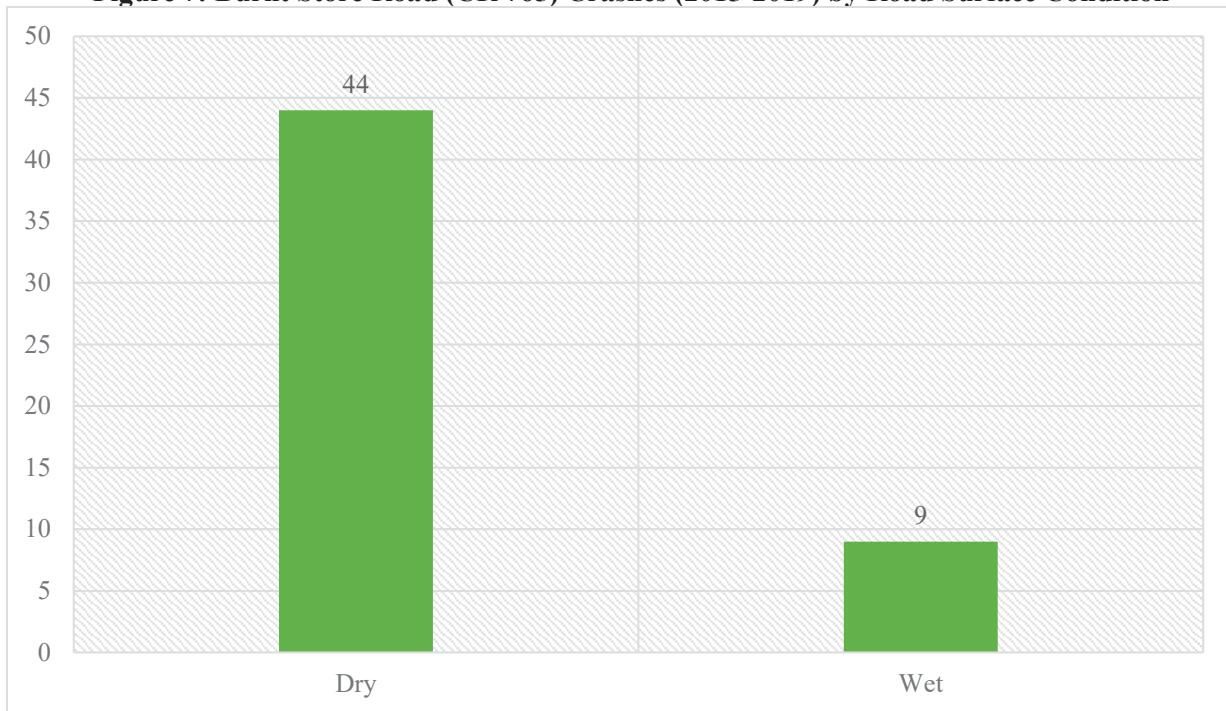
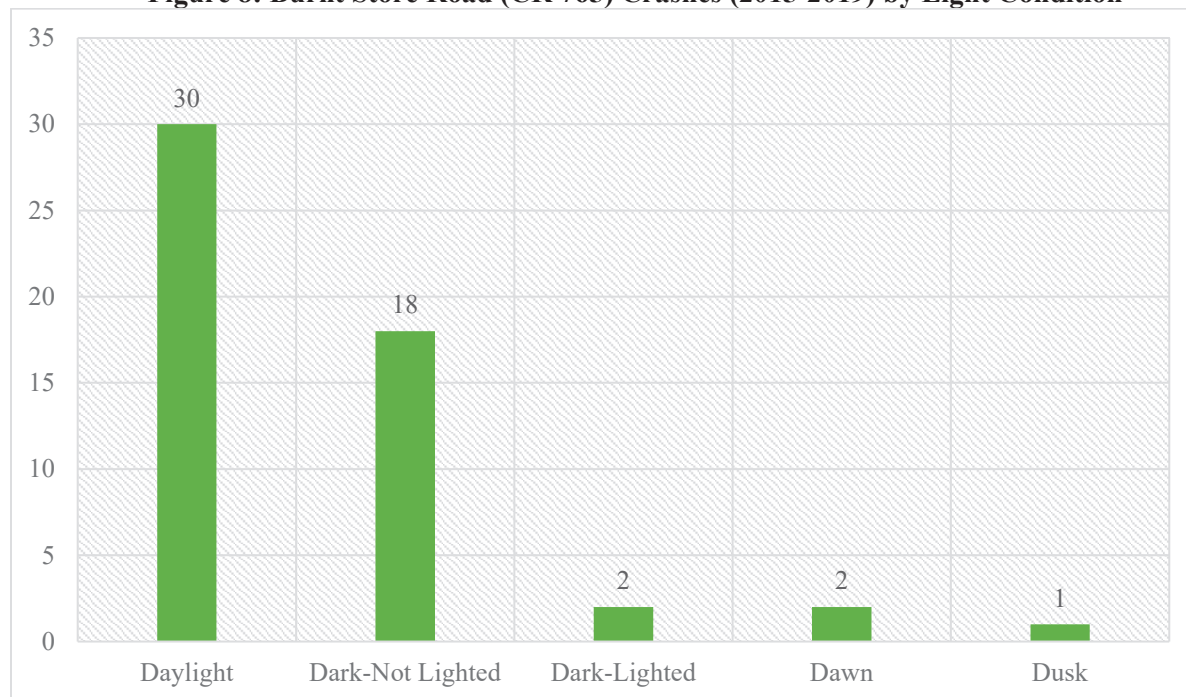


Figure 8 presents the crashes by the light condition. The data indicated that 56.6% of the crashes occurred during daylight while approximately 34% occurred during dark-not lighted conditions. Because of the frequency of dark crashes, this corridor may benefit from lighting.

Figure 8: Burnt Store Road (CR 765) Crashes (2015-2019) by Light Condition



3.3 Crash Concentration

The crash data was analyzed to determine the predominant spot locations where crashes occurred during the five-year period. Crashes happened throughout the corridor; however, the intersections with the highest crash frequencies include Kismet Parkway (9 crashes), Durden Parkway (8 crashes), Caloosa Parkway (7 crashes), and Vincent Avenue (6 crashes). The most common types of crash observed were rear end crashes, angle crashes, and run off road crashes. Based on the review of crash long forms, the rear end crashes were mainly due to vehicles being stopped trying to turn into different side streets. The runoff road and angle crashes were mainly due to hydroplaning. A few crashes involved trucks and animals.

Field reviews found that a significant portion of vehicles on Burnt Store Road (CR 765) are traveling at higher speeds than the 55 mph posted limit due to the straight alignment. The high speeds on the corridor, coupled with the low speeds of vehicles entering the roadway, increase the potential for crashes to occur.

3.4 Potential Safety Improvement

The proposed widening from two-lane undivided roadway to four-lane divided roadway is desirable from a safety perspective, as reducing delay and the frequency of stopping on a major road is expected to help reduce crashes. Also, a divided roadway will significantly restrict access to the adjacent properties along the project. There are no pedestrian and bicycle facilities within the study limits except for a five-foot sidewalk on the west side from Van Buren Parkway to NW 21st Terrace and a 10-foot shared use path on the east side from Van Buren Parkway to just north of the Gator Slough Canal. Sidewalks, bicycle lanes, and/or shared use path will be included in the conceptual design alternatives. Adding pedestrian and bicycle facilities and increasing overall multi-modal connectivity throughout the corridor may result in an overall safety enhancement in the future by both accommodating and separating both motorized and non-motorized modes of travel along the corridor.

According to the 2019 FDOT Safety Analysis Guidebook for PD&E Studies, a CMF analysis method was used to compare relative safety benefits of the proposed widening with a restrictive median concept. A CMF is only an estimated value of the crash reduction potential of a treatment or alternative. CMFs with a value less than 1.0 indicate an expected decrease in crashes. CMFs are rated with a star quality rating that indicates the quality or confidence in the results of the studies producing the CMFs. Star ratings are assigned on a scale of one star to five stars, with five stars indicating the highest and most reliable rating.

The following CMFs from the FHWA's Clearinghouse were found as the CMFs relevant to this project with a 4-star rating:

- CMF ID 7734: Add a through lane on both directions and a raised median [Area Type: Rural]
 - CMF 0.71 for all crashes which indicates a crash reduction by **29.0%**
- CMF ID 7569: Convert 2 lane roadway to 4 lane divided roadway [Area Type: Rural]
 - CMF 0.712 for all crashes which indicates a crash reduction by **28.8%**
- CMF ID 7566: Convert 2 lane roadway to 4 lane divided roadway [Area Type: Urban]
 - CMF 0.341 for all crashes which indicates a crash reduction by **65.9%**
- CMF ID 7732: Add a through lane on both directions and a raised median [Area Type: Urban]
 - CMF 0.32 for all crashes which indicates a crash reduction by **68.0%**

Based on the CMFs, it is anticipated the proposed widening with a restrictive median concept may result in a potential reduction in crashes. The corresponding CMFs tables are included in **Appendix D**.

SECTION 4. DEVELOPMENT OF FUTURE TRAFFIC FORECASTS

Future traffic forecasts were developed based on the procedures outlined in the 2019 FDOT Project Traffic Forecasting (PTF) Handbook.

4.1 Future Traffic Volume Development

The future years of analysis include both opening year (2025) and design year (2045). No analysis for interim year was expected for this project.

The growth rates calculated from the DIRPM outputs indicated that an average annual traffic growth of 5.5% for No-Build and 8.2% for Build conditions. The growth rates developed from the model outputs were checked for reasonableness using historical traffic trends analysis and population projections from the Florida Bureau of Economic and Business Research (BEBR). The trend analysis of the historical AADT volumes shows an annual growth rate of 8.71% (linear) with the acceptable R-squared of 85.84%. Also, the BEBR future population projection for Lee County was reviewed and the 2045 population projections for Lee County indicate that an annual growth rate of 0.67%, 1.68%, and 2.73% in population for Lee County for low, medium, and high projections, respectively. More details are included in **Appendix C**.

Based on the comparison and discussions with the Department, the **Table 5** summarizes the recommended growth rates approved by the Department which were utilized in future traffic volumes development process for this project.

Table 5. Recommended Annual Growth Rates

Roadway	Recommended Annual Linear Growth Rate
Mainline	
Burnt Store Road (CR 765)	5.5% for “No-Build” Alternative 8.2% for “Build” Alternative
Side Streets	
All Side Streets	2.7% for both “No-Build” and “Build” Alternatives

All future AADT volumes were linearly projected using recommended growth rates, then rounded to the American Association of State Highway Transportation Officials (AASHTO) rounding convention, in accordance with the PTF Handbook. As agreed by the Department, the existing AADT volumes for the locations with no collected counts were estimated using the existing TMCs during peak hour and the recommended K value of 9.5%. The existing year TMCs, the recommended annual linear growth rates for mainline and side streets, K Factors, and D Factors were employed as inputs into the FDOT TURNS5 program to develop future year turning movement volumes for the study intersections for the No-Build and Build Alternatives, in accordance with the PTF Handbook. More details are provided in the approved future traffic volume development technical memorandum, as included in **Appendix E**.

Figures 9 and **Figure 10** depict the approved future turning movement volumes for the No-Build opening year and design year for the study intersections, respectively. **Figures 11** and **Figure 12** illustrate the approved future turning movement volumes for the Build opening year and design year for the study intersections, respectively.

Figure 9: No-Build Opening Year (2025) Turning Movement Volumes

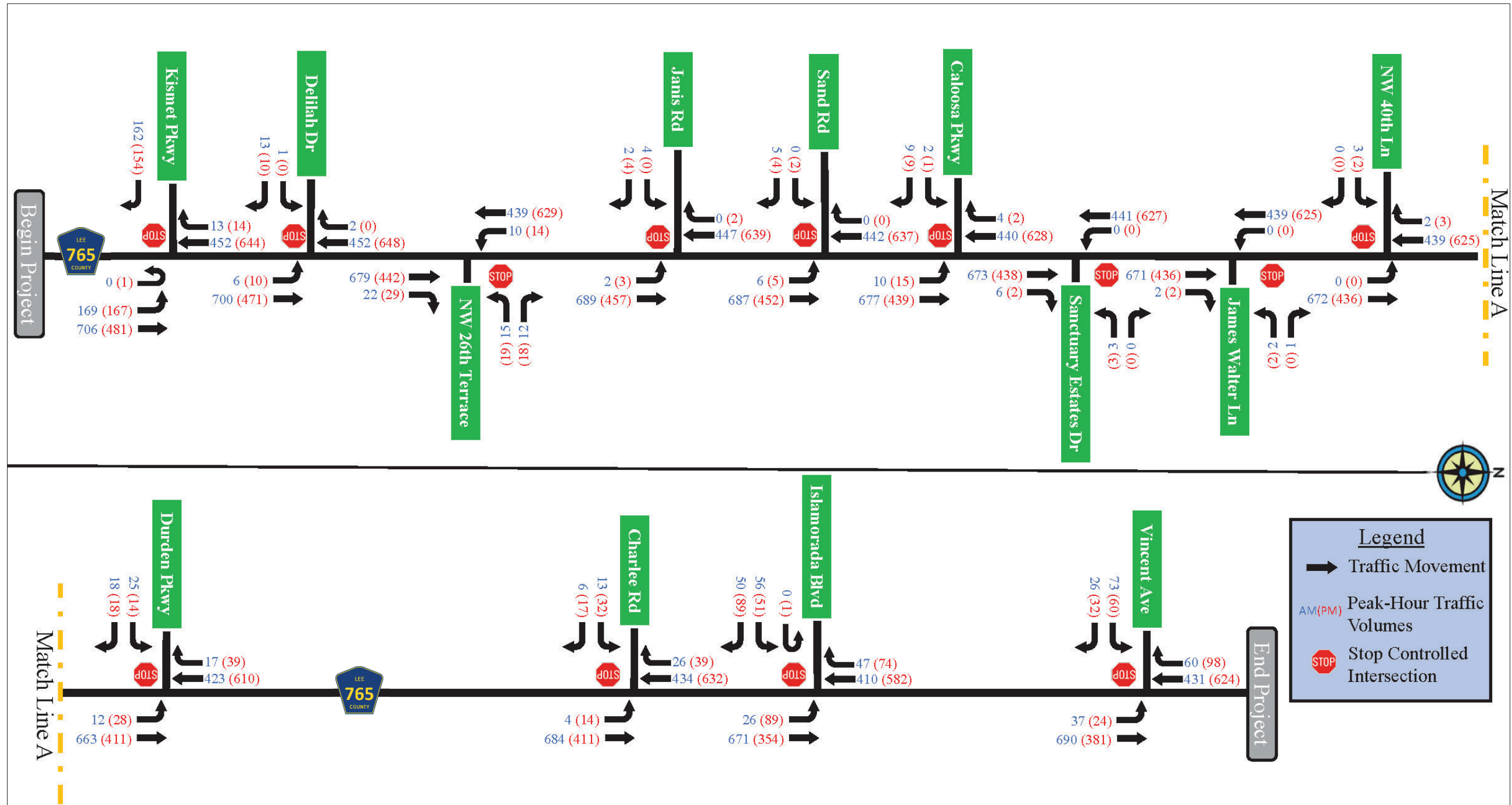


Figure 10: No-Build Design Year (2045) Turning Movement Volumes

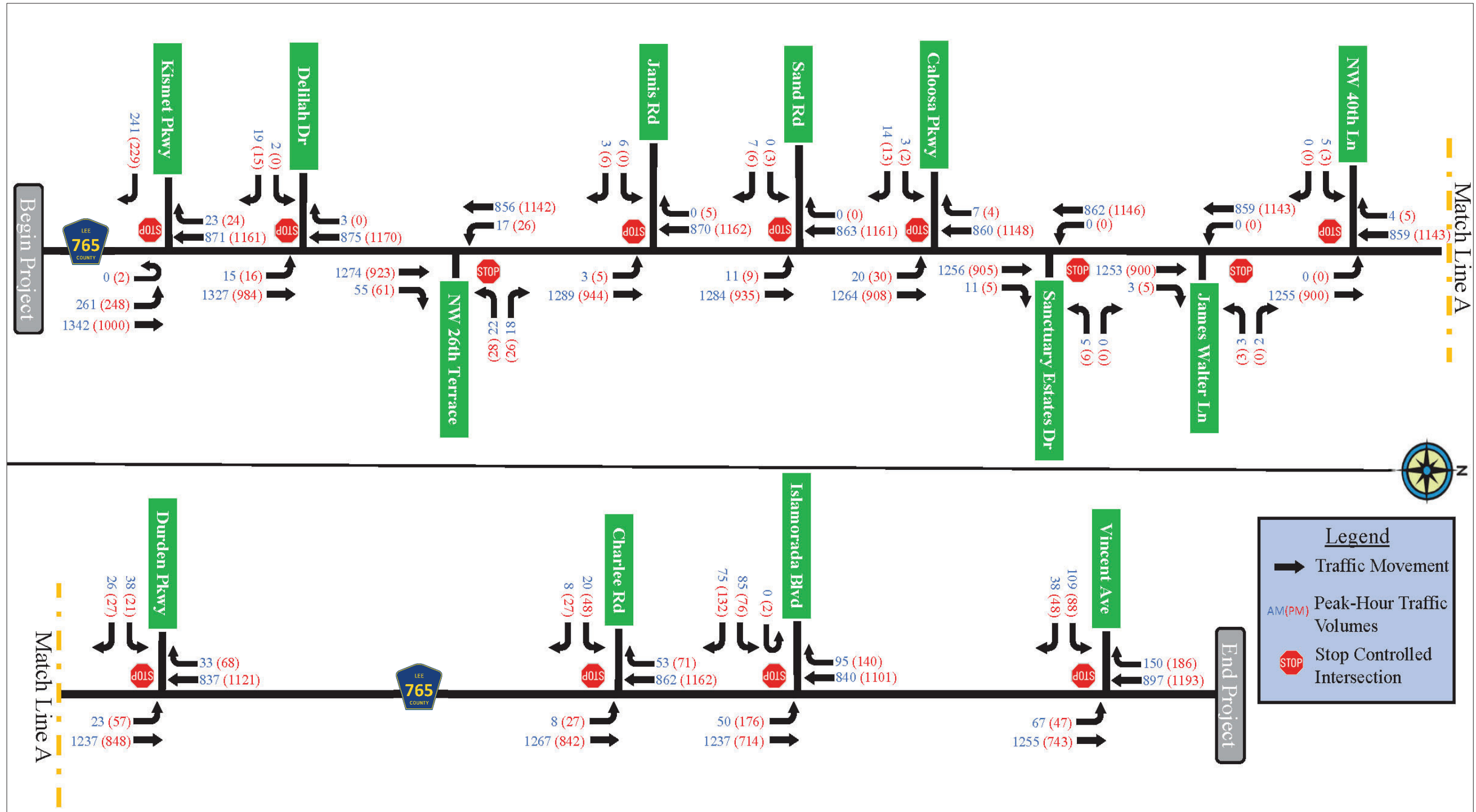


Figure 11: Build Opening Year (2025) Turning Movement Volumes

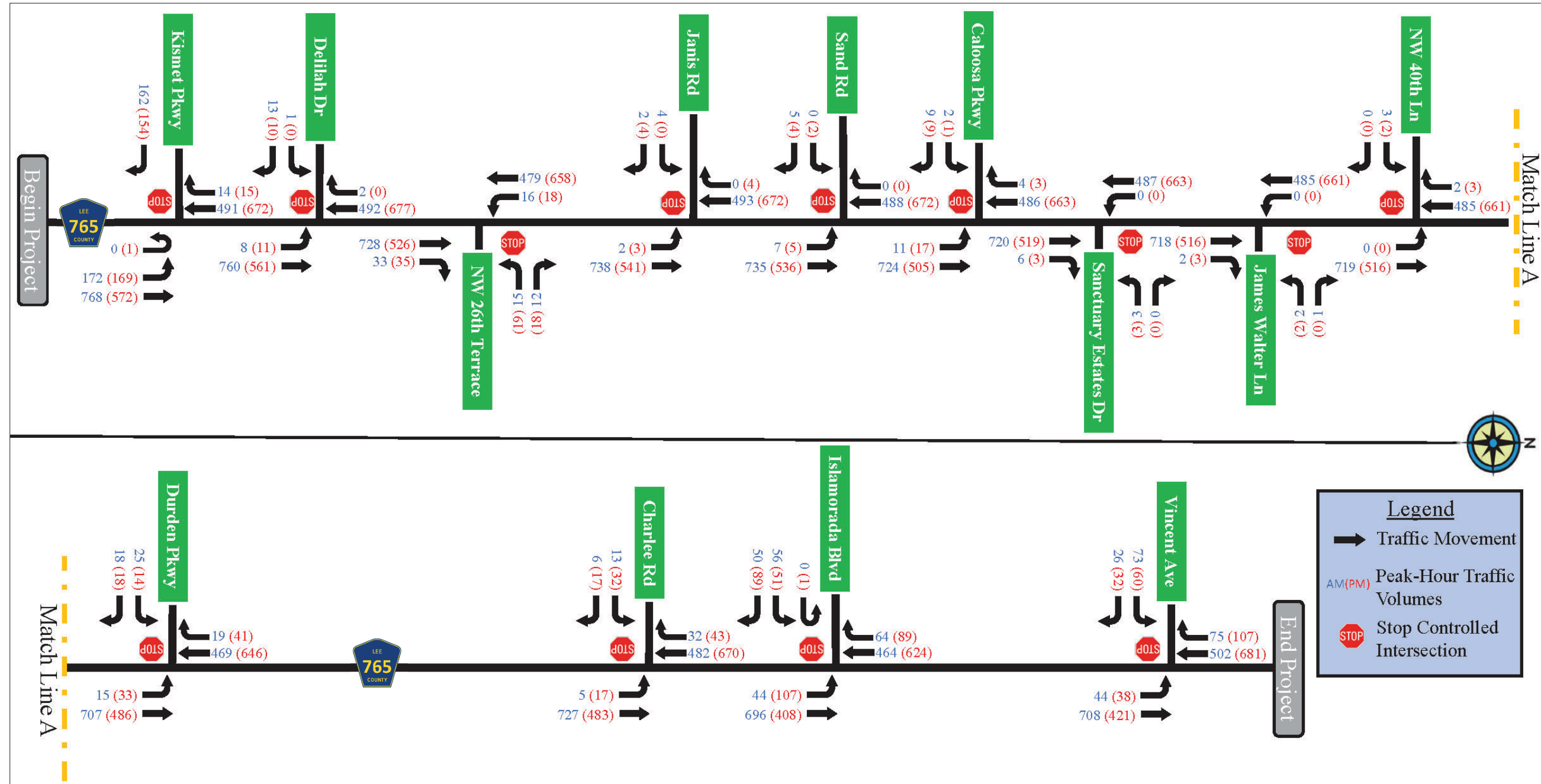
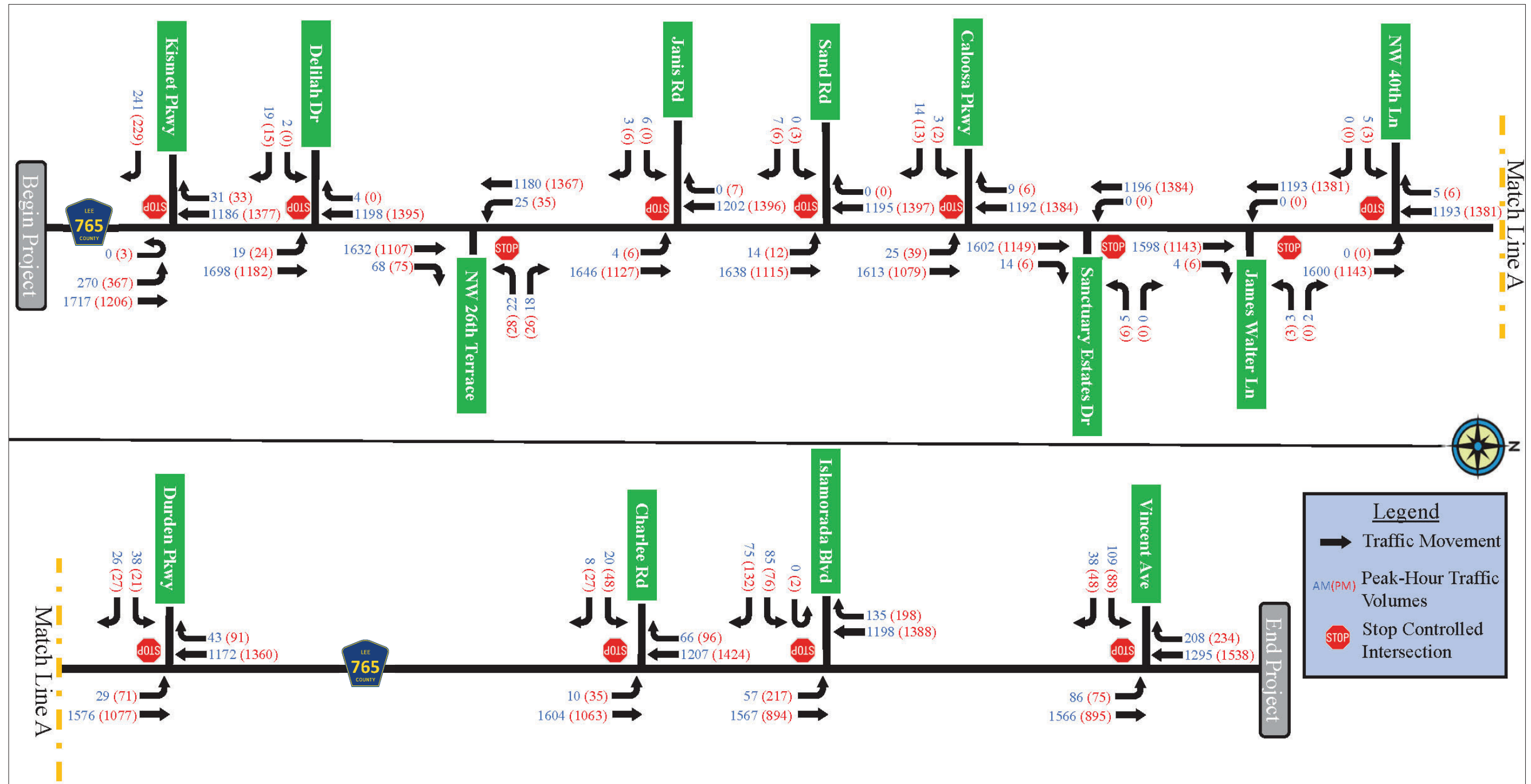


Figure 12: Build Design Year (2045) Turning Movement Volumes



SECTION 5. ALTERNATIVE ANALYSIS

The No-Build condition assumes that Burnt Store Road (CR 765) and all cross-streets remain unchanged from the existing lane configurations. Under the Build Alternative, Burnt Store Road (CR 765) within the project limits was evaluated as a four-lane divided facility. Also, the approved Controlled Access Resolution Plan (see **Appendix F**) developed by Lee County was utilized to include the proposed access points within the project corridor under the Build Alternative. Since the recent Lee County Controlled Access Resolution Plan dictates the access points and the intersection configurations, no intersection analyses were included in this study, as agreed by the Department. No Intersection Control Evaluation (ICE) was conducted in this study, as recommended by the District Traffic Operations Group. Therefore, the link level analyses for the No-Build and Build Alternatives were only included, as agreed by the District Systems Planning Office.

5.1 Segment LOS Analysis for No-Build Alternative

As stated in the previous section, all future AADT volumes were linearly projected using a recommended annual growth rate of 5.5% for the No-Build Alternative, then rounded using the AASHTO rounding convention. The AADT volumes, the DDHV, V/C ratio, and LOS for each segment for the opening year and the design year are provided in **Table 6** and **Table 7**, respectively.

Based on the FHWA guidance, a V/C ratio less than 0.85 generally indicates that adequate roadway capacity is available, and vehicles are not expected to experience significant queues and delays. The results indicate that the operation conditions for all segments under the No-Build Alternative for the opening year (2025) are acceptable. However, all segments under the No-Build Alternative for the design year (2045) are expected to operate at LOS F.

Table 6. No-Build (2025) Segment LOS Analysis

Burnt Store Road (CR 765) Segment	AADT Volume	K*D (0.095 x 0.58)	DDHV	V/C	LOS
Van Buren Parkway to Kismet Parkway	17,000	0.0551	937	0.82	E
Kismet Parkway to Delilah Road	13,000	0.0551	716	0.63	D
Delilah Road to NW 26 th Terrace	12,000	0.0551	661	0.58	D
NW 26 th Terrace to Janis Road	12,000	0.0551	661	0.58	D
Janis Road to Sand Road	12,000	0.0551	661	0.58	D
Sand Road to Caloosa Parkway	12,000	0.0551	661	0.58	D
Caloosa Parkway to Sanctuary Estate Drive	12,000	0.0551	661	0.58	D
Sanctuary Estate Drive to James Walter Drive	12,000	0.0551	661	0.58	D
James Walter Drive to NW 40 th Lane	12,000	0.0551	661	0.58	D
NW 40 th Lane to Durden Parkway	12,000	0.0551	661	0.58	D
Durden Parkway to Charlee Road	12,000	0.0551	661	0.58	D
Charlee Road to Islamorada Boulevard	12,000	0.0551	661	0.58	D
Islamorada Boulevard to Vincent Avenue	13,500	0.0551	744	0.65	D

Table 7. No-Build (2045) Segment LOS Analysis

Burnt Store Road (CR 765) Segment	AADT Volume	K*D (0.095 x 0.58)	DDHV	V/C	LOS
Van Buren Parkway to Kismet Parkway	32,500	0.0551	1,791	1.57	F
Kismet Parkway to Delilah Road	24,500	0.0551	1,350	1.18	F
Delilah Road to NW 26 th Terrace	23,000	0.0551	1,267	1.11	F
NW 26 th Terrace to Janis Road	23,000	0.0551	1,267	1.11	F
Janis Road to Sand Road	23,000	0.0551	1,267	1.11	F
Sand Road to Caloosa Parkway	23,000	0.0551	1,267	1.11	F
Caloosa Parkway to Sanctuary Estate Drive	23,000	0.0551	1,267	1.11	F
Sanctuary Estate Drive to James Walter Drive	22,500	0.0551	1,240	1.09	F
James Walter Drive to NW 40 th Lane	22,500	0.0551	1,240	1.09	F
NW 40 th Lane to Durden Parkway	22,500	0.0551	1,240	1.09	F
Durden Parkway to Charlee Road	22,500	0.0551	1,240	1.09	F
Charlee Road to Islamorada Boulevard	24,500	0.0551	1,350	1.18	F
Islamorada Boulevard to Vincent Avenue	25,500	0.0551	1,405	1.23	F

5.2 Segment LOS Analysis for Build Alternative

As stated in the previous section, all future AADT volumes were linearly projected using recommended growth rate of 8.2% for the Build Alternative, then rounded using the AASHTO rounding convention. The AADT volumes, the recommended K and D factors were used to calculate the DDHVs for each segment as shown in **Table 8 and Table 9** for the opening year and the design year, respectively. The LOS measure for the segments under the Build Alternative (four-lanes divided) was developed by comparing the calculated DDHVs with the threshold volumes from the Link Service Volumes on Arterials developed by Lee County as agreed by the Department.

The results indicate that the operation conditions for all segments under the Build Alternative for both opening year and design year are significantly better than the No-Build Alternative. All segments show an acceptable LOS or better, and a V/C ratio less than 0.85 which indicates that adequate roadway capacity is available, and vehicles are not expected to experience significant queues and delays.

The proposed recommendations under Build Alternative include:

- Convert directional to a full median opening at the fire station (south of NW 40th Lane) and consider installation of an emergency-vehicle traffic control signal for fire trucks
- Consider channelized right turn/free right turn with yield sign for the side streets
- Consider potential loons to assist larger trucks in completing U-turn maneuvers (two potential loons: one for northbound and one for southbound)

Further discussion and coordination with the Department and Lee County would be needed to move forward with the proposed recommendations.

Table 8. Build 2025 Segment LOS Analysis

Burnt Store Road (CR 765) Segment	AADT Volume	K*D (0.095 x 0.58)	DDHV	V/C	LOS
Van Buren Parkway to Kismet Parkway	18,500	0.0551	1,019	0.35	B
Kismet Parkway to Delilah Road	14,000	0.0551	771	0.26	A
Delilah Road to NW 26 th Terrace	13,500	0.0551	744	0.25	A
NW 26 th Terrace to Janis Road	13,500	0.0551	744	0.25	A
Janis Road to Sand Road	13,500	0.0551	744	0.25	A
Sand Road to Caloosa Parkway	13,500	0.0551	744	0.25	A
Caloosa Parkway to Sanctuary Estate Drive	13,000	0.0551	716	0.24	A
Sanctuary Estate Drive to James Walter Drive	13,000	0.0551	716	0.24	A
James Walter Drive to NW 40 th Lane	13,000	0.0551	716	0.24	A
NW 40 th Lane to Durden Parkway	13,000	0.0551	716	0.24	A
Durden Parkway to Charlee Road	13,000	0.0551	716	0.24	A
Charlee Road to Islamorada Boulevard	14,000	0.0551	771	0.26	A
Islamorada Boulevard to Vincent Avenue	14,500	0.0551	799	0.27	A

Table 9. Build 2045 Segment Analysis

Burnt Store Road (CR 765) Segment	AADT Volume	K*D (0.095 x 0.58)	DDHV	V/C	LOS
Van Buren Parkway to Kismet Parkway	41,500	0.0551	2,287	0.78	D
Kismet Parkway to Delilah Road	31,000	0.0551	1,708	0.58	C
Delilah Road to NW 26 th Terrace	29,500	0.0551	1,625	0.55	C
NW 26 th Terrace to Janis Road	29,500	0.0551	1,625	0.55	C
Janis Road to Sand Road	29,500	0.0551	1,625	0.55	C
Sand Road to Caloosa Parkway	29,500	0.0551	1,625	0.55	C
Caloosa Parkway to Sanctuary Estate Drive	29,500	0.0551	1,625	0.55	C
Sanctuary Estate Drive to James Walter Drive	29,000	0.0551	1,598	0.54	C
James Walter Drive to NW 40 th Lane	29,000	0.0551	1,598	0.54	C
NW 40 th Lane to Durden Parkway	29,000	0.0551	1,598	0.54	C
Durden Parkway to Charlee Road	29,000	0.0551	1,598	0.54	C
Charlee Road to Islamorada Boulevard	31,000	0.0551	1,708	0.58	C
Islamorada Boulevard to Vincent Avenue	32,500	0.0551	1,791	0.61	C

5.3 Traffic Data for Noise Analysis

The existing, opening year and design year AADT volumes information for No Build and Build conditions are provided in **Appendix G** for Noise Analysis, as per the Highway Traffic Noise (Part 2, Chapter 18 of the FDOT PD&E Manual). It should be noted that the values for the “LOS C peak hour directional volume” in the Traffic Data for Noise Studies Form were obtained from the Generalized Peak Hour Directional Volumes tables included in the FDOT's Quality/Level of Service (Q/LOS) Handbook.

SECTION 6. SUMMARY OF RESULTS AND CONCLUSION

Burnt Store Road (CR 765) is crucial network connection as it serves as an important north-south corridor for commuters, in addition to freight traffic, as it runs parallel and connects to regional transportation facilities (i.e., I-75, US 41, and SR 78) and provides access to several developments within Lee and Charlotte Counties.

This Project Traffic Analysis Report (PTAR) documents the operational and safety analysis results for a No-Build Alternative and Build Alternative. Since the recent Lee County Controlled Access Resolution Plan dictates the access points and the intersection configurations, no intersection analyses were included in this study, as agreed by the Department. Per the Department's direction, the link level analyses for the No-Build and Build Alternatives were included in the PTAR.

The results show that by 2045, Burnt Store Road (CR 765) with existing two lanes within the study limits will not be able to accommodate the projected traffic demands. If no capacity improvements are constructed, the congestion on the corridor will significantly worsen and result in prolonged delays for motorists along the corridor.

Under the Build Alternative, Burnt Store Road (CR 765) was evaluated as a four-lane divided facility and the Controlled Access Resolution Plan developed by Lee County was utilized to include the proposed access points within the project corridor. Per coordination with the Department, the proposed recommendations under the Build Alternative would include converting a directional to a full median opening at the fire station (south of NW 40th Lane) with an emergency-vehicle traffic control signal, consider channelized right turn/free right turn with yield sign for the side streets, and consider potential loons for large truck turnaround (one northbound and one southbound). Further discussion and coordination with the Department and Lee County would be needed to move forward with the proposed recommendations.

The traffic analysis results indicated that the operation conditions for all segments under the Build Alternative for both opening year (2025) and design year (2045) are significantly better than the No-Build Alternative. The Build Alternative also provides safety enhancements along the corridor which were not included under No-Build Alternative. The proposed widening from a two-lane undivided roadway to a four-lane divided roadway is desirable from a safety perspective as reducing delay and the frequency of stops on a major road is expected to help reduce crashes. Also, a divided roadway will significantly restrict access to the adjacent properties along the project. It is anticipated the proposed widening with a restrictive median concept result in a potential reduction in crashes, according to the CMFs from the FHWA's Clearinghouse.

In addition to increased capacity for motorists as well as for emergency response/evacuation purposes, the Build Alternative also provides multimodal facilities. This provides better travel accommodations for both motorized and non-motorized users along the corridor. Currently, there are no pedestrian and bicycle facilities within the study limits except for a five-foot sidewalk on the west side from Van Buren Parkway to NW 21st Terrace and a 10-foot shared use path on the east side from Van Buren Parkway to just north of the Gator Slough Canal. Sidewalks, bicycle lanes, and/or shared use path will be included in the conceptual design alternatives. Adding pedestrian and bicycle features and their connectivity throughout the corridor may result in an overall safety enhancement in the future as more vehicular traffic and pedestrians/bicycles are expected based on future development plans.

Appendix A

Traffic Analysis Methodology

Traffic Analysis Methodology Memorandum

Date: May 14, 2020

To: Christopher L. Simpron (FDOT District 1 Office)

From: Scalar Consulting Group Inc.

Cc: Steven A. Andrews (FDOT District 1 Office), Kristin A. Caruso, MS (Scalar Consulting Group Inc.)

Subject: Traffic Analysis Methodology Memorandum for Burnt Store Road PD&E Study from Van Buren Parkway to Charlotte County Line, FPID No. 436928-1-22-01

The purpose of this document is to summarize the methodology that will be employed to collect traffic data, develop traffic forecasts, and conduct operational and safety analyses for the existing and proposed corridor alternative for the Burnt Store Road PD&E Study from Van Buren Parkway to Charlotte County Line.

1. Traffic Data Collection

Traffic data collection will be conducted as shown below:

- 72-hour bi-directional vehicle classification count at the following locations:
 - 1) Burnt Store Road, north of Van Buren Parkway
 - 2) Burnt Store Road, south of Vincent Avenue

- 48-hour bi-directional volume counts at the following locations:
 - 1) Kismet Parkway, west of Burnt Store Road
 - 2) Delilah Drive, west of Burnt Store Road
 - 3) NW 26th Terrace, east of Burnt Store Road
 - 4) Janis Road, west of Burnt Store Road
 - 5) Sand Road, west of Burnt Store Road
 - 6) Caloosa Parkway, west of Burnt Store Road
 - 7) Sanctuary Estates Drive, east of Burnt Store Road
 - 8) James Walter Lane, east of Burnt Store Road
 - 9) NW 40th Lane, west of Burnt Store Road
 - 10) Durden Parkway, west of Burnt Store Road
 - 11) Charlee Road, west of Burnt Store Road
 - 12) Islamorada Boulevard, west of Burnt Store Road
 - 13) Vincent Avenue, west of Burnt Store Road

- 4-hour turning movement counts (TMCs) including pedestrian and bicycle activity during AM (2-hour) and PM (2-hour) peak periods at the following intersections along Burnt Store Road:
 - 1) Kismet Parkway

- 2) Delilah Drive
- 3) NW 26th Terrace
- 4) Janis Road
- 5) Sand Road
- 6) Caloosa Parkway
- 7) Sanctuary Estates Drive
- 8) James Walter Lane
- 9) NW 40th Lane
- 10) Durden Parkway
- 11) Charlee Road
- 12) Islamorada Boulevard
- 13) Vincent Avenue

All short-term counts will be adjusted using Seasonal Factors, but short-term counts obtained from portable axle counters will be adjusted using Axle Correction Factors. Seasonal and axle adjustment factors will be obtained from the Florida Traffic Online (FTO). Existing Year Annual Average Daily Traffic (AADT) volumes will be rounded to the nearest hundred, in accordance with the FDOT Generalized Quality/Level of Service Tables.

2. Design Traffic Characteristics

Design traffic factors will be developed based on the procedures outlined in the 2019 FDOT Project Traffic Forecasting Handbook. This project will use the standard K factor of 9.5% for the project location. The Directional Distribution Factor (D) and Daily Truck factor (T) will be determined from the vehicle classification counts. Recommended design traffic factors will be submitted to FDOT for review and approval prior to the design hour traffic developments.

3. Existing Traffic Operational Analysis

Existing traffic operational analyses for AM and PM peak hours will be conducted using collected peak hour TMCs. The Level of Service (LOS) for the study intersections will be determined using Synchro 10.0 and Highway Capacity Manual (HCM) 2010 methodologies. As the study segment has the characteristics of an arterial, LOS measure for the study segment will be developed by comparing the existing volumes with the threshold volumes from the Link-Specific Service Volumes on Arterials developed by Lee County. A field visit will be conducted to confirm existing lane configurations and turn-lane lengths.

4. Corridor Design Considerations

The No-Build condition will assume that Burnt Store Road and all cross-streets remain unchanged from existing lane configurations. Under the Build Alternative, Burnt Store Road will be evaluated as a four-lane divided facility. In order to improve traffic operations, spot improvements will be considered at major cross-streets along the corridor. Also, the Controlled Access Resolution Plan developed by Lee County will be utilized to evaluate the proposed access points within the project corridor. Although ICE evaluation is encouraged to be conducted for local roadways, no ICE evaluation is expected for this project as recommended by the District Traffic Operations Group.

5. Safety Analysis

Based upon the crash data (2015-2019) provided by District, a crash analysis will be performed to identify any high crash locations and project needs associated with the safety of the existing corridor. Crash summary including crash types, crash severities, time of day, light and surface condition will be documented. To evaluate the potential benefits of proposed alternative, future safety analysis will be conducted using Crash Modification Factors (CMFs) analysis approach according to the Highway Safety Manual (HSM) procedure presented in 2019 FDOT Safety Analysis Guidebook for PD&E Studies. No HSM predictive method is expected for this project.

6. Future Design Hour Traffic Development

Future AADT volumes along the project corridor will be prepared for the following analysis years for both the No Build and Build alternatives:

- Opening Year – 2025
- Design Year – 2045

The subarea validation of the District One Regional Planning Model (D1RPM) for the Burnt Store Road was prepared by District and growth rates from model outputs were provided. Growth rates developed from updated D1RPM model outputs will be checked for reasonableness using historical traffic trends analysis and population projections from the Bureau of Economic and Business Research (BEBR). Based on the comparison and discussions with the FDOT Traffic Modeling Coordinator, recommended growth rate will be utilized to forecast future AADT volumes. All future AADT volumes will be linearly projected using recommended growth rate, then rounded to the American Association of State Highway Transportation Officials (AASHTO) rounding convention, in accordance with the 2019 Project Traffic Forecasting Handbook.

The design hour turning movement volume projections for the No-Build and Build Alternatives will be developed by applying recommended factors to the future year AADTs using TURNS5 program, in accordance with the 2019 Project Traffic Forecasting Handbook. Traffic projections will be submitted to the District for final review and approval prior to beginning future operational analysis.

7. Future Traffic Operational Analysis

Future operational analysis for both No-Build and Build Alternatives will be conducted for the opening year (2025) and design year (2045). Similar to the existing operational analysis, Synchro 10.0 and HCM methodologies will be utilized to perform operational analysis intersection in the AM and PM peak hours. A typical PHF of 0.92 will be used for future analysis. Also, LOS measure for the study segment will be developed by comparing future volumes under No-Build and Build Alternatives with the threshold volumes from the Link-Specific Service Volumes on Arterials developed by Lee County. A comparison of the future traffic operational analysis of all alternatives will be summarized.

8. Project Traffic Analysis Report

The results of the operational and safety analysis of all alternatives will be documented in a Project Traffic Analysis Report (PTAR). This report will include 5-year crash data review, development of design traffic characteristics, traffic volume forecasts, and operational analyses outlined above. Also, recommendations will be developed to meet required LOS and to improve the safety characteristics of the corridor.

From: [Simpron, Christopher](#)
To: [Ehsan Doustmohammadi](#)
Cc: [Andrews, Steven](#); [Marshall, Jennifer](#); [Kristin Caruso](#); [Massey, Lawrence](#); [Davis, Steven](#); [Joel, Susan](#)
Subject: RE: Traffic Analysis Methodology_Burnt Store Rd PD&E
Date: Tuesday, May 19, 2020 5:19:38 PM
Attachments: [image003.jpg](#)
[image004.png](#)
[image006.jpg](#)
[image007.jpg](#)
[436928-1_Burnt Store Rd PDE_TrafficAnalysisMethodologyMemorandum_Revised.pdf](#)

Ehsan,

We have reviewed the attached revised traffic analysis methodology tech memo for the above-subject PD&E and upon further coordination with the PD&E PM, we have no additional comments.

Please let me know if I can be of further assistance.

Thank you,

Christopher L. Simpron

Transportation Modeler/Planner

(District Modeling, Interchange Review,
Level of Service & Lane Elimination Coordinator)

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From: Ehsan Doustmohammadi <edoustmohammadi@scalarinc.net>

Sent: Thursday, May 14, 2020 7:50 AM

To: Simpron, Christopher <Christopher.Simpron@dot.state.fl.us>

Cc: Andrews, Steven <Steven.Andrews@dot.state.fl.us>; Marshall, Jennifer

<Jennifer.Marshall@dot.state.fl.us>; Kristin Caruso <kcaruso@scalarinc.net>; Massey, Lawrence

Appendix B

Traffic Counts

845	0	58	33	1	11	16	0	4	3	0	0	0	0	0	5	131
900	0	57	33	0	4	20	4	4	3	0	0	0	0	0	9	134
Hourly Total	0	266	155	2	23	60	6	18	8	0	0	0	0	0	28	566
915	1	69	34	0	6	13	2	5	1	0	0	0	0	0	9	140
930	0	57	31	0	1	12	0	2	2	0	0	0	0	0	2	107
945	0	63	25	0	3	8	1	4	2	0	0	0	0	0	10	116
1000	0	75	41	0	6	14	3	2	0	1	0	0	0	0	1	143
Hourly Total	1	264	131	0	16	47	6	13	5	1	0	0	0	0	22	506
1015	0	70	35	0	9	13	1	3	2	0	0	0	0	0	7	140
1030	1	61	35	0	10	10	0	5	0	0	0	0	0	0	6	128
1045	1	68	39	0	3	21	2	6	1	0	0	0	0	0	1	142
1100	1	74	29	0	5	12	0	2	0	0	0	0	0	0	5	128
Hourly Total	3	273	138	0	27	56	3	16	3	0	0	0	0	0	19	538
1115	1	71	31	0	7	13	1	3	4	0	0	0	0	0	5	136
1130	0	86	54	0	6	7	0	1	3	0	0	0	0	0	3	160
1145	0	66	46	0	6	12	0	1	1	0	0	0	0	0	2	134
1200	0	79	41	1	10	5	0	2	1	1	0	0	0	0	0	140
Hourly Total	1	302	172	1	29	37	1	7	9	1	0	0	0	0	10	570
1215	0	73	32	1	6	13	0	1	1	0	0	0	0	0	0	127
1230	0	79	43	0	10	10	0	0	1	0	0	0	0	0	1	144
1245	2	79	42	0	11	15	1	4	1	0	0	0	0	0	1	156
1300	0	68	31	0	7	8	0	3	2	0	0	0	0	0	0	119
Hourly Total	2	299	148	1	34	46	1	8	5	0	0	0	0	0	2	546
1315	1	72	43	0	9	10	1	3	0	0	0	0	0	0	1	140
1330	1	72	32	0	5	6	0	3	1	0	0	0	0	0	1	121
1345	1	80	34	0	3	7	1	3	3	0	0	0	0	0	0	132
1400	0	82	32	1	6	10	0	0	2	0	0	0	0	0	0	133
Hourly Total	3	306	141	1	23	33	2	9	6	0	0	0	0	0	2	526
1415	2	87	43	1	6	11	1	1	1	0	0	0	0	0	0	153
1430	0	74	47	3	1	13	0	1	1	0	0	0	0	0	0	140
1445	1	82	39	0	3	2	0	1	1	0	0	0	0	0	0	129
1500	5	80	44	0	6	4	0	0	2	0	0	0	0	0	0	141
Hourly Total	8	323	173	4	16	30	1	3	5	0	0	0	0	0	0	563
1515	1	74	40	4	8	1	0	2	0	0	0	0	0	0	0	130
1530	1	90	37	0	5	1	0	0	1	0	0	0	0	0	0	135
1545	3	90	37	1	4	2	0	2	7	0	0	0	0	0	0	146
1600	1	95	38	0	2	3	0	1	0	0	0	0	0	0	0	140
Hourly Total	6	349	152	5	19	7	0	5	8	0	0	0	0	0	0	551
1615	0	80	40	0	7	1	0	1	0	0	0	0	0	0	1	130
1630	1	91	44	1	5	3	0	1	1	0	0	0	0	0	2	149
1645	1	78	41	1	4	3	0	4	0	0	0	0	0	0	3	135
1700	0	79	35	1	3	1	0	4	1	0	0	0	0	0	0	124
Hourly Total	2	328	160	3	19	8	0	10	2	0	0	0	0	0	6	538
1715	0	90	26	0	2	7	2	3	0	0	0	0	0	0	4	134
1730	0	80	25	0	1	2	0	2	0	0	0	0	0	0	6	116
1745	1	92	28	0	1	4	1	2	0	0	0	0	0	0	4	133
1800	0	71	18	0	2	3	4	2	0	0	0	0	0	0	5	105
Hourly Total	1	333	97	0	6	16	7	9	0	0	0	0	0	0	19	488
1815	1	73	28	0	6	8	1	2	0	0	0	0	0	0	1	120
1830	0	62	22	0	3	4	4	2	0	0	0	0	0	0	5	102
1845	0	59	14	1	4	1	1	0	2	0	0	0	0	0	8	90

1900	0	46	13	0	0	1	0	1	1	0	0	0	0	0	5	67
Hourly Total	1	240	77	1	13	14	6	5	3	0	0	0	0	0	19	379
1915	0	56	13	0	0	2	2	1	0	0	0	0	0	0	1	75
1930	0	52	10	0	1	1	2	1	0	0	0	0	0	0	2	69
1945	0	33	10	0	0	0	0	0	0	0	0	0	0	0	2	45
2000	0	41	16	0	2	4	3	2	0	0	0	0	0	0	4	72
Hourly Total	0	182	49	0	3	7	7	4	0	0	0	0	0	0	9	261
2015	0	29	5	0	0	3	1	0	0	0	0	0	0	0	4	42
2030	0	32	6	0	1	1	0	0	0	0	0	0	0	0	0	40
2045	0	36	8	0	0	1	0	0	0	0	0	0	0	0	0	45
2100	0	33	17	0	1	4	2	0	1	0	0	0	0	0	1	59
Hourly Total	0	130	36	0	2	9	3	0	1	0	0	0	0	0	5	186
2115	0	22	10	0	0	1	1	1	0	0	0	0	0	0	2	37
2130	0	19	6	0	2	1	1	0	0	0	0	0	0	0	0	29
2145	0	11	4	0	1	1	0	0	0	0	0	0	0	0	0	17
2200	0	16	3	0	0	0	0	0	1	0	0	0	0	0	0	20
Hourly Total	0	68	23	0	3	3	2	1	1	0	0	0	0	0	2	103
2215	0	18	4	0	1	1	0	0	1	0	0	0	0	0	1	26
2230	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
2245	0	7	2	0	0	2	0	0	0	0	0	0	0	0	0	11
2300	0	13	5	0	2	0	1	0	0	0	0	0	0	0	0	21
Hourly Total	0	54	13	0	3	3	1	0	1	0	0	0	0	0	1	76
2315	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
2330	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
2345	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
2400	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	37	4	0	0	0	0	0	1	0	0	0	0	0	0	42
DAILY TOTAL	30	4435	2006	38	291	447	52	137	72	2	0	0	0	0	199	7709
Percentages	0.4%	57.5%	26.0%	0.5%	3.8%	5.8%	0.7%	1.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Southbound
 Start Date: 2/16/2021
 Stop Date: 2/16/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.694887
 -82.039321

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
100	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	17	8	0	0	0	0	0	0	0	0	0	0	0	0	25
115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
230	1	7	2	0	0	0	0	0	1	0	0	0	0	0	0	11
245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
300	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	18	5	0	1	0	0	0	1	0	0	0	0	0	0	26
315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
330	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
345	0	1	1	0	1	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	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
430	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
445	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
500	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	26	4	0	1	0	0	0	1	0	0	0	0	0	0	32
515	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
530	0	10	7	0	3	0	0	0	2	0	0	0	0	0	0	22
545	0	17	8	1	1	0	0	0	0	0	0	0	0	0	0	27
600	0	23	10	2	1	0	0	0	1	0	0	0	0	0	0	37
Hourly Total	0	58	27	3	5	0	0	0	4	0	0	0	0	0	0	97
615	0	31	14	3	1	0	0	3	1	0	0	0	0	0	0	53
630	0	52	29	4	4	1	0	0	0	0	0	0	0	0	0	90
645	0	62	26	1	3	0	0	0	1	0	0	0	0	0	0	93
700	0	42	21	1	4	4	0	0	2	0	0	0	0	0	0	74
Hourly Total	0	187	90	9	12	5	0	3	4	0	0	0	0	0	0	310
715	1	63	27	0	6	0	0	2	1	0	0	0	0	0	1	101
730	0	70	29	0	2	0	1	1	0	0	0	0	0	0	0	103
745	0	72	16	1	4	1	6	1	3	0	0	0	0	0	0	104
800	1	68	30	1	5	3	5	0	2	0	0	0	0	0	0	115
Hourly Total	2	273	102	2	17	4	12	4	6	0	0	0	0	0	1	423
815	0	64	24	0	2	2	9	0	0	0	0	0	0	0	0	101
830	0	69	34	2	5	1	10	0	1	1	0	0	0	0	0	123

1900	0	60	24	1	2	0	0	1	0	0	0	0	0	0	0	88
Hourly Total	1	295	114	1	13	0	0	4	1	0	0	0	0	0	1	430
1915	0	44	13	0	3	0	0	1	1	0	0	0	0	0	0	62
1930	2	43	12	0	0	0	0	1	0	0	0	0	0	0	1	59
1945	0	46	12	0	2	0	0	1	0	0	0	0	0	0	0	61
2000	2	36	19	0	1	0	0	0	1	0	0	0	0	0	0	59
Hourly Total	4	169	56	0	6	0	0	3	2	0	0	0	0	0	1	241
2015	1	35	9	0	3	0	0	0	0	0	0	0	0	0	0	48
2030	0	34	6	0	1	0	0	1	0	0	0	0	0	0	0	42
2045	0	17	4	0	1	0	0	0	0	0	0	0	0	0	0	22
2100	0	18	10	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	1	104	29	0	5	0	0	1	0	0	0	0	0	0	0	140
2115	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
2130	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
2145	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
2200	0	33	7	0	1	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	0	99	22	0	2	0	0	0	0	0	0	0	0	0	0	123
2215	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
2230	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
2245	0	19	4	0	2	0	0	0	1	0	0	0	0	0	0	26
2300	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	90	12	0	2	0	0	0	1	0	0	0	0	0	0	105
2315	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
2330	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
2345	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
2400	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	32	9	0	0	0	0	0	1	0	0	0	0	0	0	42
DAILY TOTAL	42	4653	2072	40	311	109	245	86	66	2	0	0	0	0	24	7650
Percentages	0.5%	60.8%	27.1%	0.5%	4.1%	1.4%	3.2%	1.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Combined
 Start Date: 2/16/2021
 Stop Date: 2/16/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	1	10
30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	2	13
45	0	8	2	0	2	2	0	0	0	0	0	0	0	0	0	14
100	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	9
Hourly Total	0	26	12	0	2	2	0	0	0	0	0	0	0	0	4	46
115	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	1	7	1	0	0	0	0	0	0	0	0	0	0	0	1	10
Hourly Total	1	18	4	0	0	0	0	0	0	0	0	0	0	0	2	25
215	0	6	2	0	0	0	0	0	0	0	0	0	0	0	1	9
230	1	11	2	0	0	0	0	0	1	0	0	0	0	0	0	15
245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	10
300	0	6	4	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	1	31	9	0	1	0	0	0	2	0	0	0	0	0	2	46
315	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	4
330	0	7	3	0	1	0	0	1	1	0	0	0	0	0	0	13
345	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
400	0	6	1	0	1	1	0	0	0	0	0	0	0	0	1	10
Hourly Total	0	19	8	0	4	1	0	2	1	0	0	0	0	0	1	36
415	0	9	3	0	0	1	0	0	0	0	0	0	0	0	1	14
430	0	10	5	0	0	1	0	0	1	0	0	0	0	0	1	18
445	0	13	6	0	0	1	0	0	1	0	0	0	0	0	1	22
500	0	24	4	0	2	2	0	1	2	0	0	0	0	0	1	36
Hourly Total	0	56	18	0	2	5	0	1	4	0	0	0	0	0	4	90
515	0	23	7	0	1	1	0	0	1	0	0	0	0	0	1	34
530	0	32	21	0	5	2	0	0	2	0	0	0	0	0	4	66
545	1	44	23	2	1	3	0	0	0	0	0	0	0	0	1	75
600	0	48	27	8	3	3	0	2	2	0	0	0	0	0	2	95
Hourly Total	1	147	78	10	10	9	0	2	5	0	0	0	0	0	8	270
615	0	63	39	7	4	4	1	3	1	0	0	0	0	0	5	127
630	0	92	52	5	8	11	0	0	0	0	0	0	0	0	8	176
645	0	128	53	2	7	5	2	3	3	0	0	0	0	0	1	204
700	0	107	66	1	11	13	1	4	2	0	0	0	0	0	5	210
Hourly Total	0	390	210	15	30	33	4	10	6	0	0	0	0	0	19	717
715	1	142	51	5	11	5	1	7	5	0	0	0	0	0	6	234
730	0	144	73	1	7	9	1	8	0	0	0	0	0	0	2	245
745	0	154	47	2	12	5	6	4	4	0	0	0	0	0	6	240
800	1	149	67	1	14	11	6	2	3	0	0	0	0	0	2	256
Hourly Total	2	589	238	9	44	30	14	21	12	0	0	0	0	0	16	975
815	0	140	73	0	8	14	10	7	1	0	0	0	0	0	6	259
830	0	144	74	3	7	13	11	3	2	1	0	0	0	0	8	266

845	0	111	63	3	14	18	8	6	3	0	0	0	0	0	5	231
900	0	118	59	1	7	23	10	5	3	0	0	0	0	0	10	236
Hourly Total	0	513	269	7	36	68	39	21	9	1	0	0	0	0	29	992
915	2	161	51	1	12	14	10	7	4	0	0	0	0	0	9	271
930	3	130	60	0	4	15	4	2	5	0	0	0	0	0	2	225
945	0	114	53	0	8	11	7	5	3	0	0	0	0	0	10	211
1000	0	143	63	1	11	16	7	3	3	1	0	0	0	0	2	250
Hourly Total	5	548	227	2	35	56	28	17	15	1	0	0	0	0	23	957
1015	0	136	74	1	16	14	7	4	4	0	0	0	0	0	8	264
1030	1	130	67	0	14	11	8	5	0	0	0	0	0	0	7	243
1045	2	144	68	0	6	25	15	7	1	1	0	0	0	0	1	270
1100	2	144	64	0	12	12	6	2	2	0	0	0	0	0	5	249
Hourly Total	5	554	273	1	48	62	36	18	7	1	0	0	0	0	21	1026
1115	2	155	59	0	14	14	9	5	4	0	0	0	0	0	5	267
1130	0	177	80	0	11	11	5	4	6	0	0	0	0	0	3	297
1145	0	148	76	0	11	16	5	5	2	0	0	0	0	0	3	266
1200	1	154	82	1	13	6	4	3	4	1	0	0	0	0	3	272
Hourly Total	3	634	297	1	49	47	23	17	16	1	0	0	0	0	14	1102
1215	1	133	66	1	17	18	11	3	2	0	0	0	0	0	0	252
1230	1	156	74	1	13	12	8	3	2	0	0	0	0	0	2	272
1245	4	162	77	0	12	20	5	5	2	0	0	0	0	0	2	289
1300	4	167	68	0	12	13	8	4	3	0	0	0	0	0	1	280
Hourly Total	10	618	285	2	54	63	32	15	9	0	0	0	0	0	5	1093
1315	1	146	88	0	16	11	4	3	2	0	0	0	0	0	1	272
1330	1	157	79	1	13	7	3	7	1	0	0	0	0	0	2	271
1345	1	167	78	0	8	7	8	4	5	0	0	0	0	0	0	278
1400	1	154	94	1	10	11	9	0	4	0	0	0	0	0	0	284
Hourly Total	4	624	339	2	47	36	24	14	12	0	0	0	0	0	3	1105
1415	3	167	79	2	11	16	6	6	2	0	0	0	0	0	2	294
1430	1	151	91	6	9	16	6	5	1	0	0	0	0	0	0	286
1445	2	182	85	0	13	6	2	2	2	0	0	0	0	0	1	295
1500	5	157	85	1	17	6	15	2	3	0	0	0	0	0	1	292
Hourly Total	11	657	340	9	50	44	29	15	8	0	0	0	0	0	4	1167
1515	3	144	80	6	20	4	7	4	1	0	0	0	0	0	0	269
1530	3	184	94	0	9	4	5	1	2	0	0	0	0	0	1	303
1545	3	182	119	2	19	8	5	4	7	0	0	0	0	0	1	350
1600	2	194	72	0	6	8	7	4	1	0	0	0	0	0	0	294
Hourly Total	11	704	365	8	54	24	24	13	11	0	0	0	0	0	2	1216
1615	0	177	92	0	18	4	6	3	1	0	0	0	0	0	2	303
1630	5	191	99	4	13	6	5	7	3	0	0	0	0	0	2	335
1645	3	175	94	2	9	8	1	7	0	0	0	0	0	0	4	303
1700	1	156	88	3	12	2	5	6	2	0	0	0	0	0	1	276
Hourly Total	9	699	373	9	52	20	17	23	6	0	0	0	0	0	9	1217
1715	0	210	77	0	11	9	3	6	1	0	0	0	0	0	4	321
1730	0	175	70	1	9	3	0	2	0	0	0	0	0	0	6	266
1745	2	193	79	0	6	5	1	4	2	0	0	0	0	0	4	296
1800	0	183	63	0	6	3	4	4	0	0	0	0	0	0	5	268
Hourly Total	2	761	289	1	32	20	8	16	3	0	0	0	0	0	19	1151
1815	2	161	60	0	10	8	1	3	1	0	0	0	0	0	1	247
1830	0	135	52	0	5	4	4	3	0	0	0	0	0	0	6	209
1845	0	133	42	1	9	1	1	1	2	0	0	0	0	0	8	198

1900	0	106	37	1	2	1	0	2	1	0	0	0	0	0	5	155
Hourly Total	2	535	191	2	26	14	6	9	4	0	0	0	0	0	20	809
1915	0	100	26	0	3	2	2	2	1	0	0	0	0	0	1	137
1930	2	95	22	0	1	1	2	2	0	0	0	0	0	0	3	128
1945	0	79	22	0	2	0	0	1	0	0	0	0	0	0	2	106
2000	2	77	35	0	3	4	3	2	1	0	0	0	0	0	4	131
Hourly Total	4	351	105	0	9	7	7	7	2	0	0	0	0	0	10	502
2015	1	64	14	0	3	3	1	0	0	0	0	0	0	0	4	90
2030	0	66	12	0	2	1	0	1	0	0	0	0	0	0	0	82
2045	0	53	12	0	1	1	0	0	0	0	0	0	0	0	0	67
2100	0	51	27	0	1	4	2	0	1	0	0	0	0	0	1	87
Hourly Total	1	234	65	0	7	9	3	1	1	0	0	0	0	0	5	326
2115	0	41	16	0	1	1	1	1	0	0	0	0	0	0	2	63
2130	0	45	8	0	2	1	1	0	0	0	0	0	0	0	0	57
2145	0	32	11	0	1	1	0	0	0	0	0	0	0	0	0	45
2200	0	49	10	0	1	0	0	0	1	0	0	0	0	0	0	61
Hourly Total	0	167	45	0	5	3	2	1	1	0	0	0	0	0	2	226
2215	0	49	8	0	1	1	0	0	1	0	0	0	0	0	1	61
2230	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	42
2245	0	26	6	0	2	2	0	0	1	0	0	0	0	0	0	37
2300	0	32	6	0	2	0	1	0	0	0	0	0	0	0	0	41
Hourly Total	0	144	25	0	5	3	1	0	2	0	0	0	0	0	1	181
2315	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
2330	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
2345	0	15	4	0	0	0	0	0	2	0	0	0	0	0	0	21
2400	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	69	13	0	0	0	0	0	2	0	0	0	0	0	0	84
DAILY TOTAL	72	9088	4078	78	602	556	297	223	138	4	0	0	0	0	223	15359
Percentages	0.5%	59.2%	26.6%	0.5%	3.9%	3.6%	1.9%	1.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Northbound
 Start Date: 2/17/2021
 Stop Date: 2/17/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.693737
 -82.039042

END TIME	VEHICLE CLASS															Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	6	0	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	0	5
100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
200	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	0	16
215	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
300	0	6	0	0	0	1	0	0	1	0	0	0	0	0	0	0	8
Hourly Total	0	18	2	0	0	1	0	0	1	0	0	0	0	0	0	0	22
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	0	5
345	0	7	3	0	0	1	0	0	0	0	0	0	0	0	0	1	12
400	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	14	4	0	0	2	0	1	2	0	0	0	0	0	0	1	24
415	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	2	10
430	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	2	13
445	0	12	3	0	0	1	0	0	0	0	0	0	0	0	0	1	17
500	1	9	6	0	1	2	0	2	0	0	0	0	0	0	0	2	23
Hourly Total	1	29	18	0	1	3	0	2	2	0	0	0	0	0	0	7	63
515	0	12	5	0	1	2	0	0	1	0	0	0	0	0	0	2	23
530	0	16	9	2	3	1	0	0	0	0	0	0	0	0	0	2	33
545	0	21	13	0	0	4	0	0	0	0	0	0	0	0	0	2	40
600	0	33	20	3	3	2	0	0	0	0	0	0	0	0	0	2	63
Hourly Total	0	82	47	5	7	9	0	0	1	0	0	0	0	0	0	8	159
615	1	42	21	4	9	0	0	0	2	0	0	0	0	0	0	3	82
630	1	43	30	0	8	6	0	2	1	0	0	0	0	0	0	0	91
645	1	69	23	0	4	3	1	2	0	0	0	0	0	0	0	2	105
700	0	60	39	1	4	6	3	4	1	0	0	0	0	0	0	3	121
Hourly Total	3	214	113	5	25	15	4	8	4	0	0	0	0	0	0	8	399
715	1	68	44	1	5	3	0	3	2	0	0	0	1	0	0	0	128
730	1	84	43	1	7	10	0	5	2	0	0	0	0	0	0	5	158
745	0	90	25	2	2	9	1	7	2	0	0	0	0	0	0	6	144
800	0	62	31	1	3	6	1	5	1	0	0	0	0	0	0	6	116
Hourly Total	2	304	143	5	17	28	2	20	7	0	0	0	1	0	17	546	
815	0	65	31	2	3	7	0	2	3	0	0	0	0	0	0	3	116
830	0	68	45	1	4	14	1	4	0	0	0	0	1	0	0	0	138

1900	0	53	23	0	1	2	1	1	1	0	0	0	0	0	2	84
Hourly Total	0	269	102	1	14	7	1	4	1	0	0	0	0	0	4	403
1915	0	43	14	0	4	1	0	1	0	0	0	0	0	0	2	65
1930	1	50	17	0	2	3	0	0	0	0	0	0	0	0	3	76
1945	0	47	18	0	1	1	1	2	0	0	0	0	0	0	3	73
2000	0	50	14	0	1	2	1	1	0	0	0	0	0	0	5	74
Hourly Total	1	190	63	0	8	7	2	4	0	0	0	0	0	0	13	288
2015	0	53	17	0	2	4	0	0	0	0	0	0	0	0	3	79
2030	2	38	8	0	0	1	2	1	0	0	0	0	0	0	2	54
2045	0	47	15	0	0	1	0	1	1	0	0	0	0	0	0	65
2100	0	45	10	0	0	2	1	0	0	0	0	0	0	0	2	60
Hourly Total	2	183	50	0	2	8	3	2	1	0	0	0	0	0	7	258
2115	0	38	6	1	0	3	1	0	0	0	0	0	0	0	3	52
2130	0	31	12	0	1	3	0	0	0	0	0	0	0	0	2	49
2145	0	21	3	0	0	2	0	0	0	0	0	0	0	0	0	26
2200	0	23	4	0	1	2	0	0	1	0	0	0	0	0	1	32
Hourly Total	0	113	25	1	2	10	1	0	1	0	0	0	0	0	6	159
2215	0	21	5	0	0	1	0	1	0	0	0	0	0	0	0	28
2230	0	11	2	0	0	3	0	0	0	0	0	0	0	0	1	17
2245	0	8	1	0	0	1	0	0	0	0	0	0	0	0	0	10
2300	0	13	3	0	0	0	0	0	1	0	0	0	0	0	1	18
Hourly Total	0	53	11	0	0	5	0	1	1	0	0	0	0	0	2	73
2315	0	10	1	0	0	3	1	0	0	0	0	0	0	0	0	15
2330	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
2345	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
2400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	31	4	0	0	3	1	0	0	0	0	0	0	0	0	39
DAILY TOTAL	43	4626	2019	42	269	371	37	138	77	0	0	0	2	0	123	7747
Percentages	0.6%	59.7%	26.1%	0.5%	3.5%	4.8%	0.5%	1.8%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Southbound
 Start Date: 2/17/2021
 Stop Date: 2/17/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.694887
 -82.039321

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
45	1	5	1	0	0	0	0	0	1	0	0	0	0	0	0	8
100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	14	2	0	0	0	0	0	1	0	0	0	0	0	0	18
115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
130	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
145	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	18
215	0	5	1	0	1	0	0	0	1	0	0	0	0	0	0	8
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	1	1	0	0	0	0	0	1	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	0	13	2	0	1	0	0	0	2	0	0	0	0	0	0	18
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
345	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	10	3	0	1	1	0	0	0	0	0	0	0	0	0	15
415	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3
430	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
445	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
500	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	16	2	0	1	0	0	1	1	0	0	0	0	0	0	21
515	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
530	0	13	6	0	1	0	0	0	0	0	0	0	0	0	0	20
545	0	20	10	1	1	0	0	0	1	0	0	0	0	0	0	33
600	0	23	14	2	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	0	59	31	3	3	0	0	0	2	0	0	0	0	0	0	98
615	0	33	15	4	5	0	0	1	1	0	0	0	0	0	0	59
630	0	51	26	2	4	1	0	2	0	0	0	0	0	0	0	86
645	1	59	29	1	2	2	0	0	2	0	0	0	0	0	0	96
700	0	54	24	2	6	0	0	2	0	0	0	0	0	0	0	88
Hourly Total	1	197	94	9	17	3	0	5	3	0	0	0	0	0	0	329
715	0	70	30	0	3	0	0	2	1	0	0	0	0	0	1	107
730	0	67	27	0	5	0	0	1	1	0	0	0	0	0	0	101
745	0	80	21	2	4	4	2	2	0	0	0	0	0	0	1	116
800	0	59	21	1	3	0	12	2	1	0	0	0	0	0	0	99
Hourly Total	0	276	99	3	15	4	14	7	3	0	0	0	0	0	2	423
815	1	75	36	1	6	2	11	2	2	0	0	0	0	0	0	136
830	0	63	36	2	3	0	8	1	3	0	0	0	0	0	0	116

1900	0	64	28	1	3	0	0	1	0	0	0	0	0	0	0	97
Hourly Total	2	339	135	2	12	0	0	2	0	0	0	0	0	0	3	495
1915	0	48	27	0	3	0	0	1	0	0	0	0	0	0	0	79
1930	0	53	26	0	3	0	0	1	0	0	0	0	0	0	0	83
1945	2	57	17	0	1	0	0	0	1	0	0	0	0	0	0	78
2000	0	39	18	0	1	0	0	1	0	0	0	0	0	0	0	59
Hourly Total	2	197	88	0	8	0	0	3	1	0	0	0	0	0	0	299
2015	0	37	18	1	2	0	0	1	0	0	0	0	0	0	0	59
2030	1	38	10	0	0	0	0	0	0	0	0	0	0	0	0	49
2045	0	30	14	0	1	0	0	1	0	0	0	0	0	0	0	46
2100	0	27	13	0	2	0	0	1	0	0	0	0	0	0	0	43
Hourly Total	1	132	55	1	5	0	0	3	0	0	0	0	0	0	0	197
2115	0	31	4	0	3	0	0	0	2	0	0	0	0	0	0	40
2130	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2145	1	27	9	0	0	0	0	0	0	0	0	0	0	0	0	37
2200	3	22	4	0	2	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	4	106	23	0	5	0	0	0	2	0	0	0	0	0	0	140
2215	0	27	7	0	1	0	0	0	0	0	0	0	0	0	0	35
2230	0	16	3	0	1	0	0	0	0	0	0	0	0	0	0	20
2245	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
2300	1	18	6	0	0	0	0	1	1	0	0	0	0	0	0	27
Hourly Total	1	72	20	0	2	0	0	1	1	0	0	0	0	0	0	97
2315	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
2345	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
2400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	43	4	0	1	0	0	0	0	0	0	0	0	0	0	48
DAILY TOTAL	54	4725	2141	49	304	101	209	95	70	1	0	0	1	0	30	7780
Percentages	0.7%	60.7%	27.5%	0.6%	3.9%	1.3%	2.7%	1.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Combined
 Start Date: 2/17/2021
 Stop Date: 2/17/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
45	1	10	1	0	0	0	0	0	1	0	0	0	0	0	0	13
100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	32	3	0	0	0	0	0	1	0	0	0	0	0	0	37
115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
130	0	9	4	0	0	0	0	0	1	0	0	0	0	0	0	14
145	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
200	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	24	8	0	1	0	0	0	1	0	0	0	0	0	0	34
215	0	6	3	0	1	0	0	0	1	0	0	0	0	0	0	11
230	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
245	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
300	0	10	0	0	0	1	0	0	1	0	0	0	0	0	0	12
Hourly Total	0	31	4	0	1	1	0	0	3	0	0	0	0	0	0	40
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	5	1	0	1	0	0	1	2	0	0	0	0	0	0	10
345	0	11	4	0	0	2	0	0	0	0	0	0	0	0	1	18
400	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	24	7	0	1	3	0	1	2	0	0	0	0	0	1	39
415	0	4	3	0	1	0	0	1	2	0	0	0	0	0	2	13
430	0	8	7	0	0	0	0	0	0	0	0	0	0	0	2	17
445	0	18	4	0	0	1	0	0	1	0	0	0	0	0	1	25
500	1	15	6	0	1	2	0	2	0	0	0	0	0	0	2	29
Hourly Total	1	45	20	0	2	3	0	3	3	0	0	0	0	0	7	84
515	0	15	6	0	1	2	0	0	2	0	0	0	0	0	2	28
530	0	29	15	2	4	1	0	0	0	0	0	0	0	0	2	53
545	0	41	23	1	1	4	0	0	1	0	0	0	0	0	2	73
600	0	56	34	5	4	2	0	0	0	0	0	0	0	0	2	103
Hourly Total	0	141	78	8	10	9	0	0	3	0	0	0	0	0	8	257
615	1	75	36	8	14	0	0	1	3	0	0	0	0	0	3	141
630	1	94	56	2	12	7	0	4	1	0	0	0	0	0	0	177
645	2	128	52	1	6	5	1	2	2	0	0	0	0	0	2	201
700	0	114	63	3	10	6	3	6	1	0	0	0	0	0	3	209
Hourly Total	4	411	207	14	42	18	4	13	7	0	0	0	0	0	8	728
715	1	138	74	1	8	3	0	5	3	0	0	0	1	0	1	235
730	1	151	70	1	12	10	0	6	3	0	0	0	0	0	5	259
745	0	170	46	4	6	13	3	9	2	0	0	0	0	0	7	260
800	0	121	52	2	6	6	13	7	2	0	0	0	0	0	6	215
Hourly Total	2	580	242	8	32	32	16	27	10	0	0	0	1	0	19	969
815	1	140	67	3	9	9	11	4	5	0	0	0	0	0	3	252
830	0	131	81	3	7	14	9	5	3	0	0	0	1	0	0	254

1900	0	117	51	1	4	2	1	2	1	0	0	0	0	0	2	181
Hourly Total	2	608	237	3	26	7	1	6	1	0	0	0	0	0	7	898
1915	0	91	41	0	7	1	0	2	0	0	0	0	0	0	2	144
1930	1	103	43	0	5	3	0	1	0	0	0	0	0	0	3	159
1945	2	104	35	0	2	1	1	2	1	0	0	0	0	0	3	151
2000	0	89	32	0	2	2	1	2	0	0	0	0	0	0	5	133
Hourly Total	3	387	151	0	16	7	2	7	1	0	0	0	0	0	13	587
2015	0	90	35	1	4	4	0	1	0	0	0	0	0	0	3	138
2030	3	76	18	0	0	1	2	1	0	0	0	0	0	0	2	103
2045	0	77	29	0	1	1	0	2	1	0	0	0	0	0	0	111
2100	0	72	23	0	2	2	1	1	0	0	0	0	0	0	2	103
Hourly Total	3	315	105	1	7	8	3	5	1	0	0	0	0	0	7	455
2115	0	69	10	1	3	3	1	0	2	0	0	0	0	0	3	92
2130	0	57	18	0	1	3	0	0	0	0	0	0	0	0	2	81
2145	1	48	12	0	0	2	0	0	0	0	0	0	0	0	0	63
2200	3	45	8	0	3	2	0	0	1	0	0	0	0	0	1	63
Hourly Total	4	219	48	1	7	10	1	0	3	0	0	0	0	0	6	299
2215	0	48	12	0	1	1	0	1	0	0	0	0	0	0	0	63
2230	0	27	5	0	1	3	0	0	0	0	0	0	0	0	1	37
2245	0	19	5	0	0	1	0	0	0	0	0	0	0	0	0	25
2300	1	31	9	0	0	0	0	1	2	0	0	0	0	0	1	45
Hourly Total	1	125	31	0	2	5	0	2	2	0	0	0	0	0	2	170
2315	0	23	3	0	0	3	1	0	0	0	0	0	0	0	0	30
2330	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
2345	0	16	3	0	1	0	0	0	0	0	0	0	0	0	0	20
2400	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	74	8	0	1	3	1	0	0	0	0	0	0	0	0	87
DAILY TOTAL	97	9351	4160	91	573	472	246	233	147	1	0	0	3	0	153	15527
Percentages	0.6%	60.2%	26.8%	0.6%	3.7%	3.0%	1.6%	1.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Northbound
 Start Date: 2/18/2021
 Stop Date: 2/18/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.693737
 -82.039042

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	3	0	0	1	1	0	0	0	0	0	0	0	0	2	7
30	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
45	0	6	1	0	0	0	0	1	0	0	0	0	0	0	2	10
100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	2	7
Hourly Total	0	16	4	0	1	1	0	1	1	0	0	0	0	0	6	30
115	0	2	3	0	0	0	1	0	0	0	0	0	0	0	0	6
130	0	1	2	0	1	0	0	0	0	0	0	0	0	0	1	5
145	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
200	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	4
Hourly Total	0	5	5	0	2	1	1	1	0	0	0	0	0	0	3	18
215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4
230	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7
245	0	4	2	0	1	0	0	1	0	0	0	0	0	0	1	9
300	0	2	2	0	0	0	0	0	1	0	0	0	0	0	2	7
Hourly Total	0	13	4	0	1	0	0	1	1	0	0	0	0	0	7	27
315	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
330	0	4	1	0	0	0	0	0	1	0	0	0	0	0	1	7
345	0	10	1	0	0	0	1	0	2	0	0	0	0	0	1	15
400	1	5	4	0	0	2	0	0	1	0	0	0	0	0	1	14
Hourly Total	1	20	9	0	0	3	1	0	4	0	0	0	0	0	3	41
415	0	7	3	0	0	0	0	0	2	0	0	0	0	0	0	12
430	1	3	8	0	2	1	0	0	0	0	0	0	0	0	1	16
445	0	12	1	0	0	1	0	1	1	0	0	0	0	0	0	16
500	0	9	6	0	2	1	0	0	1	0	0	0	0	0	2	21
Hourly Total	1	31	18	0	4	3	0	1	4	0	0	0	0	0	3	65
515	0	14	5	0	2	3	0	1	0	0	0	0	0	0	1	26
530	0	15	13	1	1	1	0	1	0	0	0	0	0	0	5	37
545	0	19	14	1	0	1	0	1	1	0	0	0	0	0	3	40
600	0	29	17	3	4	2	0	0	1	0	0	0	0	0	3	59
Hourly Total	0	77	49	5	7	7	0	3	2	0	0	0	0	0	12	162
615	0	31	22	4	3	6	1	0	2	0	0	0	0	0	3	72
630	1	47	23	0	3	6	0	0	1	0	0	0	0	0	5	86
645	0	62	28	1	3	4	0	2	1	0	0	0	0	0	8	109
700	0	50	48	0	7	5	1	5	1	0	0	0	0	0	18	135
Hourly Total	1	190	121	5	16	21	2	7	5	0	0	0	0	0	34	402
715	0	65	43	2	3	6	1	6	1	0	0	0	0	0	12	139
730	1	79	42	2	5	7	0	5	0	0	0	0	0	0	14	155
745	3	65	41	1	6	11	1	2	2	0	0	0	0	0	17	149
800	0	58	38	0	5	10	1	3	2	0	0	0	0	0	18	135
Hourly Total	4	267	164	5	19	34	3	16	5	0	0	0	0	0	61	578
815	0	65	40	0	6	18	1	2	0	0	0	0	0	0	15	147
830	0	56	50	1	7	12	2	7	1	0	0	0	0	0	9	145

1900	0	61	20	0	1	1	0	0	1	0	0	0	0	0	1	85
Hourly Total	3	271	116	1	5	3	0	6	2	0	0	0	0	0	2	409
1915	1	39	20	0	0	0	0	0	1	0	0	0	0	0	1	62
1930	1	41	19	0	1	1	0	0	0	0	0	0	0	0	2	65
1945	1	51	16	0	1	1	0	1	0	0	0	0	0	0	3	74
2000	0	45	13	0	2	0	1	0	0	0	0	0	0	0	2	63
Hourly Total	3	176	68	0	4	2	1	1	1	0	0	0	0	0	8	264
2015	0	38	12	0	2	0	0	1	0	0	0	0	0	0	3	56
2030	1	55	23	0	0	1	1	0	0	0	0	0	0	0	0	81
2045	0	38	18	0	0	0	0	0	0	0	0	0	0	0	0	56
2100	0	42	8	0	0	0	0	0	0	0	0	0	0	0	2	52
Hourly Total	1	173	61	0	2	1	1	1	0	0	0	0	0	0	5	245
2115	0	47	14	0	2	2	0	0	0	0	0	0	0	0	0	65
2130	0	24	18	0	1	0	0	0	0	0	0	0	0	0	3	46
2145	0	24	7	0	1	0	0	0	0	0	0	0	0	0	0	32
2200	0	22	5	0	0	0	0	0	0	0	0	0	0	0	2	29
Hourly Total	0	117	44	0	4	2	0	0	0	0	0	0	0	0	5	172
2215	0	17	6	0	0	1	0	0	0	0	0	0	0	0	5	29
2230	0	13	8	0	2	0	0	0	1	0	0	0	0	0	1	25
2245	0	9	2	0	2	0	0	1	0	0	0	0	0	0	1	15
2300	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	10
Hourly Total	0	47	16	0	4	1	0	1	1	0	0	0	0	0	9	79
2315	0	8	5	0	0	1	0	0	0	0	0	0	0	0	4	18
2330	0	5	1	0	0	1	0	0	0	0	0	0	0	0	1	8
2345	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	3
2400	0	5	1	0	0	2	0	0	0	0	0	0	0	0	1	9
Hourly Total	0	19	7	0	1	4	0	0	0	0	0	0	0	0	7	38
DAILY TOTAL	75	4553	2269	32	297	369	21	121	73	0	0	0	0	0	222	8032
Percentages	0.9%	56.7%	28.2%	0.4%	3.7%	4.6%	0.3%	1.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd north of Van Buren Pkwy
 Direction: Southbound
 Start Date: 2/18/2021
 Stop Date: 2/18/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.694887
 -82.039321

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	9	0	0	2	0	0	0	0	0	0	0	0	0	0	12
30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
100	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	1	35	3	0	3	0	0	0	0	0	0	0	0	0	0	42
115	1	5	1	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	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	17	4	0	0	0	0	0	0	0	0	0	0	0	0	22
215	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	17	2	0	0	0	0	0	1	0	0	0	0	0	0	20
315	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
330	1	1	1	0	0	0	0	0	2	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	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	7	2	0	1	0	0	0	2	0	0	0	0	0	0	13
415	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5
430	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
445	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
500	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
Hourly Total	1	27	7	0	1	1	0	0	1	0	0	0	0	0	0	38
515	0	6	5	0	0	0	0	1	1	0	0	0	0	0	0	13
530	0	15	5	0	0	0	0	0	1	0	0	0	0	0	0	21
545	0	9	12	1	2	0	0	1	2	0	0	0	0	0	0	27
600	0	25	15	2	2	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	0	55	37	3	4	0	0	2	4	0	0	0	0	0	0	105
615	0	24	15	3	2	1	0	0	0	0	0	0	0	0	1	46
630	0	55	22	3	3	0	0	0	0	0	0	0	0	0	0	83
645	0	60	38	1	2	1	0	1	2	0	0	0	0	0	0	105
700	0	64	17	1	1	0	0	2	2	0	0	0	0	0	0	87
Hourly Total	0	203	92	8	8	2	0	3	4	0	0	0	0	0	1	321
715	1	53	29	0	2	0	0	4	0	0	0	0	0	0	0	89
730	2	65	22	0	3	3	1	1	2	0	0	0	0	0	0	99
745	0	67	20	1	2	1	6	3	3	0	0	0	0	0	1	104
800	0	78	30	1	11	0	16	2	3	0	0	0	0	0	0	141
Hourly Total	3	263	101	2	18	4	23	10	8	0	0	0	0	0	1	433
815	0	70	37	0	1	2	3	2	0	0	0	0	0	0	0	115
830	0	60	33	1	2	1	14	0	1	0	0	0	0	0	2	114

845	0	67	35	2	1	3	7	1	0	0	0	0	0	0	0	116
900	0	60	25	1	5	0	3	2	2	0	0	0	0	0	0	98
Hourly Total	0	257	130	4	9	6	27	5	3	0	0	0	0	0	2	443
915	1	64	39	2	10	5	8	3	3	0	0	0	0	0	0	135
930	0	68	37	0	3	1	9	0	2	0	0	0	0	0	0	120
945	0	71	31	0	5	1	6	2	1	0	0	0	0	0	0	117
1000	1	54	30	0	6	2	8	2	3	0	0	0	0	0	0	106
Hourly Total	2	257	137	2	24	9	31	7	9	0	0	0	0	0	0	478
1015	1	69	32	0	6	3	8	0	2	0	0	0	0	0	2	123
1030	0	68	32	0	6	1	10	1	2	0	0	0	0	0	0	120
1045	1	77	32	0	6	1	7	1	0	0	0	0	0	0	1	126
1100	0	60	33	0	7	3	7	0	2	0	0	0	0	0	0	112
Hourly Total	2	274	129	0	25	8	32	2	6	0	0	0	0	0	3	481
1115	0	75	46	0	5	2	7	1	1	0	0	0	0	0	1	138
1130	4	72	37	0	7	0	5	3	1	0	0	0	0	0	0	129
1145	1	85	33	0	7	5	5	0	0	0	0	0	0	0	1	137
1200	5	71	40	0	11	2	7	5	2	0	0	0	0	0	0	143
Hourly Total	10	303	156	0	30	9	24	9	4	0	0	0	0	0	2	547
1215	2	76	42	1	13	3	10	2	2	0	0	0	0	0	0	151
1230	0	55	38	0	5	2	2	2	0	0	0	0	0	0	0	104
1245	2	78	31	1	6	5	3	2	2	0	0	0	0	0	1	131
1300	2	84	50	1	9	1	8	3	1	0	0	0	0	0	1	160
Hourly Total	6	293	161	3	33	11	23	9	5	0	0	0	0	0	2	546
1315	1	77	37	0	6	2	2	3	1	0	0	0	0	0	1	130
1330	2	67	50	0	6	2	7	1	0	0	0	0	0	0	1	136
1345	0	78	33	0	4	1	5	4	2	0	0	0	0	0	3	130
1400	5	86	42	0	4	0	9	4	2	0	0	0	0	0	3	155
Hourly Total	8	308	162	0	20	5	23	12	5	0	0	0	0	0	8	551
1415	5	72	47	3	3	2	8	1	3	0	0	0	0	0	1	145
1430	0	95	40	1	7	2	8	1	1	0	0	0	0	0	0	155
1445	5	79	47	1	7	5	3	1	1	0	0	0	0	0	0	149
1500	3	95	52	1	1	3	11	1	0	0	0	0	0	0	0	167
Hourly Total	13	341	186	6	18	12	30	4	5	0	0	0	0	0	1	616
1515	0	92	54	5	8	2	11	1	3	0	0	0	0	0	1	177
1530	3	107	45	0	10	5	12	1	0	0	0	0	0	0	2	185
1545	0	75	47	0	9	6	14	2	1	0	0	0	0	0	0	154
1600	2	96	68	1	5	1	8	4	0	0	0	0	0	0	0	185
Hourly Total	5	370	214	6	32	14	45	8	4	0	0	0	0	0	3	701
1615	0	96	56	1	7	4	8	4	0	0	0	0	0	0	3	179
1630	2	117	52	1	7	1	12	2	0	0	0	0	0	0	0	194
1645	1	108	49	4	3	2	5	1	0	0	0	0	0	0	1	174
1700	3	104	56	2	8	4	3	1	0	0	0	0	0	0	0	181
Hourly Total	6	425	213	8	25	11	28	8	0	0	0	0	0	0	4	728
1715	2	118	50	2	8	3	1	1	2	0	0	0	0	0	1	188
1730	3	114	60	0	6	2	0	0	2	0	0	0	0	0	0	187
1745	2	111	55	1	4	0	0	4	1	0	0	0	0	0	0	178
1800	0	120	33	0	3	0	0	0	1	0	0	0	0	0	1	158
Hourly Total	7	463	198	3	21	5	1	5	6	0	0	0	0	0	2	711
1815	1	100	41	0	5	2	0	3	0	0	0	0	0	0	0	152
1830	0	84	34	0	8	0	0	2	1	0	0	0	0	0	0	129
1845	0	71	30	0	2	0	0	0	1	0	0	0	0	0	0	104

1900	1	82	38	0	4	0	0	0	2	0	0	0	0	0	0	127
Hourly Total	2	337	143	0	19	2	0	5	4	0	0	0	0	0	0	512
1915	1	44	29	0	2	0	0	1	1	0	0	0	0	0	0	78
1930	0	73	27	0	4	0	0	3	2	0	0	0	0	0	1	110
1945	1	60	16	0	5	0	0	0	0	0	0	0	0	0	0	82
2000	0	51	14	0	1	0	0	0	0	0	0	0	0	0	0	66
Hourly Total	2	228	86	0	12	0	0	4	3	0	0	0	0	0	1	336
2015	2	47	9	0	3	1	0	0	0	0	0	0	0	0	0	62
2030	0	53	13	0	3	0	0	0	0	0	0	0	0	0	0	69
2045	0	37	20	0	0	0	0	0	0	0	0	0	0	0	0	57
2100	0	33	8	0	1	0	0	0	1	0	0	0	0	0	0	43
Hourly Total	2	170	50	0	7	1	0	0	1	0	0	0	0	0	0	231
2115	1	21	8	0	2	0	0	2	1	0	0	0	0	0	0	35
2130	0	23	11	0	0	0	0	1	0	0	0	0	0	0	0	35
2145	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	28
2200	1	18	11	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	2	87	32	0	3	0	0	3	1	0	0	0	0	0	0	128
2215	0	24	8	0	1	0	0	0	0	0	0	0	0	0	0	33
2230	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
2245	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0	24
2300	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	84	18	0	2	0	0	0	0	0	0	0	0	0	0	105
2315	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
2330	0	19	1	0	0	0	0	0	1	0	0	0	0	0	0	21
2345	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
2400	0	15	3	0	0	0	0	1	0	0	0	0	0	0	0	19
Hourly Total	0	67	6	0	0	0	0	1	2	0	0	0	0	0	0	76
DAILY TOTAL	75	4888	2269	45	315	100	287	97	78	0	0	0	0	0	30	8184
Percentages	0.9%	59.7%	27.7%	0.5%	3.8%	1.2%	3.5%	1.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

845	1	132	69	4	4	21	8	4	0	0	0	0	0	0	18	261
900	2	136	67	1	13	9	3	2	4	0	0	0	0	0	7	244
Hourly Total	3	519	296	7	33	63	31	17	6	0	0	0	0	0	51	1026
915	2	129	78	2	15	14	10	6	5	0	0	0	0	0	3	264
930	2	146	90	0	9	14	9	3	5	0	0	0	0	0	1	279
945	1	151	69	0	13	9	6	4	1	0	0	0	0	0	0	254
1000	3	125	75	0	14	9	9	7	4	0	0	0	0	0	0	246
Hourly Total	8	551	312	2	51	46	34	20	15	0	0	0	0	0	4	1043
1015	3	153	78	0	8	9	9	4	3	0	0	0	0	0	2	269
1030	0	151	68	0	14	13	11	3	5	0	0	0	0	0	0	265
1045	3	145	71	0	12	10	7	3	1	0	0	0	0	0	1	253
1100	2	133	72	1	12	15	7	1	2	0	0	0	0	0	0	245
Hourly Total	8	582	289	1	46	47	34	11	11	0	0	0	0	0	3	1032
1115	1	171	85	0	10	11	7	7	2	0	0	0	0	0	1	295
1130	5	140	72	0	11	7	5	3	3	0	0	0	0	0	0	246
1145	2	164	68	0	9	13	5	0	3	0	0	0	0	0	1	265
1200	10	140	83	0	16	9	8	7	2	0	0	0	0	0	0	275
Hourly Total	18	615	308	0	46	40	25	17	10	0	0	0	0	0	2	1081
1215	2	155	71	1	17	8	10	4	2	0	0	0	0	0	0	270
1230	2	133	82	0	16	9	2	3	3	0	0	0	0	0	0	250
1245	3	146	83	1	15	10	4	5	3	0	0	0	0	0	1	271
1300	5	168	93	1	16	8	9	5	2	0	0	0	0	0	1	308
Hourly Total	12	602	329	3	64	35	25	17	10	0	0	0	0	0	2	1099
1315	2	142	76	0	13	14	2	6	4	0	0	0	0	0	1	260
1330	4	133	86	1	16	7	7	6	2	0	0	0	0	0	1	263
1345	0	153	78	0	9	9	5	7	2	0	0	0	0	0	3	266
1400	12	165	83	1	9	5	9	7	4	0	0	0	0	0	3	298
Hourly Total	18	593	323	2	47	35	23	26	12	0	0	0	0	0	8	1087
1415	8	153	83	4	8	11	8	6	4	0	0	0	0	0	1	286
1430	1	181	78	4	11	11	8	2	4	0	0	0	0	0	0	300
1445	10	148	86	1	12	15	3	1	1	0	0	0	0	0	0	277
1500	5	167	81	1	7	8	11	1	2	0	0	0	0	0	0	283
Hourly Total	24	649	328	10	38	45	30	10	11	0	0	0	0	0	1	1146
1515	1	164	87	7	13	9	11	1	6	0	0	0	0	0	1	300
1530	3	186	81	0	17	10	12	4	1	0	0	0	0	0	3	317
1545	1	160	82	0	18	10	14	3	2	0	0	0	0	0	0	290
1600	2	184	106	1	13	7	8	5	0	0	0	0	0	0	0	326
Hourly Total	7	694	356	8	61	36	45	13	9	0	0	0	0	0	4	1233
1615	1	175	93	1	11	8	8	4	0	0	0	0	0	0	3	304
1630	2	196	96	2	13	4	12	4	0	0	0	0	0	0	1	330
1645	1	192	93	6	5	4	5	3	1	0	0	0	0	0	1	311
1700	5	220	95	3	14	4	3	4	3	0	0	0	0	0	0	351
Hourly Total	9	783	377	12	43	20	28	15	4	0	0	0	0	0	5	1296
1715	3	201	94	2	11	5	1	1	2	0	0	0	0	0	1	321
1730	5	215	89	0	8	3	0	0	2	0	0	0	0	0	0	322
1745	2	209	90	1	9	0	0	4	1	0	0	0	0	0	0	316
1800	3	209	78	0	7	1	0	0	1	0	0	0	0	0	3	302
Hourly Total	13	834	351	3	35	9	1	5	6	0	0	0	0	0	4	1261
1815	3	172	76	0	6	3	0	3	1	0	0	0	0	0	0	264
1830	1	159	68	0	11	0	0	5	1	0	0	0	0	0	0	245
1845	0	134	57	1	2	1	0	3	1	0	0	0	0	0	1	200

1900	1	143	58	0	5	1	0	0	3	0	0	0	0	0	1	212
Hourly Total	5	608	259	1	24	5	0	11	6	0	0	0	0	0	2	921
1915	2	83	49	0	2	0	0	1	2	0	0	0	0	0	1	140
1930	1	114	46	0	5	1	0	3	2	0	0	0	0	0	3	175
1945	2	111	32	0	6	1	0	1	0	0	0	0	0	0	3	156
2000	0	96	27	0	3	0	1	0	0	0	0	0	0	0	2	129
Hourly Total	5	404	154	0	16	2	1	5	4	0	0	0	0	0	9	600
2015	2	85	21	0	5	1	0	1	0	0	0	0	0	0	3	118
2030	1	108	36	0	3	1	1	0	0	0	0	0	0	0	0	150
2045	0	75	38	0	0	0	0	0	0	0	0	0	0	0	0	113
2100	0	75	16	0	1	0	0	0	1	0	0	0	0	0	2	95
Hourly Total	3	343	111	0	9	2	1	1	1	0	0	0	0	0	5	476
2115	1	68	22	0	4	2	0	2	1	0	0	0	0	0	0	100
2130	0	47	29	0	1	0	0	1	0	0	0	0	0	0	3	81
2145	0	49	9	0	2	0	0	0	0	0	0	0	0	0	0	60
2200	1	40	16	0	0	0	0	0	0	0	0	0	0	0	2	59
Hourly Total	2	204	76	0	7	2	0	3	1	0	0	0	0	0	5	300
2215	0	41	14	0	1	1	0	0	0	0	0	0	0	0	5	62
2230	0	35	14	0	3	0	0	0	1	0	0	0	0	0	1	54
2245	1	29	5	0	2	0	0	1	0	0	0	0	0	0	1	39
2300	0	26	1	0	0	0	0	0	0	0	0	0	0	0	2	29
Hourly Total	1	131	34	0	6	1	0	1	1	0	0	0	0	0	9	184
2315	0	25	6	0	0	1	0	0	0	0	0	0	0	0	4	36
2330	0	24	2	0	0	1	0	0	1	0	0	0	0	0	1	29
2345	0	17	1	0	1	0	0	0	1	0	0	0	0	0	1	21
2400	0	20	4	0	0	2	0	1	0	0	0	0	0	0	1	28
Hourly Total	0	86	13	0	1	4	0	1	2	0	0	0	0	0	7	114
DAILY TOTAL	150	9441	4538	77	612	469	308	218	151	0	0	0	0	0	252	16216
Percentages	0.9%	58.2%	28.0%	0.5%	3.8%	2.9%	1.9%	1.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Northbound
 Start Date: 2/16/2021
 Stop Date: 2/16/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.767466
 -82.038276

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
100	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
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	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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
315	0	1	2	0	1	0	0	0	1	0	0	0	0	0	0	5
330	0	3	0	0	0	0	0	2	1	0	0	0	0	0	0	6
345	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
400	0	5	2	0	1	1	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	13	7	0	3	1	0	2	2	0	0	0	0	0	0	28
415	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0	9
430	0	4	3	0	2	1	0	0	0	0	0	0	0	0	0	10
445	0	10	5	0	1	1	0	0	0	0	0	0	0	0	0	17
500	0	11	7	0	1	0	0	0	1	0	0	0	0	0	0	20
Hourly Total	0	27	21	0	5	2	0	0	1	0	0	0	0	0	0	56
515	0	13	7	0	0	3	0	0	0	0	0	0	0	0	0	23
530	0	25	13	0	2	3	0	1	0	0	0	0	0	0	0	44
545	0	26	17	0	1	3	0	0	0	0	0	0	0	0	0	47
600	0	31	11	0	3	1	0	0	0	0	0	0	0	0	0	46
Hourly Total	0	95	48	0	6	10	0	1	0	0	0	0	0	0	0	160
615	0	38	21	0	3	2	0	0	1	0	0	0	0	0	0	65
630	0	37	27	0	3	8	0	1	0	0	0	0	0	0	0	76
645	0	60	26	1	1	1	0	0	2	0	0	0	0	0	0	91
700	0	62	43	0	4	1	0	3	0	0	0	0	0	0	0	113
Hourly Total	0	197	117	1	11	12	0	4	3	0	0	0	0	0	0	345
715	1	65	25	0	7	6	0	2	2	0	0	0	0	0	1	109
730	0	72	32	0	5	2	0	5	0	0	0	0	0	0	0	116
745	0	82	35	1	3	3	0	4	0	0	0	0	0	0	0	128
800	0	73	30	1	6	5	0	4	3	0	0	0	0	0	1	123
Hourly Total	1	292	122	2	21	16	0	15	5	0	0	0	0	0	2	476
815	1	68	43	1	7	10	1	3	0	0	0	0	0	0	0	134
830	0	70	34	0	3	9	0	2	1	0	0	0	0	0	0	119

1900	0	25	13	0	0	0	0	1	1	0	0	0	0	0	0	40
Hourly Total	1	147	67	1	11	0	0	4	1	0	0	0	0	0	1	233
1915	0	29	9	1	2	0	0	1	1	0	0	0	0	0	0	43
1930	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
1945	0	22	12	0	0	0	0	1	0	0	0	0	0	0	0	35
2000	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	0	95	33	1	2	0	0	2	1	0	0	0	0	0	0	134
2015	0	13	8	0	0	0	0	1	1	0	0	0	0	0	0	23
2030	0	23	3	0	2	0	0	0	0	0	0	0	0	0	0	28
2045	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
2100	0	19	8	1	0	0	0	0	1	0	0	0	0	0	0	29
Hourly Total	0	80	26	1	2	0	0	1	2	0	0	0	0	0	0	112
2115	0	21	9	0	0	0	0	0	0	0	0	0	0	0	0	30
2130	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	23
2145	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
2200	1	9	3	0	0	1	0	0	0	0	0	0	0	0	0	14
Hourly Total	1	55	24	0	0	1	0	0	0	0	0	0	0	0	0	81
2215	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	13
2230	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
2245	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
2300	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	1	32	8	0	1	0	0	0	1	0	0	0	0	0	0	43
2315	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2330	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
2345	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
2400	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	16	3	0	1	0	0	0	1	0	0	0	0	0	0	21
DAILY TOTAL	36	3542	1442	16	224	340	7	117	61	1	0	0	0	0	12	5798
Percentages	0.6%	61.1%	24.9%	0.3%	3.9%	5.9%	0.1%	2.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Southbound
 Start Date: 2/16/2021
 Stop Date: 2/16/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.767466
 -82.038276

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	24
115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
215	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
230	2	3	3	0	0	1	0	0	0	0	0	0	0	0	0	9
245	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	7
300	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
Hourly Total	2	16	5	0	2	1	0	2	0	0	0	0	0	0	0	28
315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
345	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	2	0	1	0	0	0	0	0	0	0	0	0	1	8
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
445	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
500	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Total	0	14	2	0	0	0	0	0	2	0	0	0	0	0	0	18
515	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
530	0	5	2	0	1	0	0	0	1	0	0	0	0	0	0	9
545	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
600	0	8	7	0	0	0	0	0	1	0	0	0	0	0	0	16
Hourly Total	0	27	13	0	1	0	0	0	3	0	0	0	0	0	0	44
615	0	15	6	0	2	1	0	0	1	0	0	0	0	0	0	25
630	0	17	13	1	1	0	0	0	1	0	0	0	0	0	0	33
645	0	21	10	1	1	0	0	0	0	0	0	0	0	0	0	33
700	0	13	10	0	5	1	0	1	3	0	0	0	0	0	0	33
Hourly Total	0	66	39	2	9	2	0	1	5	0	0	0	0	0	0	124
715	0	21	20	0	0	0	0	0	0	0	0	0	0	0	0	41
730	0	27	8	0	4	1	4	3	0	0	0	0	0	0	0	47
745	1	17	10	1	3	2	5	2	1	0	0	0	0	0	1	43
800	0	19	14	0	4	0	8	2	3	0	0	0	0	0	0	50
Hourly Total	1	84	52	1	11	3	17	7	4	0	0	0	0	0	1	181
815	0	31	16	0	4	1	12	1	0	1	0	0	0	0	0	66
830	0	27	14	0	3	1	9	0	1	0	0	0	0	0	0	55

1900	0	48	20	0	3	0	0	0	0	0	0	0	0	0	0	71
Hourly Total	1	244	109	0	13	0	0	4	1	0	0	0	0	0	1	373
1915	0	35	13	1	1	0	0	1	0	0	0	0	0	0	0	51
1930	4	37	13	0	1	0	0	3	1	0	0	0	0	0	0	59
1945	0	36	19	0	2	0	0	0	0	0	0	0	0	0	0	57
2000	3	28	20	0	2	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	7	136	65	1	6	1	0	4	1	0	0	0	0	0	0	221
2015	1	36	8	0	0	0	0	0	0	0	0	0	0	0	0	45
2030	0	30	9	0	1	0	0	0	0	0	0	0	0	0	0	40
2045	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	20
2100	0	20	10	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	1	98	33	0	3	0	0	0	0	0	0	0	0	0	0	135
2115	0	32	8	0	0	0	0	1	0	0	0	0	0	0	0	41
2130	0	23	4	0	1	0	0	0	0	0	0	0	0	0	0	28
2145	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
2200	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	0	109	27	0	1	0	0	1	0	0	0	0	0	0	0	138
2215	0	21	1	0	1	0	0	0	0	0	0	0	0	0	0	23
2230	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	33
2245	1	19	4	0	0	1	0	0	0	0	0	0	0	0	0	25
2300	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	79	18	0	1	1	0	0	0	0	0	0	0	0	0	100
2315	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2330	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
2345	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2400	0	3	2	0	1	0	0	0	0	0	0	0	0	0	1	7
Hourly Total	0	29	5	0	1	0	0	0	1	0	0	0	0	0	1	37
DAILY TOTAL	48	3354	1585	20	228	73	345	93	58	2	0	0	0	0	10	5816
Percentages	0.8%	57.7%	27.3%	0.3%	3.9%	1.3%	5.9%	1.6%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Combined
 Start Date: 2/16/2021
 Stop Date: 2/16/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	24	10	0	1	0	0	0	0	0	0	0	0	0	0	35
115	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
215	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
230	2	7	3	0	0	1	0	0	0	0	0	0	0	0	0	13
245	0	7	1	0	1	0	0	1	0	0	0	0	0	0	0	10
300	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
Hourly Total	2	27	6	0	2	1	0	2	0	0	0	0	0	0	0	40
315	0	1	2	0	2	0	0	0	1	0	0	0	0	0	1	7
330	0	4	0	0	0	0	0	2	1	0	0	0	0	0	0	7
345	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
400	0	6	2	0	1	1	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	17	9	0	4	1	0	2	2	0	0	0	0	0	1	36
415	0	3	7	0	1	0	0	0	0	0	0	0	0	0	0	11
430	0	6	4	0	2	1	0	0	1	0	0	0	0	0	0	14
445	0	16	5	0	1	1	0	0	0	0	0	0	0	0	0	23
500	0	16	7	0	1	0	0	0	2	0	0	0	0	0	0	26
Hourly Total	0	41	23	0	5	2	0	0	3	0	0	0	0	0	0	74
515	0	17	8	0	0	3	0	0	1	0	0	0	0	0	0	29
530	0	30	15	0	3	3	0	1	1	0	0	0	0	0	0	53
545	0	36	20	0	1	3	0	0	0	0	0	0	0	0	0	60
600	0	39	18	0	3	1	0	0	1	0	0	0	0	0	0	62
Hourly Total	0	122	61	0	7	10	0	1	3	0	0	0	0	0	0	204
615	0	53	27	0	5	3	0	0	2	0	0	0	0	0	0	90
630	0	54	40	1	4	8	0	1	1	0	0	0	0	0	0	109
645	0	81	36	2	2	1	0	0	2	0	0	0	0	0	0	124
700	0	75	53	0	9	2	0	4	3	0	0	0	0	0	0	146
Hourly Total	0	263	156	3	20	14	0	5	8	0	0	0	0	0	0	469
715	1	86	45	0	7	6	0	2	2	0	0	0	0	0	1	150
730	0	99	40	0	9	3	4	8	0	0	0	0	0	0	0	163
745	1	99	45	2	6	5	5	6	1	0	0	0	0	0	1	171
800	0	92	44	1	10	5	8	6	6	0	0	0	0	0	1	173
Hourly Total	2	376	174	3	32	19	17	22	9	0	0	0	0	0	3	657
815	1	99	59	1	11	11	13	4	0	1	0	0	0	0	0	200
830	0	97	48	0	6	10	9	2	2	0	0	0	0	0	0	174

1900	0	73	33	0	3	0	0	1	1	0	0	0	0	0	0	111
Hourly Total	2	391	176	1	24	0	0	8	2	0	0	0	0	0	2	606
1915	0	64	22	2	3	0	0	2	1	0	0	0	0	0	0	94
1930	4	61	19	0	1	0	0	3	1	0	0	0	0	0	0	89
1945	0	58	31	0	2	0	0	1	0	0	0	0	0	0	0	92
2000	3	48	26	0	2	1	0	0	0	0	0	0	0	0	0	80
Hourly Total	7	231	98	2	8	1	0	6	2	0	0	0	0	0	0	355
2015	1	49	16	0	0	0	0	1	1	0	0	0	0	0	0	68
2030	0	53	12	0	3	0	0	0	0	0	0	0	0	0	0	68
2045	0	37	13	0	2	0	0	0	0	0	0	0	0	0	0	52
2100	0	39	18	1	0	0	0	0	1	0	0	0	0	0	0	59
Hourly Total	1	178	59	1	5	0	0	1	2	0	0	0	0	0	0	247
2115	0	53	17	0	0	0	0	1	0	0	0	0	0	0	0	71
2130	0	38	12	0	1	0	0	0	0	0	0	0	0	0	0	51
2145	0	31	11	0	0	0	0	0	0	0	0	0	0	0	0	42
2200	1	42	11	0	0	1	0	0	0	0	0	0	0	0	0	55
Hourly Total	1	164	51	0	1	1	0	1	0	0	0	0	0	0	0	219
2215	1	29	5	0	1	0	0	0	0	0	0	0	0	0	0	36
2230	0	37	10	0	0	0	0	0	1	0	0	0	0	0	0	48
2245	1	26	5	0	0	1	0	0	0	0	0	0	0	0	0	33
2300	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	2	111	26	0	2	1	0	0	1	0	0	0	0	0	0	143
2315	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
2330	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	18
2345	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
2400	0	5	2	0	2	0	0	0	0	0	0	0	0	0	1	10
Hourly Total	0	45	8	0	2	0	0	0	2	0	0	0	0	0	1	58
DAILY TOTAL	84	6896	3027	36	452	413	352	210	119	3	0	0	0	0	22	11614
Percentages	0.7%	59.4%	26.1%	0.3%	3.9%	3.6%	3.0%	1.8%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Northbound
 Start Date: 2/17/2021
 Stop Date: 2/17/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.767466
 -82.038276

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
100	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
215	0	3	2	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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
300	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Total	0	15	2	0	0	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	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
345	0	9	1	0	0	0	0	2	1	0	0	0	0	0	0	13
400	0	5	1	0	0	2	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	16	2	0	0	2	0	2	2	0	0	0	0	0	0	24
415	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
430	1	6	2	0	0	1	0	1	0	0	0	0	0	0	0	11
445	0	15	6	0	0	1	0	0	0	0	0	0	0	0	0	22
500	0	11	9	0	0	0	0	1	1	0	0	0	0	0	0	22
Hourly Total	1	37	19	0	0	2	0	2	2	0	0	0	0	0	0	63
515	0	15	7	0	2	2	0	0	0	0	0	0	0	0	1	27
530	1	14	10	0	2	1	0	0	0	0	0	0	0	0	0	28
545	0	27	11	0	3	1	0	0	0	0	0	0	0	0	0	42
600	0	28	18	0	1	3	0	0	0	0	0	0	0	0	0	50
Hourly Total	1	84	46	0	8	7	0	0	0	0	0	0	0	0	1	147
615	0	42	20	0	5	2	0	2	1	0	0	0	0	0	0	72
630	1	42	31	0	11	4	0	2	1	0	0	0	0	0	0	92
645	1	51	27	1	3	3	1	3	0	0	0	0	0	0	0	90
700	0	60	38	0	8	3	2	1	1	0	0	0	0	0	0	113
Hourly Total	2	195	116	1	27	12	3	8	3	0	0	0	0	0	0	367
715	1	61	28	0	2	2	0	1	0	0	0	0	0	0	0	95
730	0	67	36	0	9	4	0	2	2	0	0	0	0	0	0	120
745	0	98	27	0	7	2	0	3	2	0	0	0	0	0	0	139
800	0	65	35	0	4	4	1	3	2	0	0	0	0	0	0	114
Hourly Total	1	291	126	0	22	12	1	9	6	0	0	0	0	0	0	468
815	0	49	26	1	2	9	0	5	0	1	0	0	0	0	1	94
830	1	58	45	1	3	17	0	2	2	0	0	0	0	0	0	129

1900	0	45	18	0	3	0	0	0	1	0	0	0	0	0	0	67
Hourly Total	3	192	71	0	13	0	0	4	1	0	0	0	0	0	0	284
1915	0	31	11	0	1	0	0	0	0	0	0	0	0	0	0	43
1930	1	23	11	0	3	0	0	0	0	0	0	0	0	0	0	38
1945	0	34	11	0	0	0	0	1	0	0	0	0	0	0	0	46
2000	0	19	11	0	2	0	0	1	0	0	0	0	0	0	0	33
Hourly Total	1	107	44	0	6	0	0	2	0	0	0	0	0	0	0	160
2015	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
2030	0	23	4	0	0	0	0	2	0	0	0	0	0	0	0	29
2045	2	25	6	0	1	0	0	0	1	0	0	0	0	0	0	35
2100	0	24	11	0	0	0	0	1	0	0	0	0	0	0	0	36
Hourly Total	2	100	27	0	2	0	0	3	1	0	0	0	0	0	0	135
2115	0	24	9	0	0	0	0	1	0	0	0	0	0	0	0	34
2130	0	17	4	1	0	0	0	0	0	0	0	0	0	0	0	22
2145	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
2200	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	66	21	1	0	0	0	1	0	0	0	0	0	0	0	89
2215	1	19	7	0	0	0	0	0	0	0	0	0	0	0	0	27
2230	0	5	3	0	0	0	0	1	0	0	0	0	0	0	0	9
2245	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
2300	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6
Hourly Total	1	36	11	0	0	0	0	1	2	0	0	0	0	0	0	51
2315	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
2330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2345	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
DAILY TOTAL	95	3650	1373	9	230	325	8	113	71	3	0	0	0	0	16	5893
Percentages	1.6%	61.9%	23.3%	0.2%	3.9%	5.5%	0.1%	1.9%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Southbound
 Start Date: 2/17/2021
 Stop Date: 2/17/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.767466
 -82.038276

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
45	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	12	4	0	0	0	0	0	1	0	0	0	0	0	0	17
115	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
130	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	17	2	0	0	0	0	0	1	0	0	0	0	0	0	20
215	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
230	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	3	0	0	0	0	0	2	0	0	0	0	0	0	13
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
345	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
400	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
Hourly Total	0	4	1	0	2	1	0	1	0	0	0	0	0	0	0	9
415	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
445	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
500	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
515	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	4
530	0	9	7	0	0	0	0	1	0	0	0	0	0	0	0	17
545	0	13	1	0	0	1	0	0	1	0	0	0	0	0	0	16
600	0	10	5	1	1	0	0	1	1	0	0	0	0	0	0	19
Hourly Total	1	33	14	1	1	2	0	2	2	0	0	0	0	0	0	56
615	0	10	10	0	1	0	0	1	0	0	0	0	0	0	0	22
630	0	17	7	0	2	0	0	4	2	0	0	0	0	0	0	32
645	0	24	15	1	2	0	0	0	1	0	0	0	0	0	1	44
700	0	16	14	0	4	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	0	67	46	1	9	0	0	5	3	0	0	0	0	0	1	132
715	0	25	15	0	4	0	0	2	1	0	0	0	0	0	0	47
730	1	33	10	3	3	3	0	3	0	0	0	0	0	0	0	56
745	0	28	12	0	2	1	5	2	0	0	0	0	0	0	0	50
800	0	27	10	0	5	1	14	1	2	0	0	0	0	0	0	60
Hourly Total	1	113	47	3	14	5	19	8	3	0	0	0	0	0	0	213
815	0	32	12	1	4	0	18	3	4	0	0	0	0	0	0	74
830	0	30	20	0	1	0	3	3	2	0	0	0	0	0	1	60

1900	0	40	22	0	2	0	0	0	0	0	0	0	0	0	0	64
Hourly Total	2	261	115	1	12	0	0	3	0	0	0	0	0	0	0	394
1915	0	55	22	0	2	0	0	1	0	0	0	0	0	0	0	80
1930	2	52	31	0	3	0	0	1	1	0	0	0	0	0	0	90
1945	0	36	16	0	1	0	0	2	0	0	0	0	0	0	0	55
2000	0	39	21	0	2	0	0	3	0	0	0	0	0	0	0	65
Hourly Total	2	182	90	0	8	0	0	7	1	0	0	0	0	0	0	290
2015	1	37	9	1	1	0	0	0	0	0	0	0	0	0	0	49
2030	0	42	16	0	0	0	0	0	0	0	0	0	0	0	0	58
2045	0	39	19	0	1	0	0	0	0	0	0	0	0	0	0	59
2100	0	26	10	0	1	0	0	0	0	0	0	0	0	0	0	37
Hourly Total	1	144	54	1	3	0	0	0	0	0	0	0	0	0	0	203
2115	1	29	3	0	2	1	0	0	1	0	0	0	0	0	0	37
2130	1	25	8	0	0	0	0	0	0	0	0	0	0	0	0	34
2145	2	21	14	0	1	0	0	1	0	0	0	0	0	0	0	39
2200	1	24	9	0	1	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	5	99	34	0	4	1	0	1	1	0	0	0	0	0	0	145
2215	0	17	4	0	3	0	0	0	0	0	0	0	0	0	0	24
2230	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
2245	0	16	4	0	1	0	0	0	1	0	0	0	0	0	0	22
2300	0	17	4	0	1	0	0	1	0	0	0	0	0	0	0	23
Hourly Total	0	68	16	0	5	0	0	1	1	0	0	0	0	0	0	91
2315	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
2330	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
2345	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
2400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	41	7	0	1	0	0	0	0	0	0	0	0	0	0	49
DAILY TOTAL	46	3510	1599	19	268	67	320	101	72	1	0	0	0	0	8	6011
Percentages	0.8%	58.4%	26.6%	0.3%	4.5%	1.1%	5.3%	1.7%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Combined
 Start Date: 2/17/2021
 Stop Date: 2/17/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
100	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	18	5	0	1	0	0	0	1	0	0	0	0	0	0	25
115	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
130	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	20	3	0	1	0	0	0	1	0	0	0	0	0	0	25
215	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
230	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
245	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
Hourly Total	0	23	5	0	0	0	0	0	3	0	0	0	0	0	0	31
315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
330	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
345	0	9	2	0	0	1	0	2	1	0	0	0	0	0	0	15
400	0	6	1	0	1	2	0	1	0	0	0	0	0	0	0	11
Hourly Total	0	20	3	0	2	3	0	3	2	0	0	0	0	0	0	33
415	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
430	1	8	2	0	0	1	0	1	1	0	0	0	0	0	0	14
445	0	17	7	0	0	1	0	0	0	0	0	0	0	0	0	25
500	0	15	9	0	0	0	0	1	1	0	0	0	0	0	0	26
Hourly Total	1	45	21	0	0	2	0	2	3	0	0	0	0	0	0	74
515	1	16	8	0	2	3	0	0	0	0	0	0	0	0	1	31
530	1	23	17	0	2	1	0	1	0	0	0	0	0	0	0	45
545	0	40	12	0	3	2	0	0	1	0	0	0	0	0	0	58
600	0	38	23	1	2	3	0	1	1	0	0	0	0	0	0	69
Hourly Total	2	117	60	1	9	9	0	2	2	0	0	0	0	0	1	203
615	0	52	30	0	6	2	0	3	1	0	0	0	0	0	0	94
630	1	59	38	0	13	4	0	6	3	0	0	0	0	0	0	124
645	1	75	42	2	5	3	1	3	1	0	0	0	0	0	1	134
700	0	76	52	0	12	3	2	1	1	0	0	0	0	0	0	147
Hourly Total	2	262	162	2	36	12	3	13	6	0	0	0	0	0	1	499
715	1	86	43	0	6	2	0	3	1	0	0	0	0	0	0	142
730	1	100	46	3	12	7	0	5	2	0	0	0	0	0	0	176
745	0	126	39	0	9	3	5	5	2	0	0	0	0	0	0	189
800	0	92	45	0	9	5	15	4	4	0	0	0	0	0	0	174
Hourly Total	2	404	173	3	36	17	20	17	9	0	0	0	0	0	0	681
815	0	81	38	2	6	9	18	8	4	1	0	0	0	0	1	168
830	1	88	65	1	4	17	3	5	4	0	0	0	0	0	1	189

1900	0	85	40	0	5	0	0	0	1	0	0	0	0	0	0	131
Hourly Total	5	453	186	1	25	0	0	7	1	0	0	0	0	0	0	678
1915	0	86	33	0	3	0	0	1	0	0	0	0	0	0	0	123
1930	3	75	42	0	6	0	0	1	1	0	0	0	0	0	0	128
1945	0	70	27	0	1	0	0	3	0	0	0	0	0	0	0	101
2000	0	58	32	0	4	0	0	4	0	0	0	0	0	0	0	98
Hourly Total	3	289	134	0	14	0	0	9	1	0	0	0	0	0	0	450
2015	1	65	15	1	2	0	0	0	0	0	0	0	0	0	0	84
2030	0	65	20	0	0	0	0	2	0	0	0	0	0	0	0	87
2045	2	64	25	0	2	0	0	0	1	0	0	0	0	0	0	94
2100	0	50	21	0	1	0	0	1	0	0	0	0	0	0	0	73
Hourly Total	3	244	81	1	5	0	0	3	1	0	0	0	0	0	0	338
2115	1	53	12	0	2	1	0	1	1	0	0	0	0	0	0	71
2130	1	42	12	1	0	0	0	0	0	0	0	0	0	0	0	56
2145	2	36	18	0	1	0	0	1	0	0	0	0	0	0	0	58
2200	1	34	13	0	1	0	0	0	0	0	0	0	0	0	0	49
Hourly Total	5	165	55	1	4	1	0	2	1	0	0	0	0	0	0	234
2215	1	36	11	0	3	0	0	0	0	0	0	0	0	0	0	51
2230	0	23	7	0	0	0	0	1	0	0	0	0	0	0	0	31
2245	0	24	5	0	1	0	0	0	1	0	0	0	0	0	0	31
2300	0	21	4	0	1	0	0	1	2	0	0	0	0	0	0	29
Hourly Total	1	104	27	0	5	0	0	2	3	0	0	0	0	0	0	142
2315	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
2330	0	20	2	0	1	0	0	0	0	0	0	0	0	0	0	23
2345	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
2400	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	61	9	0	1	0	0	0	0	0	0	0	0	0	0	71
DAILY TOTAL	141	7160	2972	28	498	392	328	214	143	4	0	0	0	0	24	11904
Percentages	1.2%	60.1%	25.0%	0.2%	4.2%	3.3%	2.8%	1.8%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Northbound
 Start Date: 2/18/2021
 Stop Date: 2/18/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.767466
 -82.038276

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
200	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	8	2	0	1	0	0	1	0	0	0	0	0	0	0	12
215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	8	0	0	1	0	0	1	0	0	0	0	0	0	0	0
300	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	0	20	0	0	1	0	0	1	1	0	0	0	0	0	0	23
315	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0
330	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1
345	0	8	1	0	0	0	0	0	3	0	0	0	0	0	0	0
400	1	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	19	9	0	0	2	0	0	3	0	0	0	0	0	0	35
415	1	9	4	0	0	2	0	1	2	0	0	0	0	0	0	0
430	1	8	6	0	2	0	0	1	0	0	0	0	0	0	0	0
445	0	12	1	0	1	1	0	1	1	0	0	0	0	0	0	0
500	0	10	7	0	1	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	39	18	0	4	4	0	3	3	0	0	0	0	0	0	73
515	0	20	7	0	1	2	0	0	1	0	0	0	0	0	0	0
530	0	17	9	0	1	1	0	4	0	0	0	0	0	0	0	0
545	0	19	20	0	1	1	0	1	0	0	0	0	0	0	0	0
600	1	25	18	0	3	4	0	0	1	0	0	0	0	0	0	0
Hourly Total	1	81	54	0	6	8	0	5	2	0	0	0	0	0	0	157
615	0	43	24	0	1	3	0	1	0	0	0	0	0	0	0	0
630	0	41	24	0	5	3	0	2	3	0	0	0	0	0	0	0
645	1	53	20	2	6	4	0	0	1	0	0	0	0	0	0	0
700	0	62	37	0	2	1	0	5	1	0	0	0	0	0	0	0
Hourly Total	1	199	105	2	14	11	0	8	5	0	0	0	0	0	0	345
715	0	60	41	1	6	3	1	3	0	0	0	0	0	0	0	0
730	0	74	48	0	4	4	0	1	0	0	0	0	0	0	0	0
745	0	79	47	0	5	1	1	3	1	0	0	0	0	0	0	0
800	3	65	30	0	5	9	1	1	2	0	0	0	0	0	0	0
Hourly Total	3	278	166	1	20	17	3	8	3	0	0	0	0	0	0	499
815	0	82	32	0	5	12	1	2	0	0	0	0	0	0	0	0
830	0	66	33	0	7	8	0	4	1	0	0	0	0	0	0	1

1900	2	33	13	0	3	0	0	1	0	0	0	0	0	0	0	52
Hourly Total	5	162	72	0	11	1	0	4	1	0	0	0	0	0	1	257
1915	1	38	7	0	0	0	0	0	1	0	0	0	0	0	0	47
1930	1	37	12	0	2	0	0	0	1	0	0	0	0	0	0	53
1945	1	20	9	0	1	0	0	1	0	0	0	0	0	0	0	32
2000	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	3	125	34	0	3	0	0	1	2	0	0	0	0	0	0	168
2015	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
2030	0	28	7	0	3	0	0	1	0	0	0	0	0	0	0	39
2045	1	23	9	0	0	0	0	0	0	0	0	0	0	0	0	33
2100	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	1	93	28	0	4	0	0	1	0	0	0	0	0	0	0	127
2115	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
2130	0	16	4	1	0	0	0	0	0	0	0	0	0	0	0	21
2145	0	12	4	0	0	0	0	2	0	0	0	0	0	0	0	18
2200	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	0	82	13	1	0	0	0	2	0	0	0	0	0	0	0	98
2215	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
2230	0	12	3	0	1	0	0	0	1	0	0	0	0	0	0	17
2245	0	14	1	0	2	0	0	0	0	0	0	0	0	0	0	17
2300	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	50	11	0	4	0	0	0	1	0	0	0	0	0	0	66
2315	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
2330	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
2345	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2400	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
Hourly Total	0	18	7	0	0	0	0	1	0	0	0	0	0	0	0	26
DAILY TOTAL	77	3696	1545	20	284	355	8	134	67	0	0	0	0	0	11	6197
Percentages	1.2%	59.6%	24.9%	0.3%	4.6%	5.7%	0.1%	2.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Southbound
 Start Date: 2/18/2021
 Stop Date: 2/18/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 26.767466
 -82.038276

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	10	3	0	1	0	0	1	0	0	0	0	0	0	0	0
30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	32	7	0	2	0	0	1	0	0	0	0	0	0	0	43
115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0
300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	13	6	0	0	0	0	0	1	0	0	0	0	0	0	20
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0
345	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	3	0	0	0	0	0	2	0	0	0	0	0	0	11
415	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
430	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0
445	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
500	1	4	2	0	1	1	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	16	5	0	2	1	0	1	1	0	0	0	0	0	0	27
515	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	0
530	0	4	6	0	2	0	0	0	1	0	0	0	0	0	0	0
545	0	9	2	0	2	0	0	1	2	0	0	0	0	0	0	0
600	0	5	7	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	21	18	0	5	0	0	1	4	0	0	0	0	0	0	49
615	0	15	10	0	0	1	0	2	0	0	0	0	0	0	0	0
630	0	24	10	0	2	1	0	0	1	0	0	0	0	0	0	0
645	0	13	15	1	1	1	0	1	3	0	0	0	0	0	0	0
700	0	16	8	0	1	0	0	3	1	0	0	0	0	0	0	0
Hourly Total	0	68	43	1	4	3	0	6	5	0	0	0	0	0	0	130
715	1	15	13	0	2	1	0	1	1	0	0	0	0	0	0	0
730	0	28	10	2	3	0	3	1	2	0	0	0	0	0	0	0
745	0	28	15	0	4	2	10	3	4	0	0	0	0	0	0	0
800	0	36	10	0	5	1	13	2	1	0	0	0	0	0	0	0
Hourly Total	1	107	48	2	14	4	26	7	8	0	0	0	0	0	0	217
815	0	24	17	0	2	1	13	1	0	0	0	0	0	0	0	0
830	1	45	20	1	3	0	11	3	1	0	0	0	0	0	0	0

1900	2	62	24	0	5	1	0	2	1	0	0	0	0	0	0	97
Hourly Total	2	299	116	0	10	1	0	11	4	0	0	0	0	0	0	443
1915	2	74	31	0	2	0	0	2	2	0	0	0	0	0	1	114
1930	0	60	22	0	6	1	0	1	1	0	0	0	0	0	0	91
1945	1	57	16	0	1	0	0	1	0	0	0	0	0	0	0	76
2000	0	44	11	0	1	0	0	0	0	0	0	0	0	0	0	56
Hourly Total	3	235	80	0	10	1	0	4	3	0	0	0	0	0	1	337
2015	2	47	10	1	1	0	0	2	0	0	0	0	0	0	0	63
2030	0	45	18	0	0	0	0	1	0	0	0	0	0	0	0	64
2045	1	32	16	0	0	1	0	1	0	0	0	0	0	0	0	51
2100	0	34	8	0	2	0	0	2	0	0	0	0	0	0	0	46
Hourly Total	3	158	52	1	3	1	0	6	0	0	0	0	0	0	0	224
2115	1	31	11	0	2	0	0	2	1	0	0	0	0	0	0	48
2130	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
2145	1	18	10	0	0	1	0	0	0	0	0	0	0	0	0	30
2200	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	2	98	30	0	3	1	0	2	1	0	0	0	0	0	0	137
2215	0	22	4	0	1	0	0	0	0	0	0	0	0	0	0	27
2230	1	20	5	0	0	0	0	0	0	0	0	0	0	0	0	26
2245	0	16	3	0	0	0	0	1	0	0	0	0	0	0	0	20
2300	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	68	17	0	1	0	0	1	0	0	0	0	0	0	0	88
2315	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
2330	0	21	4	0	0	0	0	0	0	0	0	0	0	0	1	26
2345	0	21	4	0	0	0	0	0	1	0	0	0	0	0	0	26
2400	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	13
Hourly Total	0	70	14	0	0	0	0	1	1	0	0	0	0	0	1	87
DAILY TOTAL	84	3834	1581	19	218	70	365	135	81	0	0	0	0	0	5	6392
Percentages	1.3%	60.0%	24.7%	0.3%	3.4%	1.1%	5.7%	2.1%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

CLASS COUNT REPORT

Location: Burnt Store Rd south of Vincent Ave
 Direction: Combined
 Start Date: 2/18/2021
 Stop Date: 2/18/2021

City/County: Cape Coral/Lee
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	1	11	3	0	1	0	0	1	0	0	0	0	0	0	0	0	17
30	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	0	13
100	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	43	9	0	2	0	0	1	1	0	0	0	0	0	0	0	57
115	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
130	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
200	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
Hourly Total	0	23	4	0	1	0	0	1	0	0	0	0	0	0	0	0	29
215	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
230	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
245	0	10	2	0	1	0	0	1	1	0	0	0	0	0	0	0	15
300	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
Hourly Total	0	33	6	0	1	0	0	1	2	0	0	0	0	0	0	0	43
315	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	5
330	0	5	3	0	0	0	0	0	2	0	0	0	0	0	0	1	11
345	0	10	3	0	0	0	0	0	3	0	0	0	0	0	0	0	16
400	1	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	1	25	12	0	0	2	0	0	5	0	0	0	0	0	0	1	46
415	1	9	5	0	0	2	0	1	3	0	0	0	0	0	0	0	21
430	1	15	6	0	3	0	0	1	0	0	0	0	0	0	0	0	26
445	0	17	3	0	1	1	0	1	1	0	0	0	0	0	0	0	24
500	1	14	9	0	2	2	0	1	0	0	0	0	0	0	0	0	29
Hourly Total	3	55	23	0	6	5	0	4	4	0	0	0	0	0	0	0	100
515	0	23	10	0	1	2	0	0	2	0	0	0	0	0	0	0	38
530	0	21	15	0	3	1	0	4	1	0	0	0	0	0	0	0	45
545	0	28	22	0	3	1	0	2	2	0	0	0	0	0	0	0	58
600	1	30	25	0	4	4	0	0	1	0	0	0	0	0	0	0	65
Hourly Total	1	102	72	0	11	8	0	6	6	0	0	0	0	0	0	0	206
615	0	58	34	0	1	4	0	3	0	0	0	0	0	0	0	0	100
630	0	65	34	0	7	4	0	2	4	0	0	0	0	0	0	0	116
645	1	66	35	3	7	5	0	1	4	0	0	0	0	0	0	0	122
700	0	78	45	0	3	1	0	8	2	0	0	0	0	0	0	0	137
Hourly Total	1	267	148	3	18	14	0	14	10	0	0	0	0	0	0	0	475
715	1	75	54	1	8	4	1	4	1	0	0	0	0	0	0	0	149
730	0	102	58	2	7	4	3	2	2	0	0	0	0	0	0	0	180
745	0	107	62	0	9	3	11	6	5	0	0	0	0	0	0	0	203
800	3	101	40	0	10	10	14	3	3	0	0	0	0	0	0	0	184
Hourly Total	4	385	214	3	34	21	29	15	11	0	0	0	0	0	0	0	716
815	0	106	49	0	7	13	14	3	0	0	0	0	0	0	0	0	192
830	1	111	53	1	10	8	11	7	2	0	0	0	0	0	1	0	205

1900	4	95	37	0	8	1	0	3	1	0	0	0	0	0	0	149
Hourly Total	7	461	188	0	21	2	0	15	5	0	0	0	0	0	1	700
1915	3	112	38	0	2	0	0	2	3	0	0	0	0	0	1	161
1930	1	97	34	0	8	1	0	1	2	0	0	0	0	0	0	144
1945	2	77	25	0	2	0	0	2	0	0	0	0	0	0	0	108
2000	0	74	17	0	1	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	6	360	114	0	13	1	0	5	5	0	0	0	0	0	1	505
2015	2	68	14	1	2	0	0	2	0	0	0	0	0	0	0	89
2030	0	73	25	0	3	0	0	2	0	0	0	0	0	0	0	103
2045	2	55	25	0	0	1	0	1	0	0	0	0	0	0	0	84
2100	0	55	16	0	2	0	0	2	0	0	0	0	0	0	0	75
Hourly Total	4	251	80	1	7	1	0	7	0	0	0	0	0	0	0	351
2115	1	66	13	0	2	0	0	2	1	0	0	0	0	0	0	85
2130	0	38	10	1	1	0	0	0	0	0	0	0	0	0	0	50
2145	1	30	14	0	0	1	0	2	0	0	0	0	0	0	0	48
2200	0	46	6	0	0	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	2	180	43	1	3	1	0	4	1	0	0	0	0	0	0	235
2215	0	37	9	0	1	0	0	0	0	0	0	0	0	0	0	47
2230	1	32	8	0	1	0	0	0	1	0	0	0	0	0	0	43
2245	0	30	4	0	2	0	0	1	0	0	0	0	0	0	0	37
2300	0	19	7	0	1	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	1	118	28	0	5	0	0	1	1	0	0	0	0	0	0	154
2315	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
2330	0	26	7	0	0	0	0	0	0	0	0	0	0	0	1	34
2345	0	22	5	0	0	0	0	0	1	0	0	0	0	0	0	28
2400	0	13	4	0	0	0	0	2	0	0	0	0	0	0	0	19
Hourly Total	0	88	21	0	0	0	0	2	1	0	0	0	0	0	1	113
DAILY TOTAL	161	7530	3126	39	502	425	373	269	148	0	0	0	0	0	16	12589
Percentages	1.3%	59.8%	24.8%	0.3%	4.0%	3.4%	3.0%	2.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%