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# APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT LEE COUNTY, FLORIDA

for

# THE BABCOCK RANCH COMMUNITY

CPA 2006-00008

**Submitted: August 2006**
**Revised: November 2006**
**Revised: April 2007**
**CPA 2006-00008**

***Prepared for:***

**BABCOCK PROPERTY HOLDINGS, LLC,**
**a Delaware Limited Liability Company**
**17837 Murdock Circle**
**Port Charlotte, FL 33948**

***– Represented by –***

**GUNSTER, YOAKLEY & STEWART, P.A.**
**777 South Flager Drive, Suite 500 East**
**West Palm Beach, Florida 33401-6194**

***Prepared by:***

**Johnson Engineering, Inc.**
**2158 Johnson Street**
**Fort Myers, Florida 33901**

**WilsonMiller, Inc.**
**3200 Bailey Lane, Suite 200**
**Naples, Florida 34105**

**Fishkind & Associates, Inc.**
**11869 High Tech Avenue**
**Orlando, Florida 32817**

**David Plummer & Associates, Inc.**
**1531 Hendry Street**
**Fort Myers, Florida 33901**

**THE BABCOCK RANCH COMMUNITY**

**LEE COUNTY COMPREHENSIVE PLAN AMENDMENT**


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# THE BABCOCK RANCH COMMUNITY

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## SECTION 1

OVERVIEW

a. Overview and History of Babcock Ranch

b. Project Summary

## OVERVIEW AND HISTORY OF BABCOCK RANCH

Babcock Ranch is located in southeastern Charlotte County and northeastern Lee County. The ranch consists of 91,362 acres of which approximately 81,499 acres are in Charlotte County and approximately 9,863 acres are in Lee County. The present land uses include cattle ranching, crops, sod farming, eco-tours, mining, and managed hunting leases. The ranch includes native uplands, improved pastures, wetlands including Telegraph Swamp, and areas of habitat for listed species and other wildlife. Babcock Ranch is a unique property requiring a unique approach for its long-term success. In large part, the ecological value results from the management activities and care that the Babcock Florida Company has taken with the ranch and its operations.

The State of Florida and others had made numerous efforts to purchase the entirety of the Babcock Ranch, but had been unable to accomplish that objective. However, MSKP III, Inc. ("MSKP") was able to enter in a Merger Agreement with the Babcock Florida Company to gain ownership of the Babcock Ranch and Town and Country Utilities. MSKP also entered into an Agreement for Sale and Purchase with the State of Florida and Lee County for the sale to those entities of a combined total of approximately 73,471± acres of the Babcock Ranch (67,813± acres to the State and 5,658± acres to Lee County). MSKP closed on the Merger Agreement and on the Sale and Purchase Agreement on July 31, 2006.

The portion of the Babcock Ranch retained by MSKP, commonly known as "Area 6", is comprised of approximately 17,890± acres. Part of Area 6 is located in Charlotte County (approximately 13,686± acres) and a portion is located in Lee County (approximately 4,157± acres). The Area 6 property is now known as the Babcock Ranch Community and is owned by Babcock Property Holdings, LLC, an affiliate of MSKP. The subject of this application is the Lee County portion of the Babcock Ranch Community.

Charlotte County adopted on April 4, 2006, amendments to its Comprehensive Plan establishing the Babcock Ranch Overlay District (BROD). On June 20, 2006, it adopted amendments to its land development regulations establishing the Babcock Ranch Overlay District Regulations. A Final Order finding the comprehensive plan amendments "in compliance" was entered by the Florida Department of Community Affairs on July 21, 2006. No challenge to the land development regulations was filed.

Three agreements involving the planning and development of The Babcock Ranch Community have been executed:

1) Interlocal Planning Agreement for the Babcock Ranch between MSKP, Charlotte County, Lee County, and the Florida Department of Community Affairs entered into on March 13, 2006 ("Four Party Agreement"). This agreement establishes a framework and timetable for comprehensive plan amendments, land development regulations, and development applications for The Babcock Ranch Community. It also provided for public input on the development of a conceptual plan for The Babcock Ranch Community. This was accomplished through a series of charrettes.

2) Development Agreement between MSKP and Charlotte County entered into on April 20, 2006. This is an infrastructure component, timing, and financing agreement.

3) Babcock Ranch Community Road Planning Agreement Regarding the Charlotte County Babcock Ranch Overlay District Amendments between MSKP and Lee County entered into on May 23, 2006. This agreement addresses the finalization through the DRI process of a list of roads in Lee County which need to be improved to address impacts from the proposed development of The Babcock Ranch Community.

A copy of these agreements have been included in this application.

Early History of Babcock Ranch

Edward Vose (E. V.) Babcock, founder of Babcock Lumber Company in Pittsburgh, Pennsylvania and one-time mayor of that city, first came to Punta Gorda in 1911 to hunt and fish. While in Punta Gorda he heard about a large stand of timber in eastern Charlotte County and part of the northeastern portion of Lee County, which was made up of long leaf pitch or fat pine timber. Around the year 1914 he started acquiring title to these lands under the name of Carrier Babcock and McLean Company. In January 1919 he formed Babcock Carrier Florida Company and began to acquire the land, which is now known as the Babcock Crescent "B" Ranch and as the Babcock-Webb Management Area.

Carrier Babcock Florida Company held this tract of timber for a considerable time trying to determine the best way to utilize the long-leaf pitch pine. There were many problems to be solved: first these old pines were isolated and were heavier by 25% than slash pine due to the fact that they were full of pitch. Then there was the problem that there were no really good roads for transportation. The pine logs could only be transported to a sawmill by railroad. Probably the most important issue was to find a market as the fatter pitch pine could not be used for the normal uses that the then-known market utilized and required, as the pine was so hard that a carpenter could not drive a nail into it without first drilling a hole. Also because of the excess pitch, the surface of the lumber was sticky and gummy, hard to handle, and a lot heavier.

Mr. Babcock read that the diamond mines in South Africa were having a difficult time due to the fact that African termites pulverized the timbers from other sources. The miners could not shore up and brace the mines sufficiently to do normal mining. A sample of the pitch pine was shipped to the diamond mines in Africa, and it was discovered that the excessive pitch in the lumber created a preservative that was extremely effective in protecting the timbers from the African termites. With this market discovered Mr. Babcock looked for someone to log and mill the pine timber. He determined that Rue Crate and Lumber Company was just finishing the cutting of timber on a tract west of the ranch and had a large working sawmill at Lake Garfield near Bartow, Florida. He negotiated and signed a contract for the sale of this longleaf pitch pine to the Rue Crate and Lumber Company on October 29, 1930. Rue thereafter executed an

agreement with the Seaboard Airline Railroad, which allowed them to get the rails and all other equipment to build a railroad in Charlotte County to haul the logs to the Seaboard Airline Railroad, thereafter to Lake Garfield for milling and reshipment to Tampa to be loaded on ships to South Africa.

Babcock Carrier Florida Company and Charlotte-Lee County Land Company merged August 16, 1940, and the surviving corporation was the Babcock Florida Company. After the pine timber was cut the land was turned into a cattle ranch and Fred Babcock, E. V. Babcock's son, began to raise new timber to replenish the timber harvested on the ranch, an ongoing process to this date.

Fred Babcock took over management of the Babcock Ranch approximately sixty years ago before the term "Best Management Practices" came into general use. He traditionally spent up to six months of each year in residence on the ranch. Fred Babcock put into effect "Good Stewardship Practices" in the use and protection of the land, which has been the practice on the Babcock Crescent "B" Ranch since then.

As part of a public/private partnership in the management of the land, in the early 1940s Babcock Florida Company entered into a part donation, part sale agreement and conveyed to the State of Florida the original tract of land that is now the Babcock-Webb Management Area, comprising over 50,000 acres of land. Fred Babcock continued his active stewardship and management of the remaining Babcock Ranch lands until his death in 1997 at age 83.

While much of the ranch is as it was when acquired with new timber replacing the old, the Crescent "B" Ranch now raises cattle, harvests mature pines, carries out various farming operations, mines rock for the community's roads, provides hunting areas for lease, raises sod to be used for new homes and other community uses, and runs the Babcock Wilderness Tour.

As part of the State and Lee County purchase of the Babcock Ranch Preserve, Babcock Ranch Management, LLC, an affiliate of the applicant, will manage the property for up to ten years. This will continue until final turnover to the nonprofit corporation established by the Florida Legislature for permanent management of the Babcock Ranch Preserve. With the sale of the property to the State and Lee County on July 31, 2006, approximately 73,471± acres of Babcock Ranch will be preserved for conservation and agriculture purposes. This has ensured that public access will be expanded in an environmentally responsible manner and that the Babcock Ranch Preserve will be protected from development. The creation of the Babcock Ranch Community will be a key component of the vision and will provide places for people to live and work in a truly sustainable fashion.

# THE BABCOCK RANCH COMMUNITY

## PROJECT SUMMARY

### 1. Project Summary

The Babcock Ranch Community is the 17,787.83± acre development area of the Babcock Ranch property, which is located in southeastern Charlotte County (13,686± acres) and northeastern Lee County (4,157± acres). At the time of this application, the applicant is seeking Development of Regional Impact (DRI) approval only on the lands in Charlotte County, and is not presently seeking to increase or alter existing land use designations or zoning uses allowed on the lands in Lee County. Development of the Community will be pursued in accordance with the Charlotte County comprehensive plan amendment creating the Babcock Ranch Overlay District (BROD), which was approved in June 2006, and the Application for Master Development Approval (AMDA), which is being filed in Charlotte County concurrently with this application.

The purpose of this application is to amend the Lee County comprehensive plan, the *Lee Plan*, to reflect the traffic improvements needed in Lee County to accommodate the development in the Charlotte County portion of the Babcock Ranch Community. The list of road improvements in Lee County has been provided in the Babcock Ranch Community Road Planning Agreement, which was entered into by Lee County and the applicant in May 2006. The list is subject to revision in the review of the AMDA.

**THE BABCOCK RANCH COMMUNITY**

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**SECTION 2**

LEE PLAN AMENDMENT APPLICATION

a. Application for Comprehensive Plan Amendment with Executed Affidavit

b. Executed Authorization (IV.A.8.)

LEE COUNTY
SOUTHWEST FLORIDA

Lee County Board of County Commissioners
Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 479-8585
FAX: (239) 479-8519

# APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

(To be completed at time of intake)

DATE REC'D _____ REC'D BY: _____

APPLICATION FEE _____ TIDEMARK NO: _____

THE FOLLOWING VERIFIED:
Zoning ☐ Commissioner District ☐

Designation on FLUM ☐

(To be completed by Planning Staff)

Plan Amendment Cycle: ☐ Normal ☐ Small Scale ☐ DRI ☐ Emergency

Request No: _____

**APPLICANT PLEASE NOTE:**
Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is: Volume I

Submit **6** copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning. Additional copies may be required for Local Planning Agency, Board of County Commissioners hearings and the Department of Community Affairs' packages.

I, the undersigned owner or authorized representative, hereby submit this application and the attached amendment support documentation. The information and documents provided are complete and accurate to the best of my knowledge.

DATE SIGNATURE OF OWNER OR AUTHORIZED REPRESENTATIVE

## I. APPLICANT/AGENT/OWNER INFORMATION

| | | |
|---|---|---|
| Babcock Property Holdings, LLC, a Delaware Limited Liability Company | | |
| APPLICANT | | |
| 17837 Murdock Circle | | |
| ADDRESS | | |
| Port Charlotte | FL | 33948 |
| CITY | STATE | ZIP |
| (941) 235-6900 | (941) 235-6919 | |
| TELEPHONE NUMBER | | FAX NUMBER |

| | | |
|---|---|---|
| Gunster, Yoakley & Stewart, P.A. (James R. Brindell, Esq.) | | |
| AGENT | | |
| 777 South Flager Drive East, Suite 500 | | |
| ADDRESS | | |
| West Palm Beach | FL | 33401-6194 |
| CITY | STATE | ZIP |
| (561) 650-0593 | (561) 655-5677 | |
| TELEPHONE NUMBER | | FAX NUMBER |

| | | |
|---|---|---|
| Babcock Property Holdings, LLC, a Delaware Limited Liability Company | | |
| OWNER(s) OF RECORD | | |
| 17837 Murdock Circle | | |
| ADDRESS | | |
| Port Charlotte | FL | 33948 |
| CITY | STATE | ZIP |
| (941) 235-6900 | (941) 235-6919 | |
| TELEPHONE NUMBER | | FAX NUMBER |

Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.

* This will be the person contacted for all business relative to the application.

Johnson Engineering, Inc.
*Patricia H. Newton (**local contact**)
2158 Johnson Street
Fort Myers, Florida 33901
(239) 334-0046

WilsonMiller, Inc.
Margaret Perry
3200 Bailey Lane, Suite 200
Naples, Florida 34105
(239) 649-4040

Fishkind & Associates, Inc.
Hank Fishkind
11869 High Tech Avenue
Orlando, Florida 32817
(407) 382-3256

David Plummer & Associates, Inc.
Mark Gillis
1531 Hendry Street
Fort Myers, Florida 33901
(239) 332-2617

## II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

[X] Text Amendment

[X] Future Land Use Map Series Amendment (Maps 1 thru 21)
List Number(s) of Map(s) to be amended
Maps 3A, 3B, 3C, 3D, 3H, 3I, and 3J.

B. SUMMARY OF REQUEST (Brief explanation):

See Attached Pages 3a and 3b of 10.

## III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY (for amendments affecting development potential of property)

A. Property Location:

1. Site Address: **N/A**

2. STRAP(s): **N/A**

B. Property Information

Total Acreage of Property: **N/A**

Total Acreage included in Request: **N/A**

Area of each Existing Future Land Use Category: **N/A**

Total Uplands: **N/A**

Total Wetlands: **N/A**

Current Zoning: **N/A**

Current Future Land Use Designation: **N/A**

Existing Land Use: **N/A**

## APPLICATION REQUESTS

The Babcock Ranch Community is the 17,787.83± acre development area of the Babcock Ranch property, which is located in southeastern Charlotte County (13,686± acres) and northeastern Lee County (4,157± acres). At the time of this application, the applicant is seeking Development of Regional Impact (DRI) approval only on the lands in Charlotte County, and is not presently seeking to increase or alter existing land use designations or zoning uses allowed on the lands in Lee County. Development of the Community will be pursued in accordance with the Charlotte County comprehensive plan amendment creating the Babcock Ranch Overlay District (BROD), which was approved in June 2006, and the Application for Master Development Approval (AMDA), which is being filed in Charlotte County concurrently with this application.

The purpose of this application is to amend the Lee County comprehensive plan, the *Lee Plan*, to reflect the traffic improvements needed in Lee County to accommodate the development in the Charlotte County portion of the Babcock Ranch Community. The list of road improvements in Lee County has been provided in the Babcock Ranch Community Road Planning Agreement, which was entered into by Lee County and the applicant May 2006. The list is subject to revision in the review of the AMDA. The following *Lee Plan* map amendments are requested:

**1) <u>Text Amendment</u>**

a. Amendment to Policy 36.1.1 to address the proposed amendment to *Map 3A: Lee County 2020 Financially Feasible Highway Plan* of the *Lee Plan* and the required subsequent update to the MPO 2030 Financially Feasible Highway Plan Map.

**2) <u>Map Amendment Requests</u>:**

a. Amendment to *Map 3A: Lee County 2020 Financially Feasible Highway Plan* of the *Lee Plan*, to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.4**.

b. Amendment to *Map 3B: Future Functional Classification Map Unincorporated Lee County and State/County Roads in Cities* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community.
Refer to **Exhibit 5.5**.

c. Amendment to *Map 3C: 2020 Financially Feasible Transit Network* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.6**.

d. Amendment to *Map 3D: Unincorporated Bikeways/Walkways Facilities Plan* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.7**.

e. Amendment to *Map 3H: Future Maintenance Responsibility* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.8**.

f. Amendment to *Map 3I: Public Transit Trip Generators* of the *Lee Plan* to incorporate the Charlotte County portion of the Babcock Ranch Community as a future trip generator. Refer to **Exhibit 5.9**.

g. Amendment to *Map 3J: Evacuation Routes Lee County* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.10**.

C. State if the subject property is located in one of the following areas and if so how does the proposed change effect the area:

*Lehigh Acres Commercial Overlay*: **N/A**

*Airport Noise Zone 2 or 3*: **N/A**

*Acquisition Area*: **N/A**

*Joint Planning Agreement Area (adjoining other jurisdictional lands)*: **N/A**

*Community Redevelopment Area*: **N/A**

D. Proposed change for the Subject Property:

See Attached.

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

   Residential Units/Density **N/A**

   Commercial intensity **N/A**

   Industrial intensity **N/A**

2. Calculation of maximum allowable development under proposed FLUM:

   Residential Units/Density **N/A**

   Commercial intensity **N/A**

   Industrial intensity **N/A**

## IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

*NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.*

**The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).**

1. Provide any proposed text changes. See Section 3

2. Provide a Future Land Use Map showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources. **N/A**

3. Map and describe existing land *uses* (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes. **N/A**

4. Map and describe existing zoning of the subject property and surrounding properties. **N/A**

5. The legal description(s) for the property subject to the requested change. **N/A**

6. A copy of the deed(s) for the property subject to the requested change. **N/A**

7. An aerial map showing the subject property and surrounding properties. **N/A**

8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner. See Section 2.

B. Public Facilities Impacts
*NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).*

1. Traffic Circulation Analysis
The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range – 20-year Horizon:

a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);

c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

See Section 5.

Short Range – 5-year CIP horizon:

a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;

Projected 2020 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);

c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;
d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.

See Section 5.

2. Provide an existing and future conditions analysis for:
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space.

**N/A**

Analysis should include (but is not limited to) the following:

- Franchise Area, Basin, or District in which the property is located;
- Current LOS, and LOS standard of facilities serving the site;
- Projected 2020 LOS under existing designation;
- Projected 2020 LOS under proposed designation;
- Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
- Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).

**N/A**

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:

   a. Fire protection with adequate response times;
   b. Emergency medical service (EMS) provisions;
   c. Law enforcement;
   c. Solid Waste;
   d. Mass Transit; and
   e. Schools.

   **N/A**

*In reference to above, the applicant should supply the responding agency with the information from Section's II and III for their evaluation. This application should include the applicant's correspondence to the responding agency.*

C. Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed use upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
5. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

**N/A**

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites, listed on the Florida Master Site File, which are located on the subject property or adjacent properties.
2. A map showing the subject property location on the archeological sensitivity map for Lee County.

**N/A**

E. Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map. **N/A**
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective. See Section 6.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans. See Section 9 – Four Party Agreement.
4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment. See Sections 7 and 8.

F. Additional Requirements for Specific Future Land Use Amendments

1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)

   a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
   b. Provide data and analysis required by Policy 2.4.4,
   c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

   **N/A**

2. Requests moving lands from a Non-Urban Area to a Future Urban Area

   a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.

   **N/A**

3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2. **N/A**

4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

   **N/A**

G. Justify the proposed amendment based upon sound planning principles. Be sure to support all conclusions made in this justification with adequate data and analysis.

**Item 1: Fee Schedule**

| | |
|---|---|
| Map Amendment Flat Fee | $2,000.00 each |
| Map Amendment > 20 Acres | $2,000.00 and $20.00 per 10 acres |
| Small Scale Amendment (10 acres or less) | $1,500.00 each |
| Text Amendment Flat Fee | $2,500.00 each |

## AFFIDAVIT

I, Charles DeSanti, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours at their own risk for the purpose of investigating and evaluating the request made through this application. ***(PLEASE contact applicant 24 hours prior to entering property).***

BABCOCK PROPERTY HOLDINGS, LLC,
a Delaware Limited Liability Company

By: Babcock Florida Company, a Florida Corporation,
its Managing Member.

Charles W. DeSanti — Date: 2/19/07

Charles DeSanti — President
Typed or printed name

STATE OF FLORIDA
COUNTY OF Charlotte

The foregoing instrument was certified and subscribed before me this 19th day of February 2007, by Charles DeSanti who is personally known to me or who has produced _____ as identification.

(SEAL)

Signature of notary public

Theresa-Ann Jurca
Printed name of notary public

THERESA ANN JURCA
MY COMMISSION # DD535778
EXPIRES: Apr. 2, 2010
(407) 398-0153 Florida Notary Service.com

## LETTER OF AUTHORIZATION

**GUNSTER, YOAKLEY & STEWART, P.A., JOHNSON ENGINEERING, INC., DAVID PLUMMER & ASSOCIATES, WILSON MILLER, INC., and FISHKIND AND ASSOCIATES** are hereby authorized to represent **BABCOCK PROPERTY HOLDINGS, LLC, a Delaware Limited Liability Company** for local or state permit requests on property identified by the attached list of parcel numbers.

**Babcock Property Holdings, LLC,**
**a Delaware Limited Liability Company**
**By: Babcock Florida Company, a Florida Corporation, its Managing Member**

By: _____
Name: **Charles W. DeSanti**
Title: **President**

Address: **17837 Murdock Circle**
**Port Charlotte, Florida 33948**

Tele: **(941) 235-6900**

STATE OF FLORIDA
COUNTY OF CHARLOTTE

The foregoing instrument was acknowledged before me this 19th day of February, 2007, by Charles DeSanti who is personally known to me or had produced _____ as identification and who did (did not) take an oath.

_____
Theresa Ann Jurca
(Typed, printed or stamped name of Notary)

(SEAL)

NOTARY PUBLIC STATE OF FLORIDA (407) 398-0153
THERESA ANN JURCA
MY COMMISSION # DD535778
EXPIRES: Apr. 2, 2010
Florida Notary Service.com

## THE BABCOCK RANCH COMMUNITY

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## THE BABCOCK RANCH COMMUNITY

## LEE COUNTY COMPREHENSIVE PLAN AMENDMENT APPLICATION REQUESTS

The Babcock Ranch Community is the 17,787.83± acre development area of the Babcock Ranch property, which is located in southeastern Charlotte County (13,686± acres) and northeastern Lee County (4,157± acres). At the time of this application, the applicant is seeking Development of Regional Impact (DRI) approval only on the lands in Charlotte County, and is not presently seeking to increase or alter existing land use designations or zoning uses allowed on the lands in Lee County. Development of the Community will be pursued in accordance with the Charlotte County comprehensive plan amendment creating the Babcock Ranch Overlay District (BROD), which was approved in June 2006, and the Application for Master Development Approval (AMDA), which is being filed in Charlotte County concurrently with this application.

The purpose of this application is to amend the Lee County comprehensive plan, the *Lee Plan*, to reflect the traffic improvements needed in Lee County to accommodate the development in the Charlotte County portion of the Babcock Ranch Community. The list of road improvements in Lee County has been provided in the Babcock Ranch Community Road Planning Agreement, which was entered into by Lee County and the applicant May 2006. The list is subject to revision in the review of the AMDA. The following *Lee Plan* map amendments are requested:

1) **Text Amendment**

   a. Amendment to Policy 36.1.1 to address the proposed amendment to *Map 3A: Lee County 2020 Financially Feasible Highway Plan* of the *Lee Plan* and the required subsequent update to the MPO 2030 Financially Feasible Highway Plan Map.

2) **Map Amendment Requests:**

   a. Amendment to *Map 3A: Lee County 2020 Financially Feasible Highway Plan* of the *Lee Plan*, to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.4**.

   b. Amendment to *Map 3B: Future Functional Classification Map Unincorporated Lee County and State/County Roads in Cities* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community.
   Refer to **Exhibit 5.5**.

c. Amendment to *Map 3C: 2020 Financially Feasible Transit Network* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.6**.

d. Amendment to *Map 3D: Unincorporated Bikeways/Walkways Facilities Plan* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.7**.

e. Amendment to *Map 3H: Future Maintenance Responsibility* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.8**.

f. Amendment to *Map 3I: Public Transit Trip Generators* of the *Lee Plan* to incorporate the Charlotte County portion of the Babcock Ranch Community as a future trip generator. Refer to **Exhibit 5.9**.

g. Amendment to *Map 3J: Evacuation Routes Lee County* of the *Lee Plan* to incorporate transportation improvements within Lee County required by development in the Charlotte County portion of the Babcock Ranch Community. Refer to **Exhibit 5.10**.

**THE BABCOCK RANCH COMMUNITY**

**LEE COUNTY COMPREHENSIVE PLAN AMNEDMENT**
**PROPOSED TEXT AMENDMENT**

**OBJECTIVE 36.1: TRANSPORTATION MAP**. Conduct a review of the adopted Transportation Map Series at least every two years, and amend these maps as necessary based on that review. (Amended by Ordinance No. 98-09).

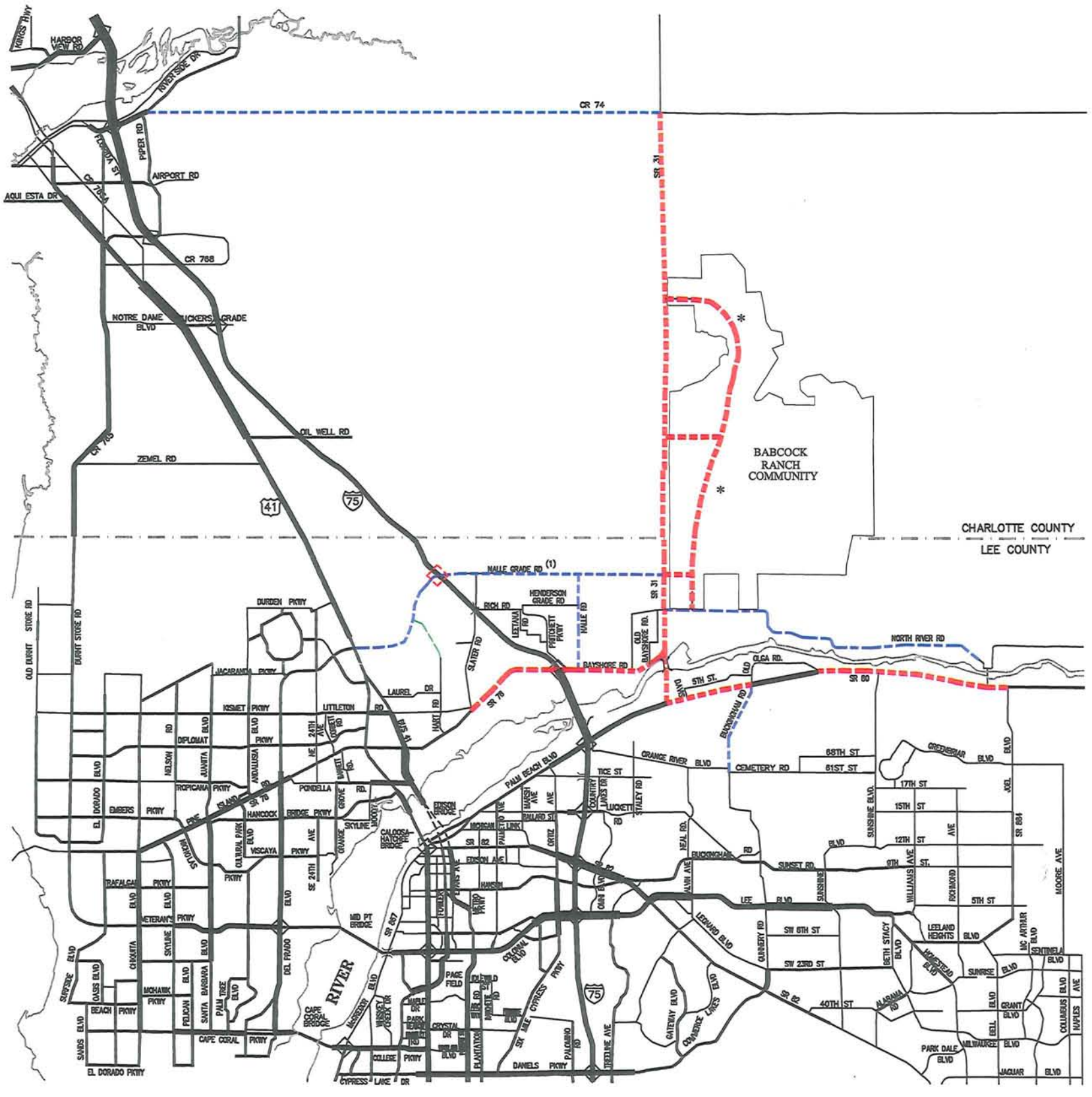
**POLICY 36.1.1**: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is herby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000 and as amended through June 20, 2003, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 2. The shaded area on the map identifies the limits of the alternatives analysis for the CR 951 Extension PD&E Study. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County will amend Map 3A to accommodate the development of the Charlotte County portion of the Babcock Ranch Community, with appropriate changes to the MPO 2030 Financially Feasible Highway Plan Map being made during the next update cycle. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41;

| Intersection | Improvements |
|---|---|
| US 41/Constitution Boulevard | Southbound Dual Left Turn Lanes |
| US 41/B & F Parcel | Northbound, Southbound, Eastbound, and Westbound Dual Left Turn Lanes |
| US 41/Sanibel Boulevard | Southbound Dual Left Turn Lanes |
| US 41/Koreshan Boulevard | Southbound and Westbound Dual Left Turn Lanes |

(Amended by Ordinance No. 98-09, 99-15, 02-02, 02-29, 03-19)

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson&Partners

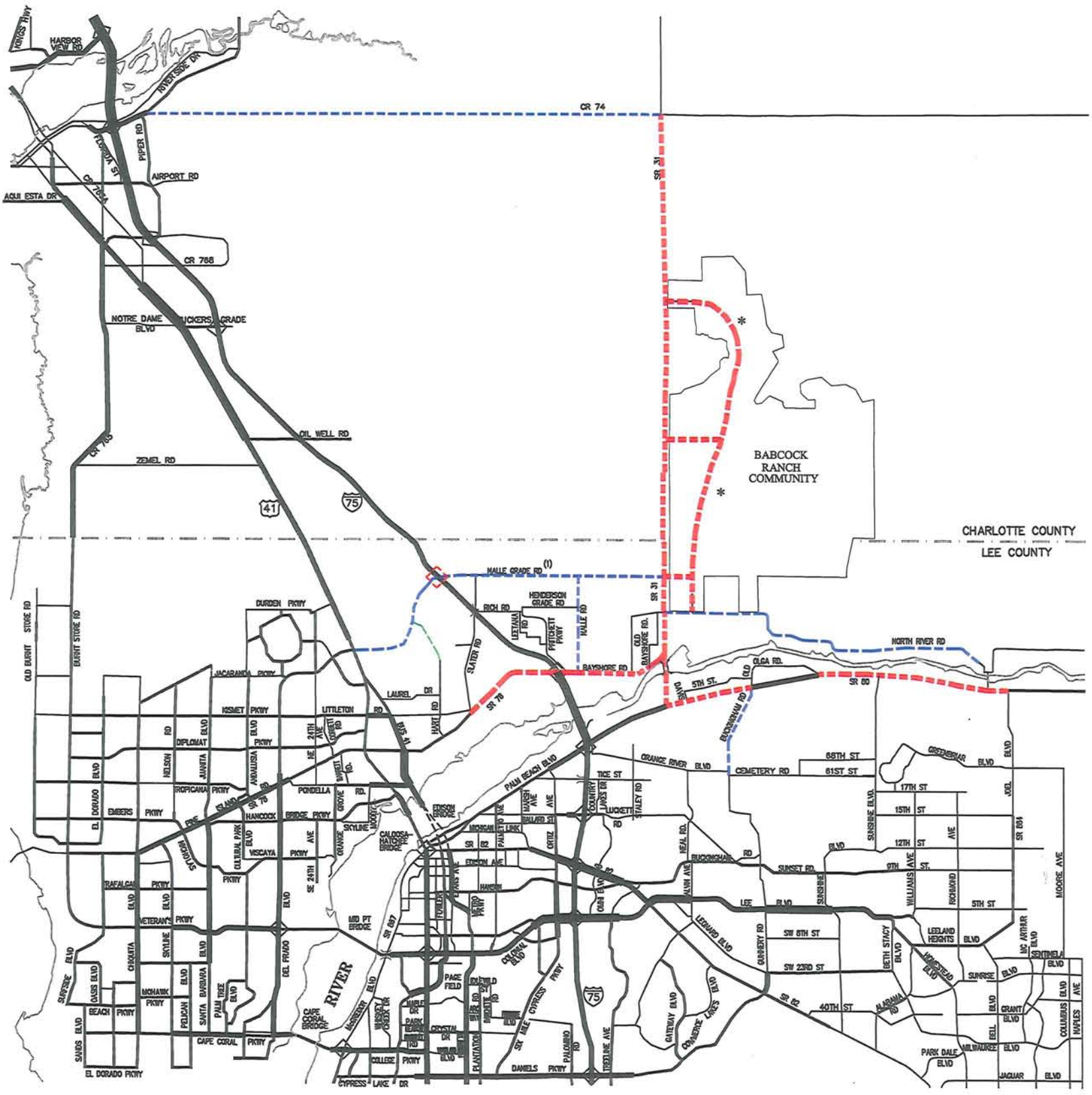
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3A - LEE COUNTY
FINANCIALLY FEASIBLE HIGHWAY PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 12A/0207 | N.T.S. | 5.4 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa Kitson&Partners

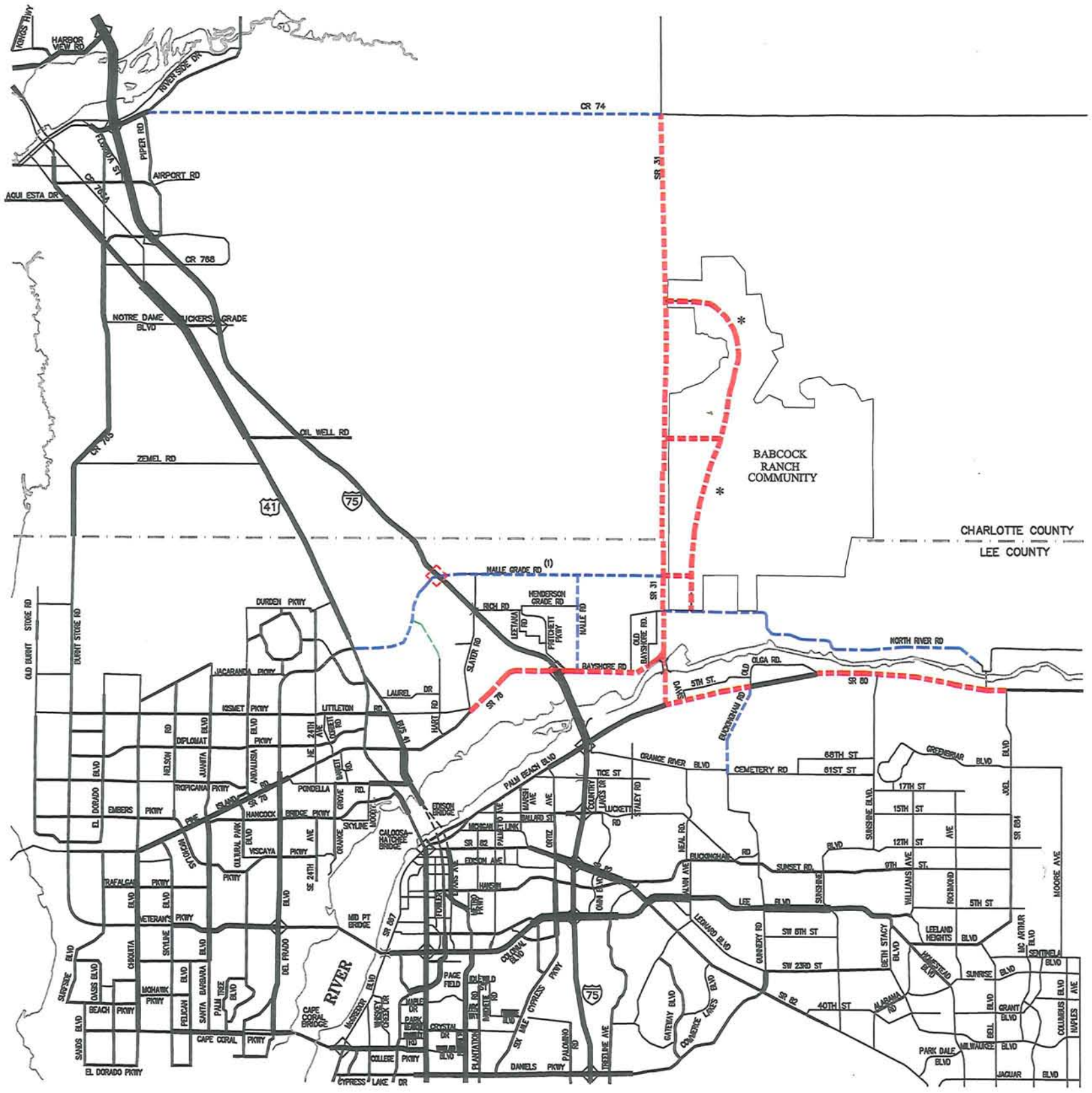
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3B - FUTURE FUNCTIONAL CLASSIFICATION

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 13A/0207 | N.T.S. | 5.5 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.
(1) Or alternative east / west corridor.

dpa

Kitson&Partners

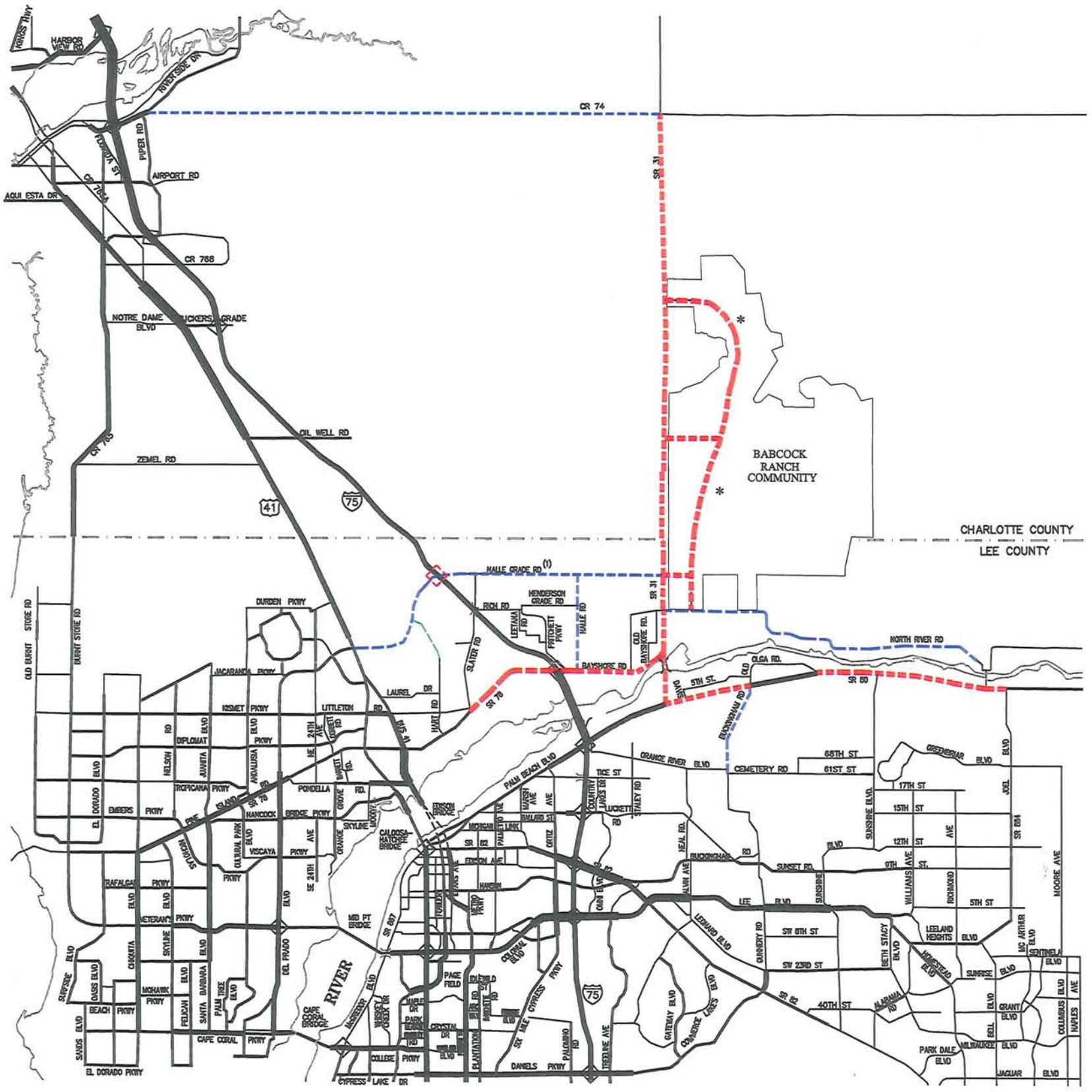
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3C - 2020 FINANCIALLY FEASIBLE TRANSIT NETWORK

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 14A/0207 | N.T.S. | 5.6 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson&Partners

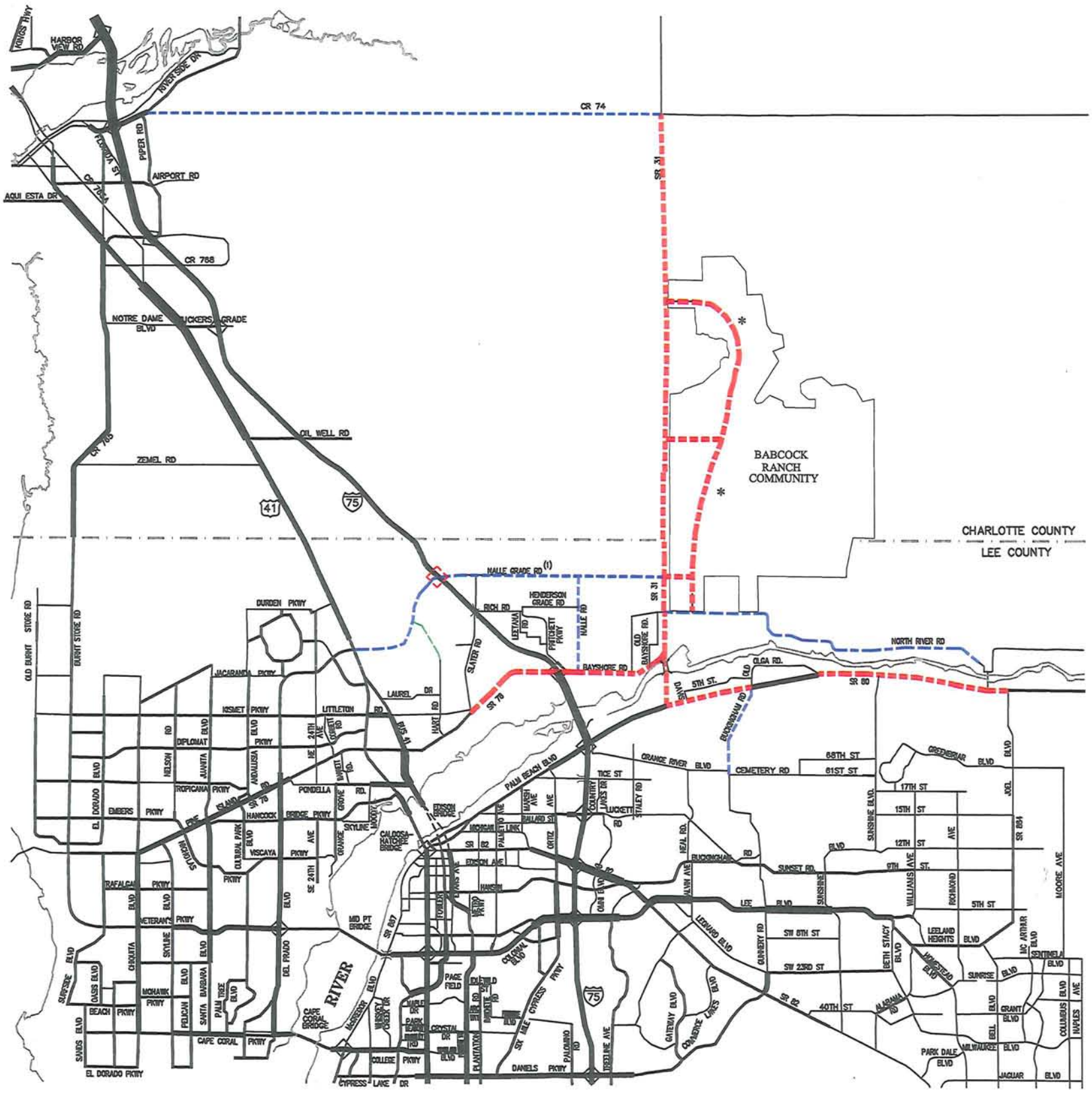
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3D - UNINCORPORATED BIKEWAYS / WALKWAYS FACILITY PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 15A/0207 | N.T.S. | 5.7 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson&Partners

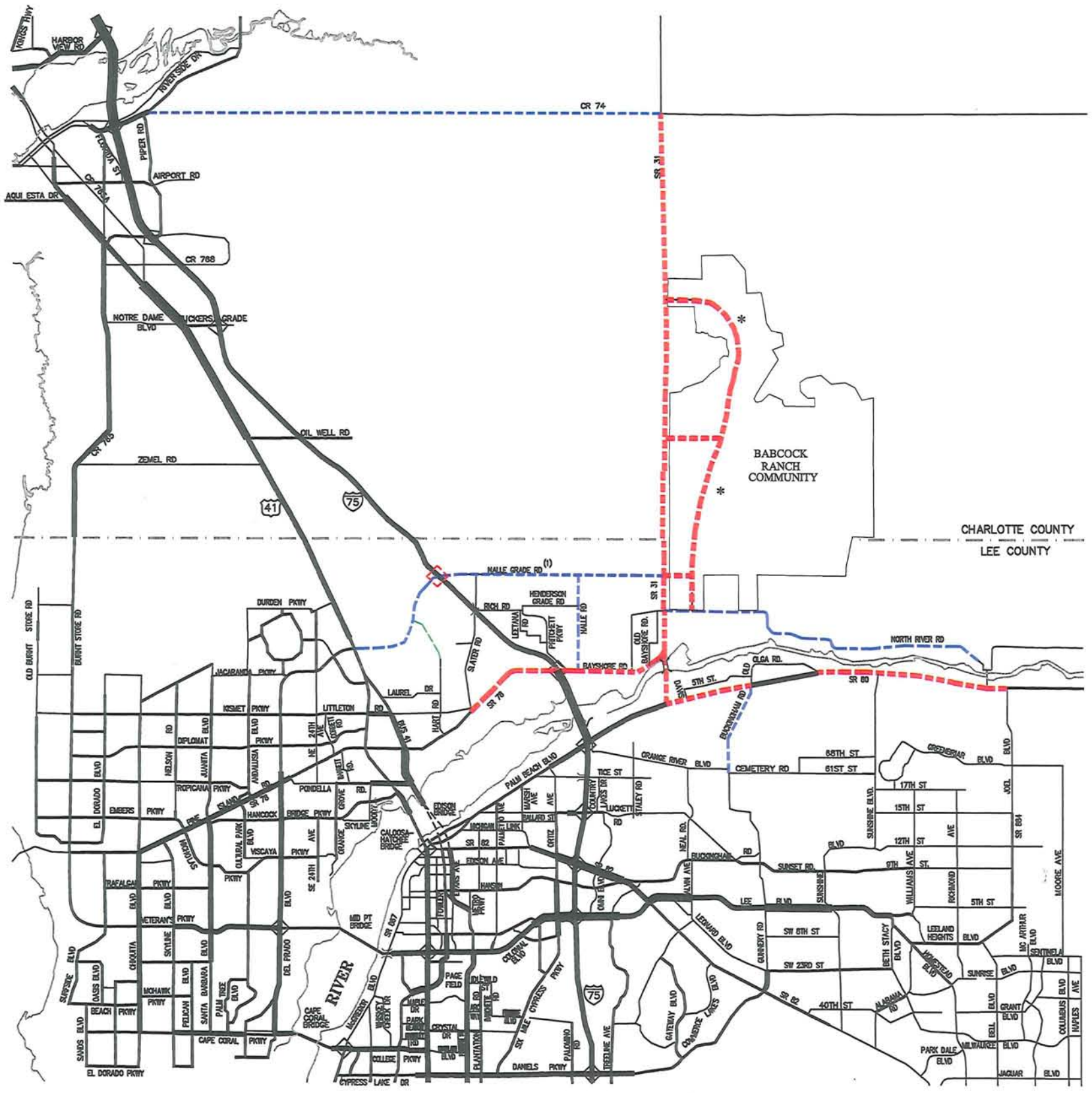
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3H - FUTURE MAINTENANCE RESPONSIBILITY

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 16A/0207 | N.T.S. | 5.8 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.
(1) Or alternative east / west corridor.

dpa Kitson & Partners

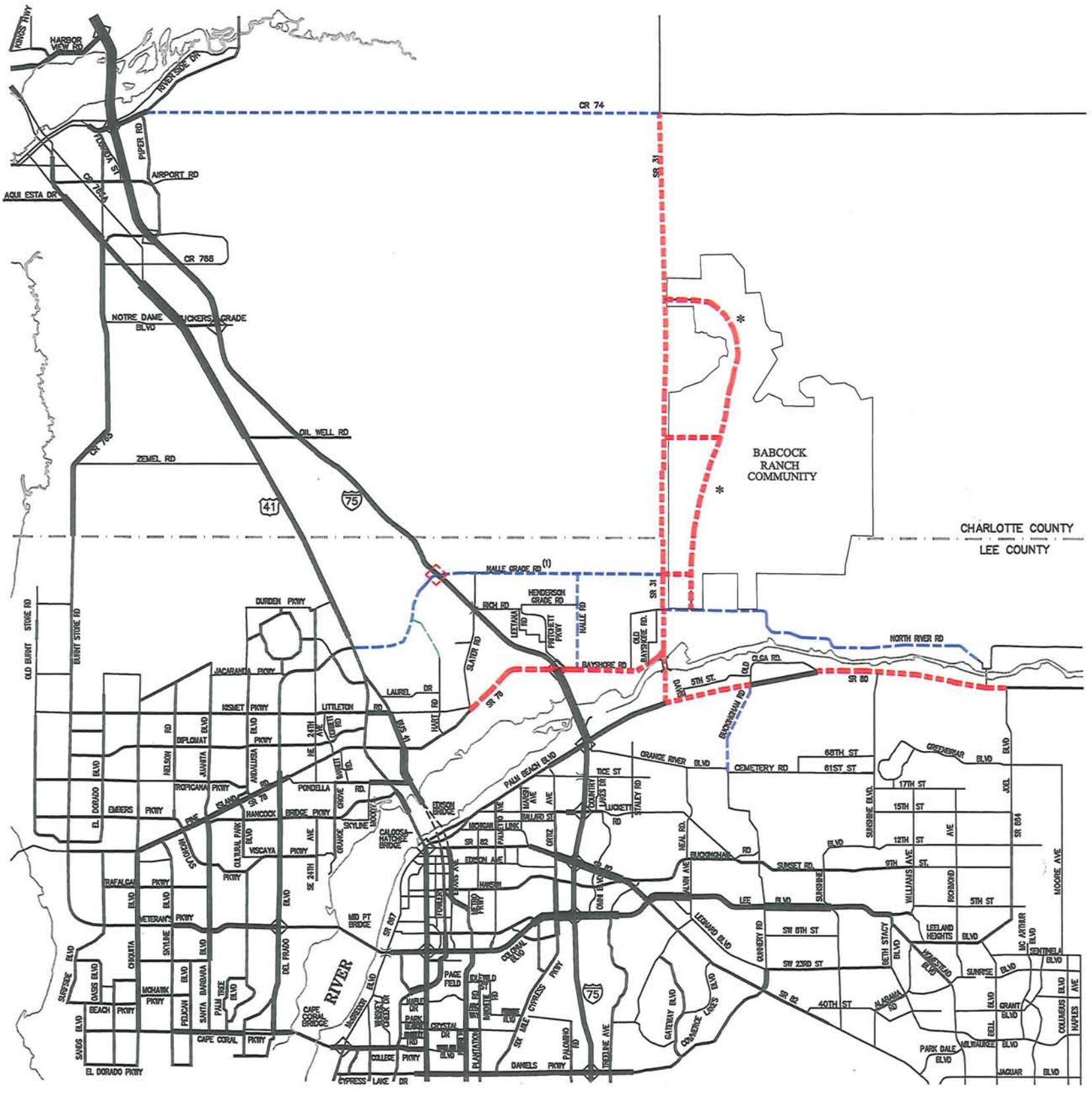
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3I - PUBLIC TRANSIT TRIP GENERATORS

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 17A/0207 | N.T.S. | 5.9 |

N

N.T.S.




RECOMMENDED BMXD IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson&Partners

**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3J - EVACUATION ROUTES
LEE COUNTY

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 18A/0207 | N.T.S. | 5.10 |

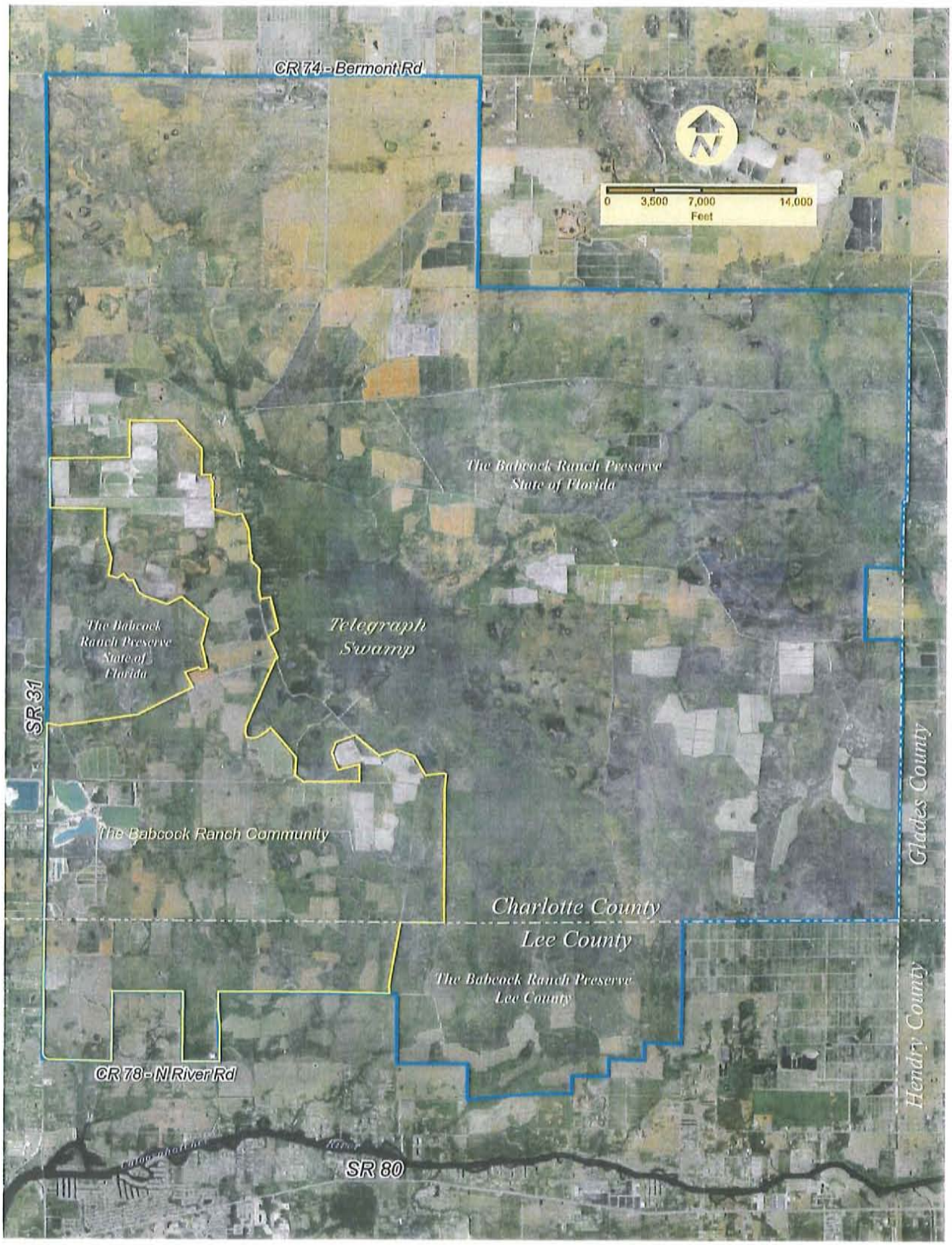
**THE BABCOCK RANCH COMMUNITY**

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**SECTION 4**

GENERAL MAPS

a. Overall Aerial Map – Map 1a (IV.A.7)




\\ftms01\proj-jet\20066201\WaterMgmt\LeeCPA_Exhibits\ArcGIS\Map1a Aerial Revision8x11.mxd

# Babcock Ranch

A SHARED VISION. A SHARED COMMITMENT.

THE BABCOCK RANCH COMMUNITY
AERIAL MARCH 2006
MAP 1A
April 2007

Kitson&Partners

JOHNSON ENGINEERING

# THE BABCOCK RANCH COMMUNITY

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## SECTION 5

a. Traffic Circulation Analysis
By: David Plummer and Associates, Inc.

# BABCOCK RANCH COMMUNITY
# LEE COUNTY COMPREHENSIVE
# PLAN AMENDMENT
# SECTION 5. TRAFFIC CIRCULATION ELEMENT

**Project No. 06569**

**October 4, 2006**
**Revised February 28, 2007**

**Prepared by:**
**DAVID PLUMMER & ASSOCIATES, INC.**
**1531 Hendry Street**
**Fort Myers, Florida 33901**

# BABCOCK RANCH COMMUNITY

# LEE COUNTY COMPREHENSIVE PLAN AMENDMENT

# SECTION 5. TRAFFIC CIRCULATION ELEMENT

## Overview

The Babcock Ranch Community (the Project) is a planned community in southeast Charlotte County and northeast Lee County, Exhibit 5.1. The subject property (the Project) is a portion of the overall Babcock Ranch and represents the southwest portion of the overall property. The Project is generally bounded by SR 31 to the West, portions of North River Road to the South, Telegraph Swamp to the East, and Curry Lake to the North. The property straddles the Lee/Charlotte County line, with the majority of the land area within Charlotte County.

The overall Project will provide a wide range of residential, retail, office, industrial, public service and recreational uses so that the Project is as self-sufficient as possible. The Project will include a total of 19,500 dwelling units (in both Lee and Charlotte Counties) and approximately 6,000,000 square feet of non-residential uses (in both Lee and Charlotte County). A balance of residential and nonresidential land uses are planned in order to capture as many trips on-site as possible.

Buildout of the Project is dependent on market conditions. It is anticipated to be a twenty-five (25) year buildout – year 2030.

The Project will have direct access to SR 31 and North River Road. The existing road network in the vicinity of the Project is shown in Exhibit 5.2. The major north-south road in the area is SR 31. This is a two-lane arterial roadway that connects SR 78 and SR 80 in Lee County to CR 74 in Charlotte County and north to Arcadia. The major east-west roads in the area are SR 78 and North River Road (CR 78). North River Road (CR 78), east of SR 31, is a two lane arterial roadway that connects SR 31 to Kirby Thompson Road, SR 29, and Glades and Hendry Counties. SR 78, west of SR 31, is a two and four lane arterial roadway that connects SR 31 to an interchange with I-75 and west to US 41.

## Lee County Development Parameters

The development parameters for that portion of the Babcock Ranch Community located within Lee County are summarized below.

Lee County Development Parameters

| Land Use | | Size |
|---|---|---|
| Residential | | |
| | Single Family | 1,236 d.u. |
| | Multifamily | 394 d.u. |
| | Total | 1,630 d.u. |
| Non-Residential | | |
| | Office | 10,000 sq. ft. |
| | Retail | 70,000 sq. ft. |
| | Total | 80,000 sq. ft. |
| Other | | |
| | School (Middle) | TBD |
| | Recreation/Park | 25 acres |

**Charlotte County Comprehensive Plan Amendment / Agreements**

An amendment to the Charlotte County Comprehensive Plan was approved by the Charlotte County Board of County Commissioners on April 4, 2006. The Babcock Ranch Overlay District (the BROD) addressed that portion of the Babcock Ranch within Charlotte County.

The BROD was supported by detailed traffic studies. Since the Babcock Ranch Community straddles the Charlotte and Lee County line, the Project's traffic impacts in both Lee and Charlotte Counties were considered. The traffic studies included the following.

- Babcock Ranch CPA, Charlotte County Comprehensive Plan Amendment, Section 6. Traffic Circulation Analysis, dated September 28, 2005.
- Babcock Ranch CPA, Charlotte County Comprehensive Plan Amendment, Section 6. Traffic Circulation Analysis dated Revised November 1, 2005.
- Babcock Ranch CPA, Charlotte County Comprehensive Plan Amendment, Response To Transportation Sufficiency Comments, dated November 2, 2005.
- Babcock Ranch Comprehensive Plan Amendment, Supplemental Traffic Analysis, dated March 3, 2006.
- Babcock Ranch Comprehensive Plan Amendment, Supplemental Traffic Analysis, Lee County Impact Assessment, dated March 10, 2006.

The Babcock Ranch Comprehensive Plan Amendment, Supplemental Traffic Analysis, Lee County Impact Assessment specifically addressed the traffic impacts in Lee County as a result of the BROD. The BROD included the entire Babcock Ranch Community development, including that portion within Lee County.

In addition to, and as a result of, the various traffic studies prepared in support of the Babcock Ranch, several agreements with the local jurisdictions were established. Those agreements,

among other issues, address certain road improvements to support the Project, how the Project is to be developed, and how the development approvals are to be processed.

Included in the agreements were a listing of preliminary road improvements adopted by the BROD in Charlotte County and the requirement for the development of a "bi-county traffic model" for use in determining the traffic impacts and mitigation of the Project.

**Road Improvements**

The list of roadway improvements outlined in the BROD, the Babcock Ranch Comprehensive Plan Amendment, Supplemental Traffic Analysis, Lee County Impact Assessment (dated March 10, 2006), and the agreements are subject to verification through the Development of Regional Impact process and the DRI will be submitted shortly after the submittal of the CPA. A key component of that DRI process is the development of a "bi-county traffic model". That model will establish the Project's internal capture rate and will be the tool to identify the Project's traffic impacts, verify the needed road improvements, and establish the Project's traffic mitigation.

For purposes of this plan amendment to The Lee Plan, the previously prepared and submitted traffic studies are being resubmitted in support of the Babcock Ranch Community. The previous studies included the entire Babcock Ranch Community, including the 1,630 units within Lee County.

The Babcock Ranch Community's traffic consultant has been and continues to work with Lee County, Charlotte County and the Florida DOT on the development of the "bi-county travel model". The development of this "bi-county travel model" is being done as part of the DRI. An initial bi-county travel model was prepared by the traffic consultant, merging the Lee County model (which also includes Collier County) into the Charlotte County model, which also includes Manatee and Sarasota County. This resulted in a five-county model. Through a series of meetings and telephone conferences, this initial "bi-county travel model" was reviewed by Lee County, Charlotte County and the Florida DOT and comments provided. The traffic consultant responded to those comments. Additional comments were provided by the review agencies, with the most significant comment being that the Florida DOT requested that additional counties be merged into the model, including Glades, Hendry and Desoto County. This will result in an eight-county model. These comments and requests are being responded to. The "bi-county travel model" will be finalized through the DRI process.

Coincident with the development of the "bi-county travel model", the Babcock Ranch Community has also embarked on the DRI process. A Pre-Application Conference Document And Information For Babcock Ranch Community report, dated July 24, 2006, has been prepared and submitted to the Southwest Florida Regional Planning Council. The Pre-Application Conference was held on August 9, 2006. In addition, the DRI transportation methodology report has also been prepared (Babcock Ranch Community AMDA Question 21. Transportation Methodology Report and dated July 24, 2006) and distributed as part of the Pre-Application

Conference report. The DRI traffic study will identify and verify the needed improvements to support the Babcock Ranch Community and establish the Project's traffic mitigation.

The transportation methodology meeting was held on September 6, 2006. As a result of that meeting, the methodology report has been revised and is titled Babcock Ranch Community AMDA Question 21. Transportation Methodology Report dated Revised September 25, 2006.

The roadway improvements identified in the BROD as necessary to support the Babcock Ranch Community are shown in Exhibit 5.3. Subject to verification through the DRI process, the road improvements include the following.

Summary Roadway Improvements

| Roadway | Segment | Improvement |
|---|---|---|
| SR 31 | SR 80 to SR 78 | Widen to 6 lanes |
| | SR 78 to North River Road | Widen to 6 lanes |
| | North River Road to County Line | Widen to 6 lanes |
| | County Line to North Entrance | Widen to 6 lanes |
| | North Entrance to CR 74 | Design for 6 lanes / Widen to 4 lanes |
| CR 74 | US 17 to SR 31 | Widen to 4 lanes |
| SR 78 | Slater Road to I-75 | Widen to 6 lanes |
| | I-75 to SR 31 | Widen to 6 lanes |
| North River Road | SR 31 to Entrance | Widen to 4 lanes |
| | Entrance to Broadway | Widen to 4 lanes |
| Nalle Grade Road | SR 31 to I-75 / Del Prado Blvd. | New 4 lane road |
| SR 80 | SR 31 to Buckingham Road | Widen to 6 lanes |
| | Buckingham Road to Joel Blvd. | Widen to 6 lanes |
| Buckingham Road | SR 80 to Orange River Blvd. | Widen to 4 lanes |

**Map Series**

Once the improvements are verified through the use of the "bi-county model" and the DRI process, the following Lee Plan maps should be updated.

1. Map 3A Lee County Financially Feasible Highway Plan (Exhibit 5.4).
2. Map 3B Future Functional Classification Map, Unincorporated Lee County and Sate / County Roads In Cities (Exhibit 5.5).
3. Map 3C 2020 Financially Feasible Transit Network (Exhibit 5.6).
4. Map 3D Unincorporated Bikeways / Walkways Facilities Plan (Exhibit 5.7).
5. Map 3H Future Maintenance Responsibility (Exhibit 5.8).
6. Map 3I Public Transit Trip Generators (Exhibit 5.9).
7. Map 3J Evacuation Routes Lee County (Exhibit 5.10).

**Comprehensive Plan Amendment Traffic Studies**

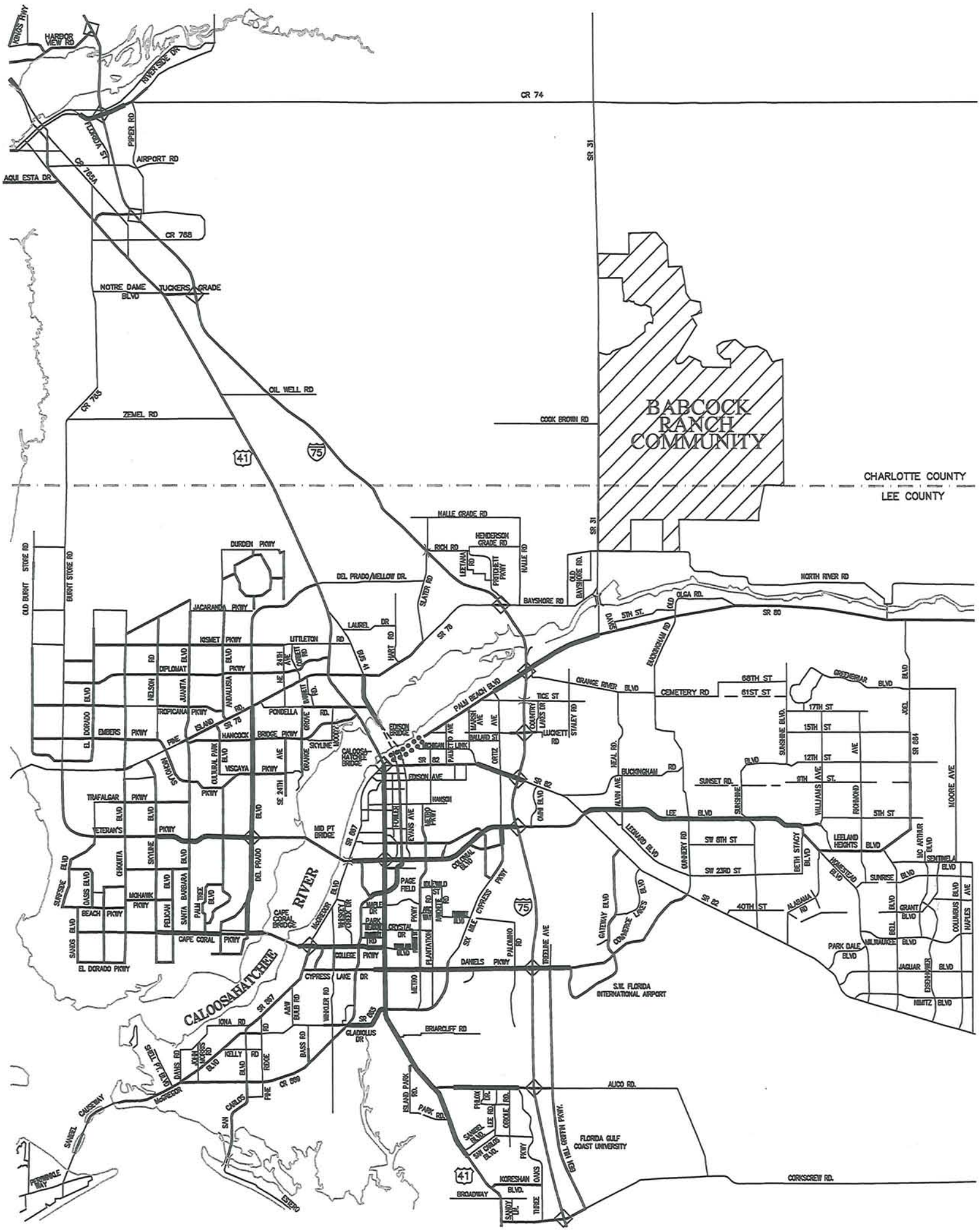
For purposes of this plan amendment to The Lee Plan, the previously prepared and submitted traffic studies are being resubmitted in support of the Babcock Ranch Community. The previous studies included the entire Babcock Ranch Community, including the 1,630 units within Lee County.

The traffic studies prepared in support of the comprehensive plan amendments are provided in Appendix 5.A. They include the following.

- Babcock Ranch CPA, Charlotte County Comprehensive Plan Amendment, Section 6. Traffic Circulation Analysis, dated September 28, 2005 and Revised November 1, 2005.
- Babcock Ranch CPA, Charlotte County Comprehensive Plan Amendment, Response To Transportation Sufficiency Comments, dated November 2, 2005.
- Babcock Ranch Comprehensive Plan Amendment, Supplemental Traffic Analysis, dated March 3, 2006.
- Babcock Ranch Comprehensive Plan Amendment, Supplemental Traffic Analysis, Lee County Impact Assessment, dated March 10, 2006.

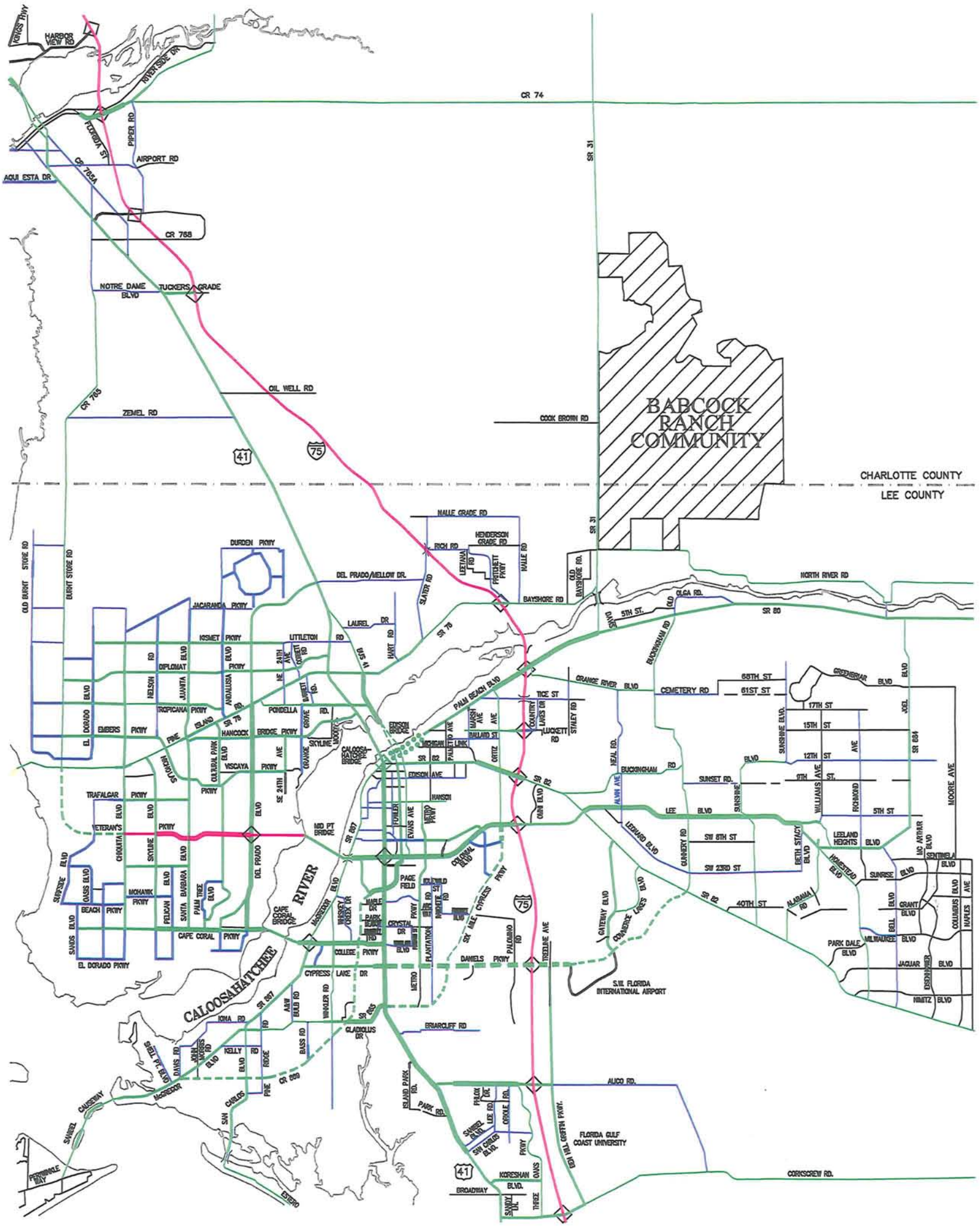
N

N.T.S.


BABCOCK RANCH COMMUNITY
CHARLOTTE COUNTY
LEE COUNTY
CR 74
SR 31
OIL WELL RD
ZEMEL RD
COOK BROWN RD
CR 765
41
75
HALLE GRADE RD
RICH RD
HENDERSON GRADE RD
DURDEN PKWY
DEL PRADO/MELLOW DR.
BAYSHORE RD
NORTH RIVER RD
OLGA RD.
SR 80
5TH ST.
SR 78
LAUREL DR
LITTLETON RD
JACARANDA PKWY
KISMET PKWY
ORANGE RIVER BLVD
CEMETERY RD
68TH ST
61ST ST
PALM BEACH BLVD
SR 82
EDISON AVE
SUNSET RD.
BUCKINGHAM RD
LEE BLVD
5TH ST
SW 6TH ST
SW 23RD ST
SR 82
40TH ST
ALABAMA RD
SR 884
MOORE AVE
CAPE CORAL PKWY
EL DORADO PKWY
CAPE CORAL BRIDGE
PINE ISLAND RD
SR 867
MID PT BRIDGE
CALOOSAHATCHEE RIVER
CALOOSAHATCHEE BRIDGE
SR 867
IONA RD
CYPRESS LAKE DR
COLLEGE PKWY
DANIELS PKWY
SIX MILE CYPRESS PKWY
TREELINE AVE
GLADIOLUS DR
BRIARCLIFF RD
S.W. FLORIDA INTERNATIONAL AIRPORT
AUCO RD.
CORKSCREW RD.
FLORIDA GULF COAST UNIVERSITY
BROADWAY
KORESHAN BLVD.
ESTERO
SAN CARLOS BLVD
PARK RD
ISLAND PARK RD
OLD BURNT STORE RD
BURNT STORE RD
TRAFALGAR PKWY
VETERAN'S PKWY
SKYLINE BLVD
DEL PRADO BLVD
SANDS BLVD
EL DORADO PKWY
BEACH PKWY
MOHAWK PKWY
PELICAN BLVD
SANTA BARBARA BLVD
PALM TREE BLVD
CHIQUITA BLVD
DIPLOMAT PKWY
TROPICANA PKWY
EMBERS PKWY
HANCOCK BRIDGE PKWY
VISCAYA PKWY
CULTURAL PARK BLVD
SE 24TH AVE
SKYLINE BLVD
NELSON RD
EL DORADO BLVD
ANDALUSIA BLVD
JUANITA AVE
24TH AVE
FOREST RD
BARRETT RD
PONDELLA RD
GROVE AVE
SUNSHINE BLVD
17TH ST
15TH ST
12TH ST
9TH ST
WILLIAMS AVE
RICHMOND AVE
GREENBRIAR BLVD
JOEL BLVD
LEELAND HEIGHTS BLVD
SUNRISE BLVD
GRANT BLVD
MILWAUKEE BLVD
PARK DALE BLVD
JAGUAR BLVD
NIMITZ BLVD
SENTINELA BLVD
MC ARTHUR BLVD
COLUMBUS BLVD
NAPLES AVE
DEL PRADO
MOHAWK
MORNINGSIDE DR
PAGE FIELD
IDLEWILD ST
MIDDLE RD
PARK MEADOW DR
CRYSTAL DR
PLANTATION BLVD
METRO PKWY
WINKLER RD
ORTIZ AVE
EVANS AVE
HOUGH
MARION AVE
PALMETTO AVE
BULLARD ST
COUNTRY LANES DR
LUCKETT RD
STALEY RD
HEAL RD
ALVIN AVE
OAK BLVD
GUNNERY RD
BETH STACY BLVD
WINKENHEAD BLVD
LEONARD BLVD
GATEWAY BLVD
COMMERCE LAKES BLVD
DEL TERRA GOLF PKWY
PALADINO RD
PINE
SAN CARLOS
ESTERO
SHELL FLAT BLVD
DANIELS RD
JOHN MORRIS BLVD
KELLY RD
ROYCE
BASS RD
SANIBEL CAUSEWAY
PERIWINKLE WAY
PRIADY DR
LEE RD
CORDOVE RD
SANIBEL BLVD
PKWY
SANDY LN
TIBBEE
HAMSON
SR 867
SR 82
SR 884
SR 80
SR 78
SR 867
SR 869
SR 31
SR 82
SR 884
BUS 41
SR 78
SR 867
SR 869
SR 31
SR 82
SR 884
SR 80

N

N.T.S.




Freeway/Expressway
Limited Access Arterial
Arterial
Major Collector
Minor Collector

LEGEND

2 Lanes
3 Lanes
4 Lanes
6 Lanes
Interchange
Study Area

dpa

Kitson&Partners™

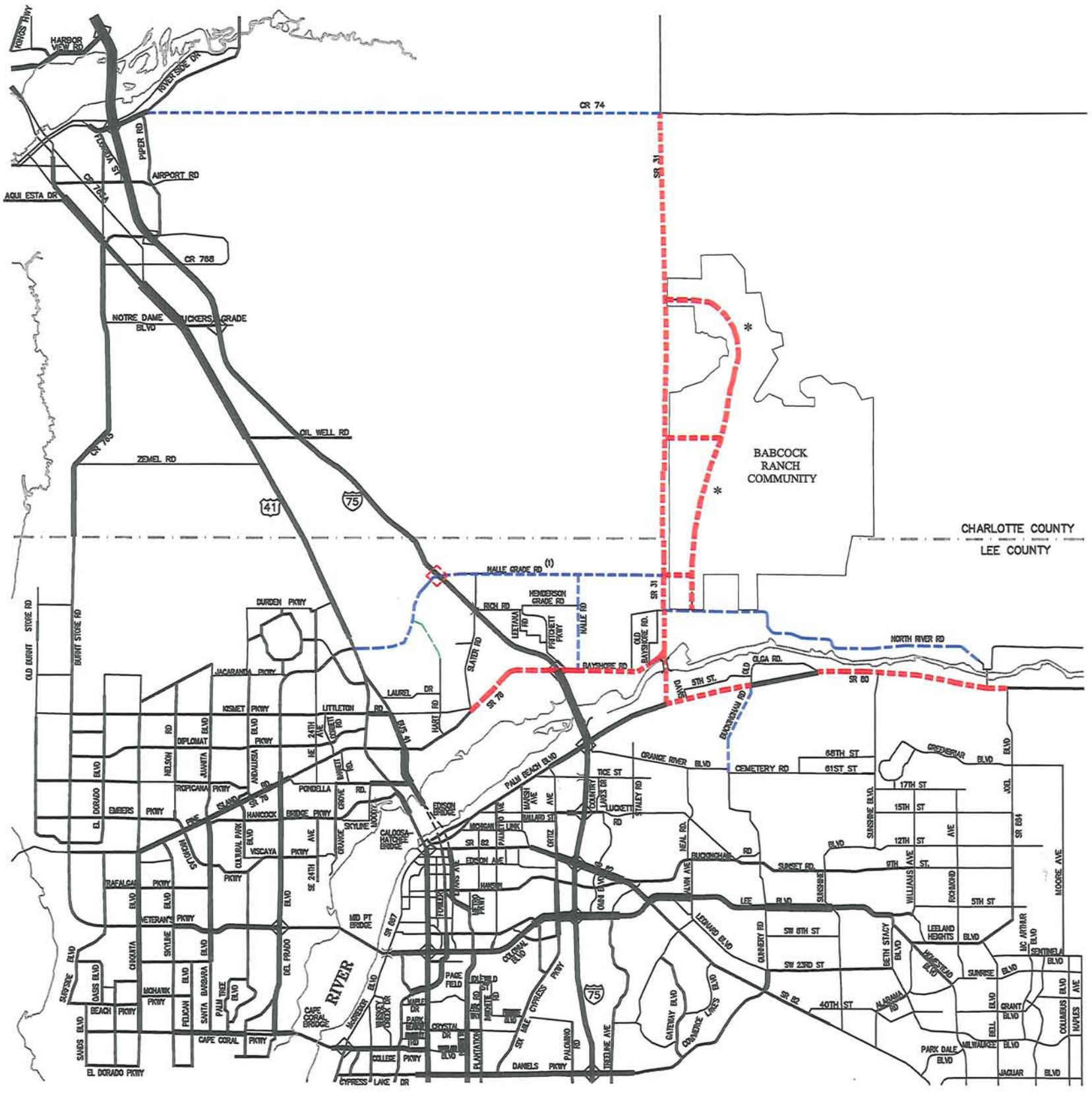
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

EXISTING ROAD NETWORK

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 04E/0207 | N.T.S. | 5.2 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson & Partners

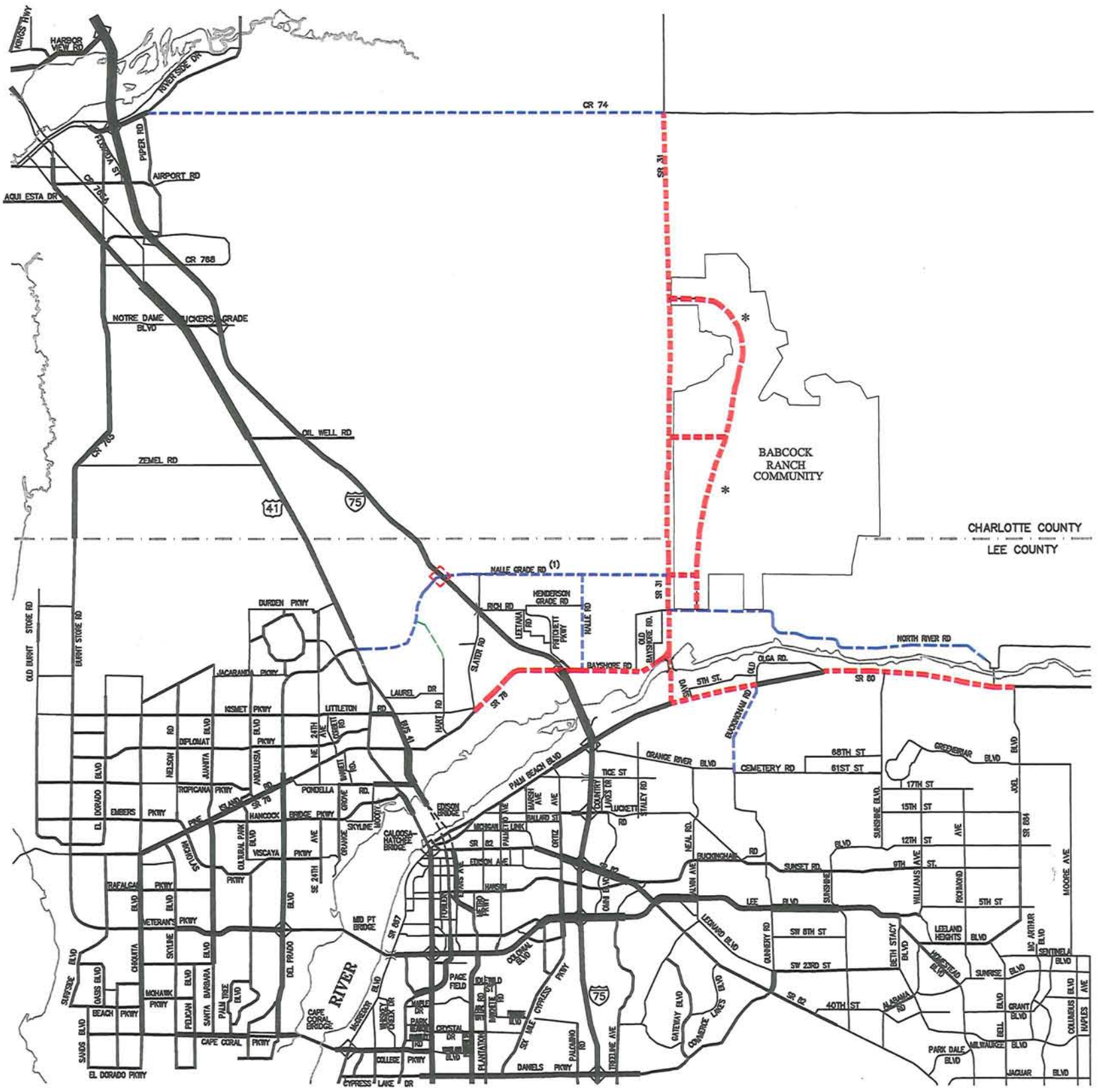
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

RECOMMENDED NETWORK IMPROVEMENTS

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 5E/0207 | N.T.S. | 5.3 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson&Partners

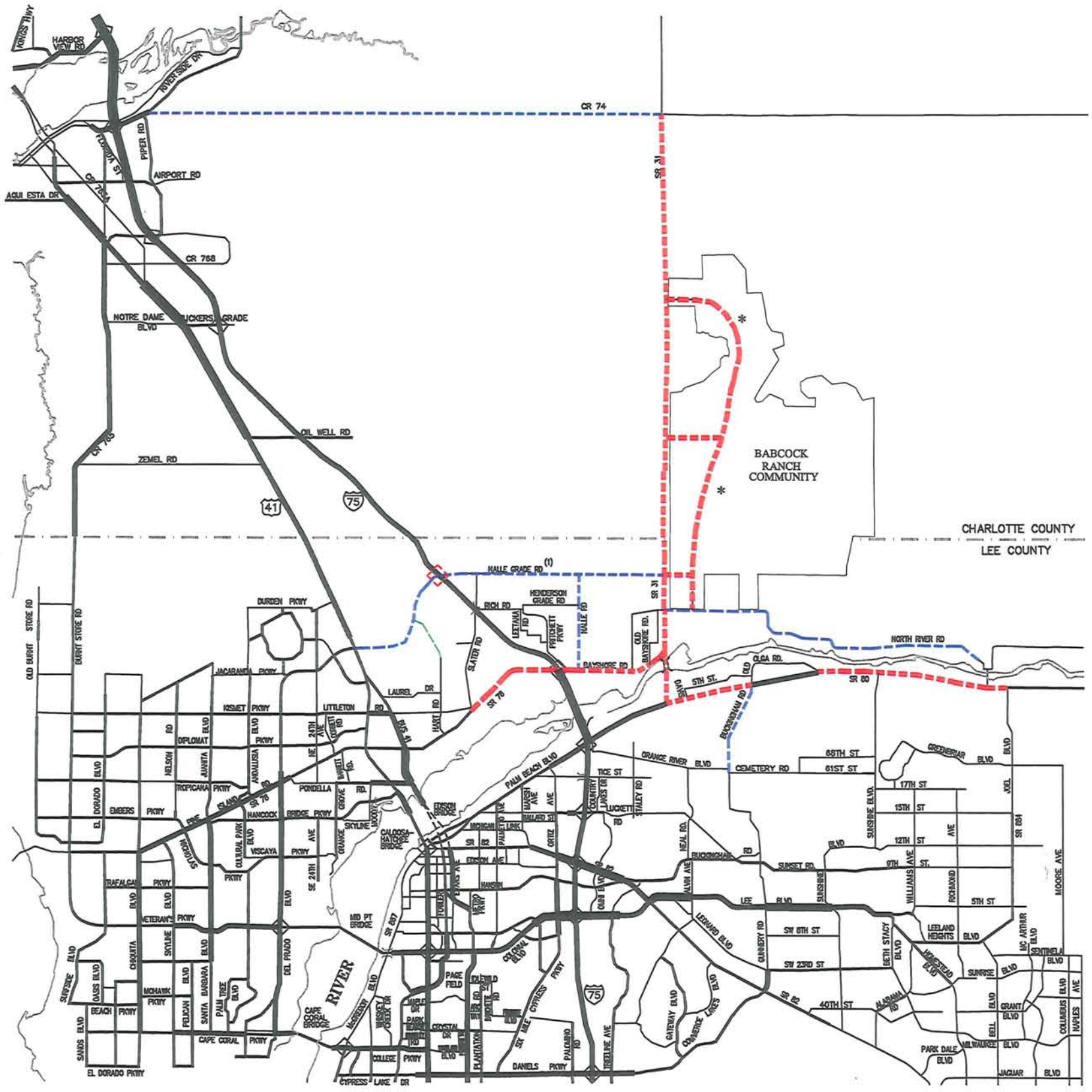
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3A - LEE COUNTY
FINANCIALLY FEASIBLE HIGHWAY PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 12A/0207 | N.T.S. | 5.4 |

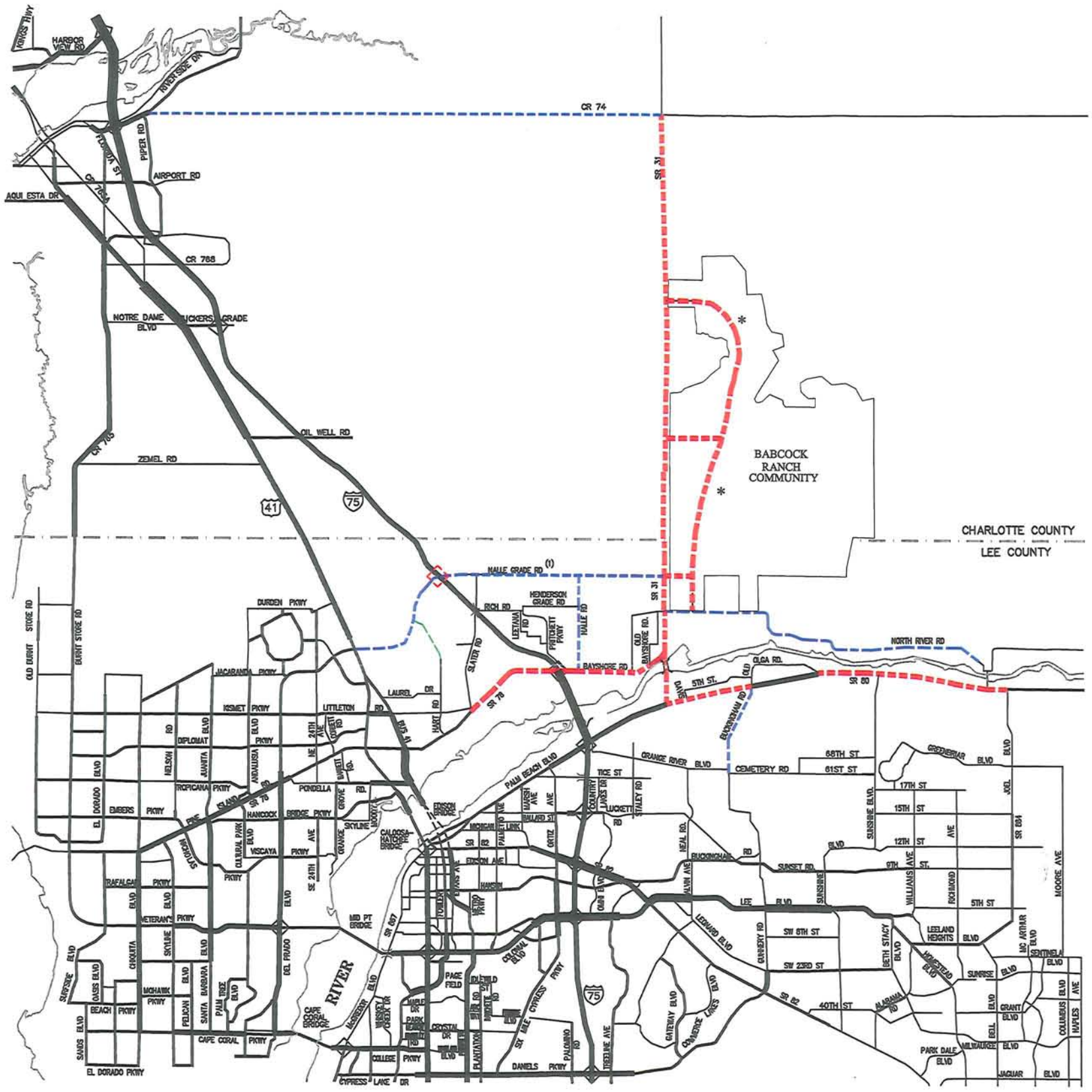
N

N.T.S.


CR 74
SR 31
BABCOCK
RANCH
COMMUNITY
CHARLOTTE COUNTY
LEE COUNTY
NALLE GRADE RD (1)
OIL WELL RD
ZEMEL RD
CR 765
CR 768
NOTRE DAME BLVD
PUCKERS GRADE
AIRPORT RD
PIPER RD
AGUI ESTA DR
CR 765A
HARBOR VIEW RD
KINGS HWY
RIVERSIDE DR
FLORIDA ST
DURDEN PKWY
OLD BURNT STORE RD
BURNT STORE RD
JACARANDA PKWY
KISMET PKWY
LITTLETON RD
LAUREL DR
DIPLOMAT PKWY
TROPICANA PKWY
PONDELLA RD
EMBERS PKWY
HANCOCK BRIDGE PKWY
SKYLINE BLVD
CULTURAL PARK BLVD
VISCAYA PKWY
TRAFALGAR PKWY
VETERANS PKWY
SUPERIOR BLVD
OASIS BLVD
BEACH PKWY
MOHAWK PKWY
SANDS BLVD
EL DORADO PKWY
CHIQUITA BLVD
SANTA BARBARA BLVD
PALM TREE BLVD
PELICAN BLVD
CAPE CORAL PKWY
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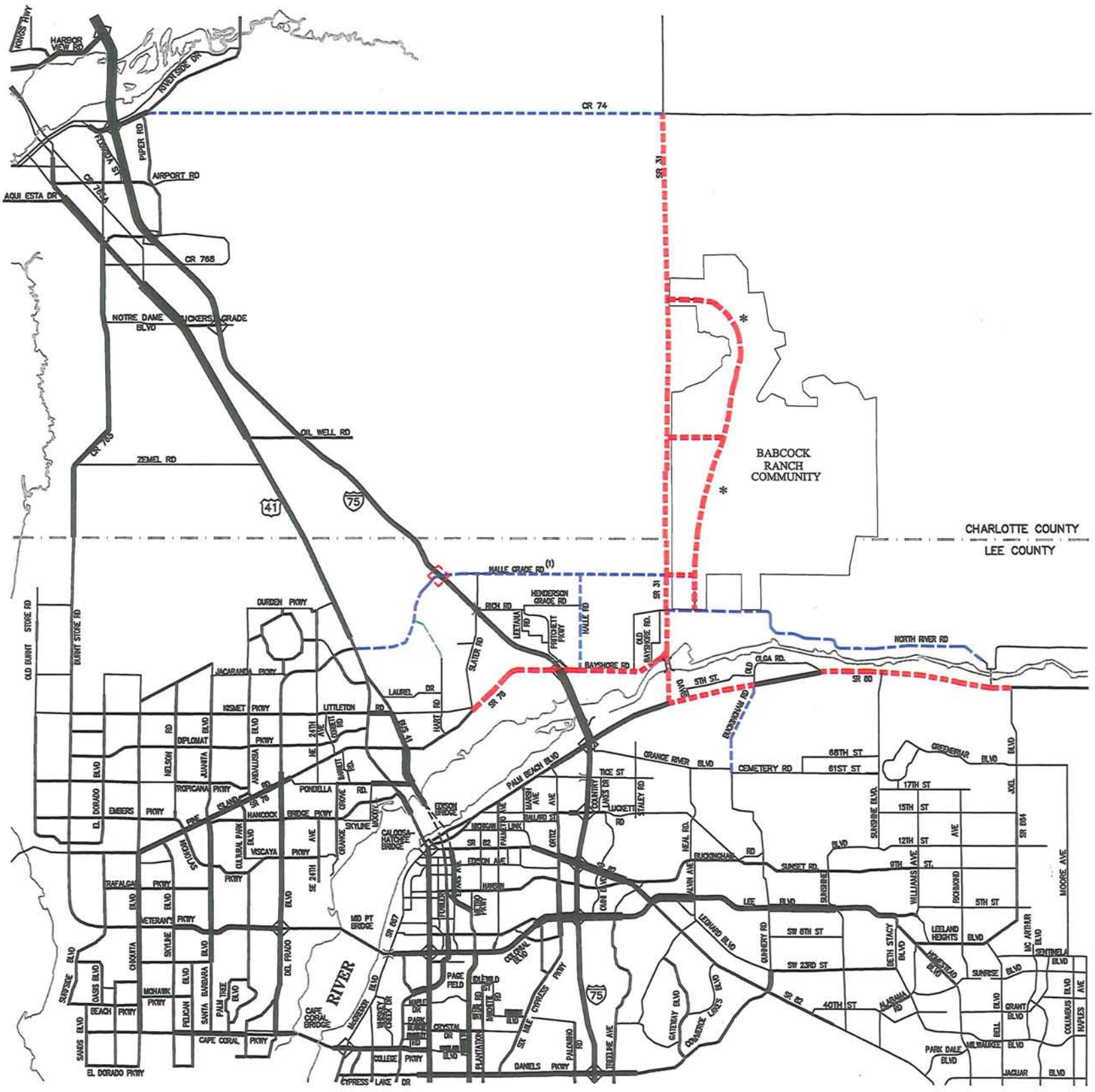
N

N.T.S.


CR 74
SR 31
BABCOCK RANCH COMMUNITY
CHARLOTTE COUNTY
LEE COUNTY
NALLE GRADE RD (1)
OIL WELL RD
ZEMEL RD
CR 765
CR 768
NOTRE DAME BLVD
BUCKERS GRADE
AIRPORT RD
PIPER RD
HARBOR VIEW RD
RIVERSIDE DR
AQUI ESTA DR
CR 765A
I-75
US 41
SR 78
SR 80
SR 82
SR 884
SR 867
DURDEN PKWY
JACARANDA PKWY
KISMET PKWY
LITTLETON RD
DIPLOMAT PKWY
TROPICANA PKWY
PONDELLA RD
HANCOCK BRIDGE PKWY
VISCAYA PKWY
TRAFALGAR PKWY
VETERANS PKWY
SKYLINE BLVD
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MOHAWK PKWY
BEACH PKWY
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CAPE CORAL PKWY
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N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

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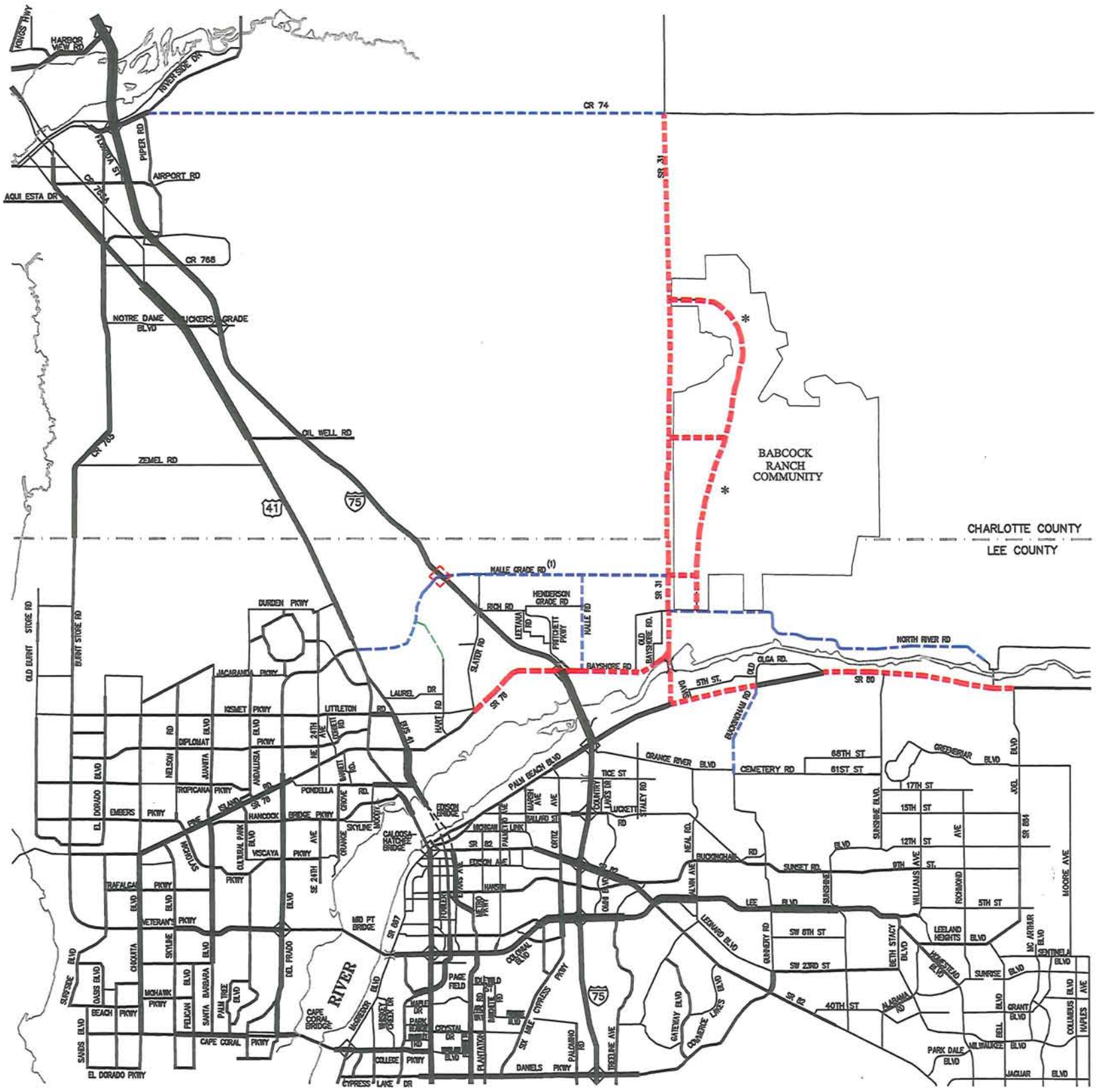
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3D - UNINCORPORATED BIKEWAYS / WALKWAYS FACILITY PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 15A/0207 | N.T.S. | 5.7 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

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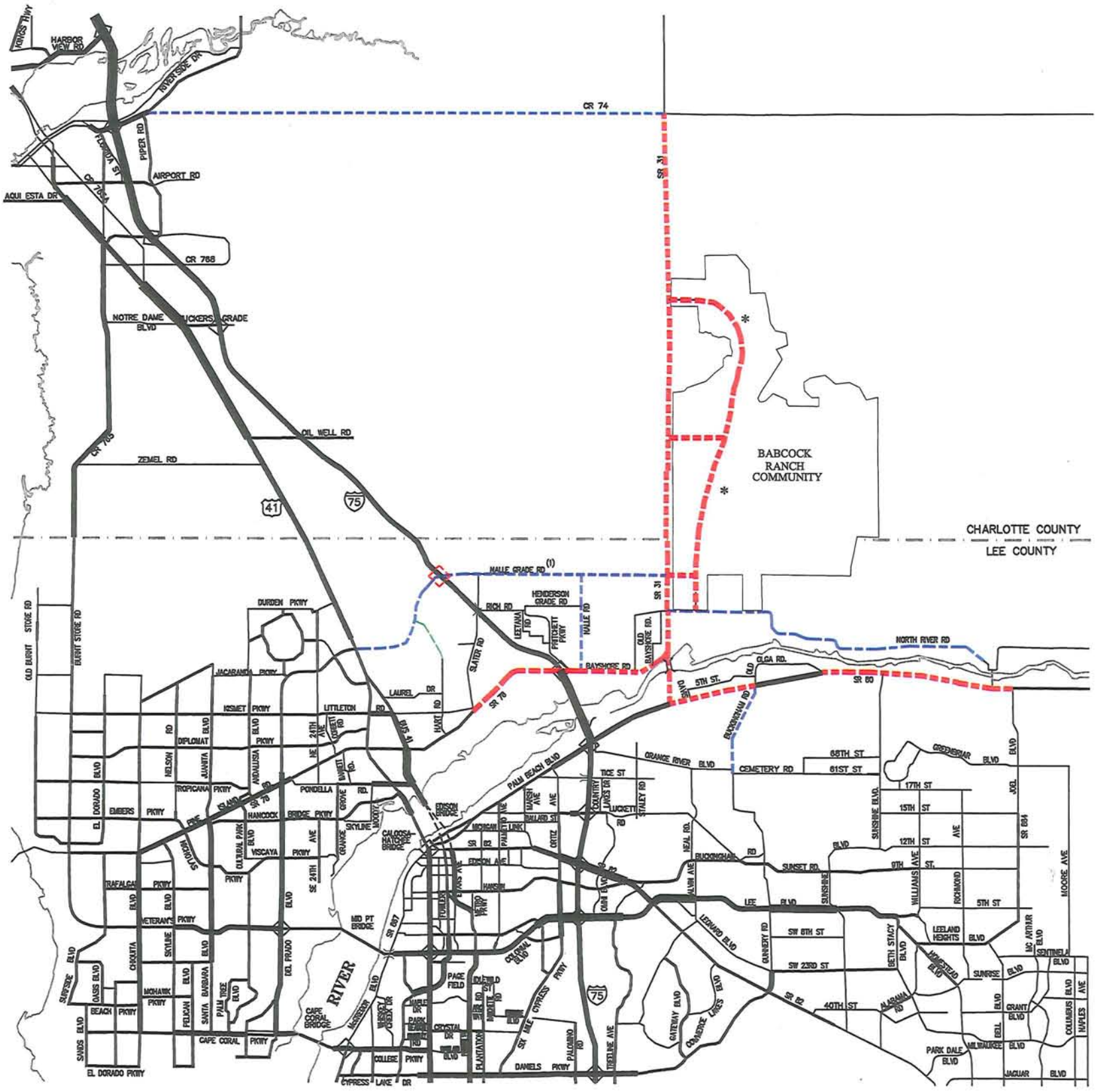
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3H - FUTURE MAINTENANCE RESPONSIBILITY

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 16A/0207 | N.T.S. | 5.8 |

N

N.T.S.




RECOMMENDED IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa Kitson&Partners

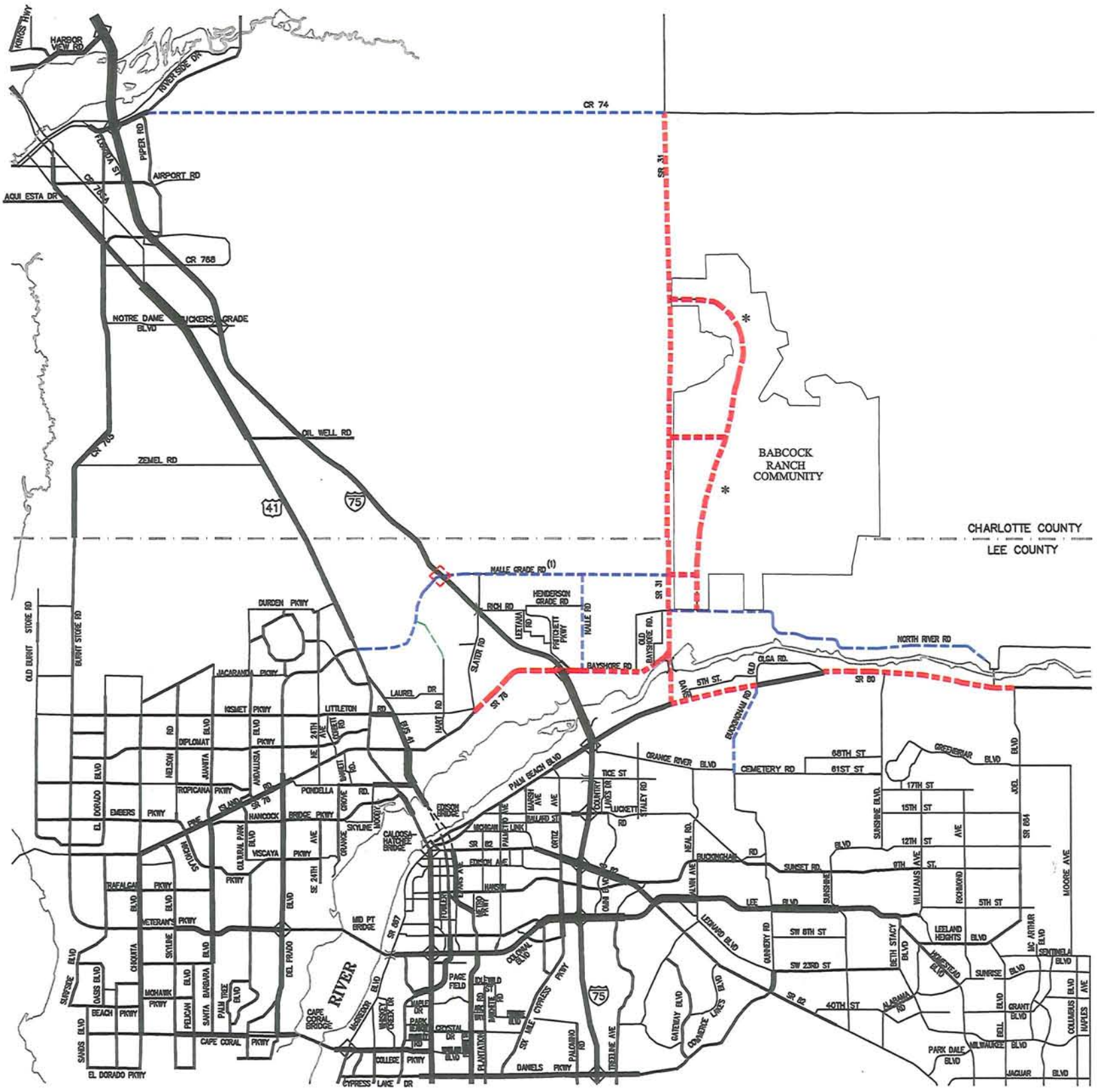
**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3I - PUBLIC TRANSIT TRIP GENERATORS

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 17A/0207 | N.T.S. | 5.9 |

N

N.T.S.




RECOMMENDED BMXD IMPROVEMENTS

- 2 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

MPO 2030 FINANCIALLY-FEASIBLE NEEDS ASSESSMENT

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- Interchange

* Conceptual roadway only, shown for capacity purposes.

(1) Or alternative east / west corridor.

dpa

Kitson&Partners

**Babcock Ranch Community**
**Lee County Comprehensive Plan Amendment**
**Traffic Circulation Element**

MAP 3J - EVACUATION ROUTES
LEE COUNTY

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 02/07 | 06569 | 18A/0207 | N.T.S. | 5.10 |

# APPENDIX 5.A

# TRAFFIC STUDIES

# APPENDIX 4.A

# TRAFFIC STUDIES

# BABCOCK RANCH CPA
# CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT
# SECTION 6. TRAFFIC CIRCULATION ANALYSIS

**Project #05680**

**September 28, 2005**
**Revised November 1, 2005**

**Prepared by:**
**DAVID PLUMMER & ASSOCIATES, INC.**
**1531 Hendry Street**
**Fort Myers, Florida 33901**

# BABCOCK RANCH CPA
# CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT

## SECTION 6. TRAFFIC CIRCULATION ANALYSIS

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**BABCOCK RANCH CPA**
**CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT**

**SECTION 6. TRAFFIC CIRCULATION ANALYSIS**

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# BABCOCK RANCH CPA

# CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT

# SECTION 6. TRAFFIC CIRCULATION ELEMENT

## I. Introduction

### A. Overview

The Babcock Ranch CPA (the Project) is a planned, mixed use residential community in southeast Charlotte County and northeast Lee County, Exhibit 6.1. The subject property is a portion of the overall Babcock Ranch and represents the southwest portion of the overall property. The Project is generally bounded by SR 31 to the west, portions of North River Road to the south, Telegraph Swamp to the east, and Curry Lake to the north. The property straddles the Lee/Charlotte County line, with the majority of the land area within Charlotte County.

The Project will be a mixed-use community, predominantly residential in nature. It will include a total of 19,500 dwelling units (in both Lee and Charlotte Counties), with supporting hotels, employment, service, community facilities, and recreation uses. A balance of residential and nonresidential land uses are planned in order to capture as many trips on-site as possible.

Buildout of the Project is dependent on market conditions and is anticipated to be after 2020, possibly a twenty-five (25) year buildout – 2030. Since the Lee and Charlotte County transportation planning horizons are currently year 2020 and 2025 (and presently being updated to 2030), traffic forecasts for year 2020 are provided. A post 2020 (or a "2020 Plus") analysis is also provided.

The Project will have direct access to SR 31 and minor access to North River Road. The existing road network in the vicinity of the Project is shown in Exhibit 6.2. The major north-south road in the area is SR 31. This is a two-lane arterial roadway that connects SR 78 and SR 80 in Lee County to CR 74 in Charlotte County and north to Arcadia. The major east-west road in the area is SR 78 and North River Road (CR 78). North River Road (CR 78), east of SR 31, is a two lane arterial roadway that connects SR 31 to Kirby Thompson Road, SR 29, and Glades and Hendry Counties. SR 78, west of SR 31, is a two and four lane arterial roadway that connects SR 31 to an interchange with I-75 and west to US 41.

For initial traffic analysis purposes, the study area for the Project is shown in Exhibit 6.3. Since the Project straddles the County line, the general study area includes the following boundaries.

Study Area

North - CR 74
East - Hendry County Line
South - Colonial Boulevard
West - Del Prado Boulevard

## B. Comprehensive Plan

Since the Project straddles the County line, the Project will have impacts in both Lee and Charlotte Counties. A comprehensive plan amendment will be needed in Charlotte County to support the Project. A comprehensive amendment will not be needed in Lee County, since the allowable development parameters will not be exceeded.

Since the Project is located in both Lee and Charlotte Counties, the traffic analysis used the Lee County FSUTMS travel model and the Lee County 2020 road network. The Lee County travel model, its network and socio-economic data, includes that portion of Charlotte County to the Peace River. Use of the Lee County model helps achieve a traffic analysis that considered impacts in both Lee and Charlotte Counties. This methodology is consistent with the prior plan amendment prepared for the property.

Consistent with discussions with Lee County and Charlotte County undertaken for the prior plan amendment, the Project's traffic impacts were measured using the Lee and Charlotte County's financially feasible or cost feasible transportation plans. The measure of impact would be whether the Project caused a road segment's forecasted level of service to deteriorate from the acceptable level of service standard to an unacceptable level of service.

The Babcock Ranch CPA, Charlotte County Comprehensive Plan Amendment, Section 6. Traffic Circulation Analysis has been undertaken in partial fulfillment to amend The Charlotte County Comprehensive Plan.

## C. Sufficiency Response

The original traffic study and dated September 28, 2005 was submitted and reviewed by the public agencies including the Charlotte County Transportation Staff and the Florida Department of Transportation. Transportation sufficiency comments were issued by Charlotte County on October 17, 2005 (Appendix A). A subsequent meeting was held with representatives of Babcock Ranch, Charlotte County and Florida DOT Staff on October 21, 2005 to discuss the sufficiency comments and transportation issues.

As such, this CPA traffic study was revised to reflect the resolution of the transportation sufficiency comments and issues discussed at the October 21, 2005 meeting.

## II. Long Range Transportation Plan

### A. Overview

The Babcock Ranch CPA Plan Amendment Traffic Circulation Analysis was based on an evaluation of the traffic impacts of the Babcock Ranch CPA on the Charlotte County and Lee County long range transportation plans. Improvements needed to support the Babcock Ranch CPA and all area development beyond those of the financially feasible plans and needs network are identified.

Charlotte County and Lee County's long-range transportation planning horizon is currently the year 2020 and 2025. While both Counties are presently updating their long-range transportation plans to 2030, the currently adopted plans reflect a 2020/2025 horizon. Since the Lee County travel model is being used in the analysis, the level of development at the Babcock Ranch CPA consistent with 2020 has been estimated and the traffic impacts associated with that level of development identified. Since the Babcock Ranch CPA is probably a twenty five year development, a 2020 "Plus" analysis is also provided. This analysis estimates the potential traffic impacts coincident with buildout of the Babcock Ranch CPA and identifies potential improvements needed to support all area development.

### B. Long Range Plans

#### 1. Charlotte County

Charlotte County's long range transportation plans are presented in Chapter 2. Transportation Element of the Charlotte County Comprehensive Plan. The Future Transportation Map Series represents the long range transportation plan for the County. The transportation maps of particular interest to the Plan Amendment include: Map 2.29 2020 Transportation Needs; Map 2.32 2020 Cost Feasible Plan; and Map 2.36 2020 Traffic Circulation.

The Charlotte County-Punta Gorda Metropolitan Planning Organization updated the Long-Range Transportation Plan in 2002. The Plan Update included long-range transportation network improvements through the year 2025.

The 2025 Long-Range Transportation Plan Update focused on the MPO Planning Area, which is the western half of Charlotte County, including the West, Mid and South Planning Areas. The area east of the MPO Planning Area, the East Planning Area, was not specifically considered in the 2025 Long-Range Transportation Plan Update. The East Planning Area includes the Babcock Ranch CPA.

The transportation maps of the 2025 Plan Update that are of particular interest to the Plan Amendment include the following.

Map 2.29. 2025 Road Needs, Exhibit 6.4.
Map 2.30. 2025 Needs Assessment Traffic Circulation, Exhibit 6.4.
Map 2.37. 2025 Cost Feasible Projects, Exhibit 6.5.
Map 2.38. 2025 Cost Feasible Circulation, Exhibit 6.6.

Map 2.30. 2025 Needs Assessment Traffic Circulation and Map 2.38 Cost Feasible Circulation are specifically addressed in this Plan Amendment.

## 2. Lee County

Lee County's long range transportation plans are found in four primary sources. They include the following.

1. Lee County MPO 2020 Needs Assessment Projects, Exhibit 6.7.
2. Lee County MPO 2020 Financially Feasible Highway Plan, Exhibit 6.8.
3. Map 3A. Lee County 2020 Financially Feasible Highway Plan, Exhibit 6.9.
4. Lee County Official Trafficways Map, Exhibit 6.10.

The MPO 2020 Needs Assessment Projects represents the highway needs of the County necessary to accommodate peak season travel demand in 2020, if the MPO and County were not constrained by financial considerations. The MPO 2020 Financially Feasible Transportation Plan is the scaled back network to result in the "best performing" plan that the MPO and County can afford to implement with available financial resources through 2020. This network represents the "base network" for the Plan Amendment traffic analysis.

The Lee Plan's Map 3A. 2020 Financially Feasible Transportation Plan is the long range transportation plan included in the Lee County Comprehensive Plan. This map and the complete map series are reviewed at least every two years per the comprehensive plan.

The Lee County Official Trafficways Map depicts the likely ultimate roadway network for the County and needed right-of-way for those roadways.

These four maps in particular are addressed in this traffic analysis.

The Lee County MPO 2020 Financially Feasible Highway Plan as of February 20, 2004 is the most current financially feasible plan for Lee County

at this time and represents the network included in the Lee County FSUTMS travel model.

## C. Allowable Development

### 1. Parameters

The development parameters allowed under the current Comprehensive Plan designation for both Lee and Charlotte Counties are summarized below.

Allowable Development Parameters

| | Lee County | Charlotte County | Total |
|---|---|---|---|
| Single-Family Residential | 1,630 d.u. | 7,200 d.u. | 8,830 d.u. |

All of the allowable units are large lot, single-family residential units with no supporting retail, service, recreation or other uses.

### 2. Trip Generation

The trip generation associated with the allowable development under the current Comprehensive Plan designation for both Lee and Charlotte Counties, using the Lee County travel model, are summarized below.

FSUTMS Trip Generation Estimates

| | PSWDT |
|---|---|
| Lee County | 5,670 |
| Charlotte County | 20,470 |
| Total | 26,140 |

Since the allowable development parameters are large lot, single-family units, trip generation estimates are peak season, weekday traffic (PSWDT).

## D. Project Development

### 1. Parameters

The Project is anticipated to be developed in several phases over the next twenty-five years, through potentially to 2030. Since the Lee and Charlotte County transportation planning horizons are year 2020/2025, the Project's development parameters were established for 2020 and ultimate buildout.

The Project's cumulative development parameters in the Charlotte County portion are summarized as follows.

Development Parameters

| Land Use | Year 2020 | Buildout |
|---|---|---|
| Single-Family | 6,180 d.u. | 10,722 d.u. |
| Multifamily | 4,120 d.u. | 7,148 d.u. |
| Total Residential | 10,300 d.u. | 17,870 d.u. |
| Hotel | 400 rooms | 600 rooms |
| Industrial | 250,000 sq. ft. | 664,057 sq. ft. |
| Retail | 500,000 sq. ft. | 2,950,000 sq. ft. |
| Service | | |
| Office/Service/Medical | 600,000 sq. ft. | 1,900,000 sq. ft. |
| Golf Course | 54 holes | 72 holes |
| Recreation | 6,419 sq. ft. | 11,066 sq. ft. |
| Library | 6,085 sq. ft. | 12,130 sq. ft. |
| Hospital | 103 beds | 177 beds |
| ALF | 242 units | 418 units |
| Church | 116,000 sq. ft. | 200,000 sq. ft. |
| Schools | 4 schools | 7 schools |
| Parks | 171 acres | 295 acres |
| Government/Civic | 75,000 sq. ft. | 150,000 sq. ft. |

The Project's 2020 land uses and associated population and employment estimates were used as FSUTMS inputs in the travel model. The population and employment estimates were developed specifically for the Project and are reported in other sections of the Plan Amendment. The resultant population and employment estimates are generally consistent with other sections of this Plan Amendment.

The Project's 2020 and buildout development parameters and population and employment estimates are summarized in Exhibit 6.11 (Revised).

The majority of the residential units will be located in Charlotte County. 1,630 single-family residential units are located within Lee County and are allowed under the current Plan designation. The remaining 17,870 units will be located in Charlotte County. Of these, 7,200 are allowed under the current Plan designation.

## 2. Internal Trip Capture/Trip Generation

As a master planned mixed-use, residential community, the Babcock Ranch CPA will have a wide mixture of retail, service, entertainment and related support services, including governmental, civic and educational uses, and recreational facilities for use by the Community's residents. The significant amount of commercial and support services are provided to satisfy the majority of the daily needs of the Community's residents. This helps minimize the need to travel along the external highway network - south into Lee County and Fort Myers, east into Hendry County and Labelle, west into Charlotte County and Punta Gorda, and north to Arcadia. Many of the employment opportunities created within the Community will also be satisfied by the Community's residents.

The Community's commercial centers are strategically planned and located within the development where they can be easily reached via internal local roads and pathways for cyclists and pedestrians. The Community will be a "pedestrian friendly" town with commercial services and recreational facilities generally located in close proximity to the residents and employees. The "village centers" will provide retail and service establishments within the neighborhood to capture those convenience-type trips (to satisfy day-to-day needs) that would otherwise be making longer trips on the adjacent arterial highway network.

The larger "town centers" will provide the retail and service establishments to serve the many neighborhoods within the overall Babcock Ranch CPA. The "town centers" will capture the general retail and serve needs of the neighborhoods.

Finally, the Commercial Center, located with frontage on the external roadway network will serve both the retail and service needs of the overall Babcock Ranch CPA but also the retail and service needs of the surrounding area.

Unlike smaller mixed-use developments, which are only able to support limited commercial and support service uses, the Babcock Ranch CPA, with its residential population mix, will have the "critical mass" necessary to support a wide range of uses within its boundaries. Therefore, a substantial amount of internalization of trips will take place both on a daily basis and during the PM peak hour period.

As a mixed-use development, a wide range of residential and non-residential uses will be provided. The residential component will include the traditional single-family and multifamily residential units and neighborhoods, but will

also include "work force" housing, retirement housing, age restricted housing, gated communities, and non-gated communities. The non-residential uses will include those retail, service, recreation and civic uses, whose primary purpose is to serve the resident population. The non-residential uses will also include retail, service, and other uses that will not only serve the resident population but also the surrounding area.

It is envisioned that the overall Babcock Ranch CPA will be planned and developed with a number of carefully planned neighborhoods. Some will be gated communities with "village centers" to provide the convenience type retail, service, and recreation uses for the neighborhood. Other neighborhoods will be oriented in proximity to the "town centers" to serve those neighborhoods.

Given the character of the overall Babcock Ranch CPA, three layers of internal trip capture are anticipated. The first is within individual neighborhoods and would include trip interactions between residents, the neighborhood retail and service uses, and the neighborhood recreation. The second layer of internal capture is between neighborhoods and between neighborhoods and the "town centers", which are located internal to the overall Babcock Ranch CPA, the Community-wide recreation uses (i.e., golf courses) and the like. The third layer of internal capture is between the residential neighborhoods and the general commercial center and service area located with frontage on the external road network. This trip capture is for the longer distance retail, service, and employment trips that would otherwise be satisfied in Punta Gorda, Port Charlotte, Fort Myers, Labelle or Arcadia if the commercial center was not provided. These three components comprise the overall internal capture for the Babcock Ranch CPA.

## E. Transportation Methodology

Consistent with the Charlotte County Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) process, the Florida Standard Urban Transportation Model Structure (FSUTMS) was relied on to assess the transportation impacts associated with the Babcock Ranch Comprehensive Plan Amendment. The travel model is accepted for purposes of trip generation, distribution and assignment within the road network in both Charlotte and Lee Counties.

It was realized from the original traffic study that the travel model produced very high internal trip capture rates within the proposed Babcock Ranch new town. Reflective of Staff's comments, the internal capture rate was revised from approximately eighty-two (82) percent to forty (40) and fifty (50) percent. The established forty (40) to fifty (50) percent internal capture rates

were found to be consistent with rates documented in the Florida Institute of Transportation Engineers' publication, FLITE – September 2005 (Vol. 46, No. 2) - Traditional Development Trip Generation Characteristics (Appendix B). In order to over-ride the travel model's internal trip capture, the external net new traffic from Babcock Ranch was manually adjusted throughout the roadway network to reflect the forty (40) percent internal capture rate for Year 2020/2025 and fifty (50) percent at buildout.

The review of the raw traffic assignment suggests that the travel model has under-estimated the interaction between the Babcock Ranch new town and the City of Punta Gorda. Therefore, the trip assignment was manually adjusted to reflect a twenty (20) percent trip interchange to the areas of Punta Gorda and south Charlotte County.

Furthermore, the revised traffic analysis reflects manual trip reassignment of the Babcock Ranch traffic to and from the east. As estimate of fifteen (15) percent of the Babcock Ranch CPA traffic is anticipated to originate or destined for Hendry and northeast Collier Counties.

## F. Travel Model

### 1. Roadway Network

The FSUTMS model structure reflective of the Lee County MPO 2020 Financially Feasible Highway Plan was used in this analysis. The road network structure, in particular within Charlotte County, was reviewed for reasonableness and for consistency with the Charlotte County 2025 Cost Feasible Circulation Plan and the Lee County MPO 2020 Financially Feasible Highway Plan. This "base network" is presented in Exhibit 6.13.

### 2. Traffic Analysis Zone

For travel modeling purposes, two (2) separate Traffic Analysis Zones (TAZ 773 & 774) were created in the travel model to represent the Babcock Ranch CPA for the Charlotte County portion. No adjustments were made to the socio-economic data for TAZ 94, which includes the majority of the Babcock Ranch CPA area in the original MPO estimates. The Babcock Ranch CPA parameters were considered to be in addition to the socio-economic parameters of TAZ 94.

## 3. Socio-Economic Data

The FSUTMS socio-economic data, TAZ structure and external zones were reviewed for reasonableness. The Lee County model was run and volume forecasts within Charlotte County compared to the volume forecasts of the Charlotte County Cost Feasible Plan. Since the Charlotte County travel model only coarsely reflects this area of Charlotte County and Lee County, the Lee County travel model was determined to be a better tool for forecasting traffic volumes. Traffic volume forecasts in Charlotte County resulting from the Lee County travel model were determined to be reasonable when compared to the Charlotte County forecasts on selective roads.

No adjustments were made to the socio-economic data and TAZ structure of the Lee County travel model with the exception of the establishment of TAZ 773 & 774 to represent the Project in Charlotte County and TAZ 775 & 776 in Lee County.

The complete socio-economic assumptions are presented in Appendix C. The input assumptions include dwelling units, population, hotel, hotel occupants, employment and school enrollment for the four TAZs representing the Babcock Ranch CPA.

## 4. FSUTMS Trip Generation

Project trip productions and attractions were derived by the travel model and the interaction of trips within the land uses of the Project was performed by the travel model.

The resultant FSUTMS peak season weekday traffic (PSWDT) trip generation for the Project for year 2020 and buildout is summarized below and presented in Exhibit 6.12 (Revised).

FSUTMS Trip Generation Estimates

| | FSUTMS PSWDT |
|---|---|
| Year 2020 | |
| Total | 84,600 |
| Internal | 33,800 (40%) |
| External | 50,800 |
| Buildout | |
| Total | 212,600 |
| Internal | 106,300 (50%) |
| External | 106,300 |

To be consistent with the comprehensive plan level analysis, the trip generation estimates and the associated impacts on the 2020 Long Range Plan roadway network are based on the adopted MPO travel model. Therefore, the traffic analysis of this study is based on the parameters of the adopted Lee County MPO FSUTMS travel model.

## 5. Trip Generation Comparison

The trip generation associated with the 19,500 residential units within the overall Babcock Ranch CPA (including Lee and Charlotte Counties) and the 17,870 residential units located in the Charlotte County portion of the Project are not all new trips impacting the road network. Rather, a portion of those trips will be on the County road network without the Plan Amendment.

The current Comprehensive Plan designation allows a total of 8,830 dwelling units – 7,200 units in Charlotte County and 1,630 units in Lee County. As summarized below, the Plan Amendment will result in an increase of 80,160 external daily trips over that which would result from the allowable development. This is a 391 percent increase in daily trips in the Charlotte County portion of the CPA.

Trip Generation Comparison
External Trip Generation

| | PSWDT | |
|---|---|---|
| | Charlotte County | Lee County |
| Allowable Development Under Current Plan | 20,470 | 5,670 |
| Proposed Development Under Plan Amendment | 100,630 | 5,670 |
| Difference – Proposed/Allowable | 80,160 | 0 |

## G. Traffic Forecasts

### 1. 2020 Base Traffic Forecasts

Future 2020 traffic conditions without the Project and with the Project were forecasted for the study area, based on the adopted Lee County 2020 Financially-Feasible Highway Plan. Volume forecasts were based on the Lee County FSUTMS travel model assignment for the adopted 2020 Financially-Feasible Plan provided by the MPO. Except as previously noted, no adjustments were made to the zone structure, zonal data or 2020 highway network to ensure consistency with the adopted Plan.

The Lee County FSUTMS travel model was run for future conditions without the Project. The area represented by the future Babcock Ranch CPA development was adjusted to reflect the allowable development on the site per the current comprehensive plan designation. Future traffic volumes were posted by road segment on a peak season weekday basis.

The Lee County FSUTMS travel model was then re-run with the proposed Babcock Ranch CPA development. The proposed development reflected the incremental increase between the allowable and proposed level of development. Volumes were posted by road segment on a peak season weekday basis.

### 2. Buildout Traffic Forecasts

The Project anticipates to build out in twenty or more years. Therefore, the Lee County FSUTMS travel model was re-run with the Babcock Ranch CPA incremental development at full buildout. The County's year 2020 socio-economic data and network were held constant while the Project's

development parameters were increased to buildout conditions.

Future traffic volumes with buildout of the Project, the 2020 "Plus" analysis are presented in Exhibit 6.14 (Revised). The intent of these volume forecasts is to identify whether additional network improvements are needed to support buildout of the Project and all area development.

### 3. Buildout Findings

As anticipated, additional roadway segments are anticipated to operate below the adopted level of service standard with the introduction of the buildout development parameters at the Babcock Ranch CPA. While most roadway segments are anticipated to operate either at or above the standard without and with the Project, or below the standard both without and with the Project, several segments are anticipated to fall below the level of service standard with Project buildout.

## H. Recommended Transportation Plan

### 1. Needs Network

An expansion of the Charlotte County 2025 and Lee County 2020/2030 Needs Assessment Projects is necessary to support all area development, including the Babcock Ranch CPA. The Lee/Charlotte County MPO Needs Assessment network is presented in Exhibit 6.16.

Recommended improvements beyond the 2020/2025 Financially Feasible Plan to reflect the 2020 "Plus" analysis at Project buildout are presented in Exhibit 6.17. Recommended improvements to the Needs Assessment Projects to reflect the 2020 "Plus" level of development are summarized in the following and presented in Exhibit 6.18. These improvements are needed to serve the Babcock Ranch CPA but also to serve all area development in Lee and Charlotte County. The Charlotte County 2025 Needs Assessment Traffic Circulation should be expanded to include these improvements.

## Recommended Road Improvements
## 2020 Plus/Needs Assessment

| Roadway | Segment | 2020 Plus # Lanes Needs Network | 2020 Plus # Lanes Recommended |
|---|---|---|---|
| SR 31 | SR 80 to SR 78 | 2 | 6 |
| | SR 78 to North River Road | 2 | 6 |
| | North River Road to Del Prado Extension | 2 | 6 |
| | Del Prado Extension to Project Main Entrance | 2 | 6 |
| | Project Main Entrance to Project North Entrance | 2 | 4 |
| | Project North Entrance to CR 74 | 2 | 4 |
| North River Rd. | SR 31 to Project East Entrance | 2 | 4 |
| | Project Entrance to Broadway | 2 | 4 |
| Nalle Grade Ext./ Del Prado Ext. | Business 41 to Hart Road | 4 | 4 |
| | Hart Road to Slater Road | 4 | 4 |
| | Slater Road to I-75 | 4 | 4 |
| | I-75 to Nalle Road | 2 | 4 |
| | Nalle Road to SR 31 | 2 | 4 |
| Del Prado Ext. | I-75 Interchange | ✓ | ✓ |
| SR 78 | Slater Road to I-75 | 4 | 6 |
| | I-75 to Nalle Road | 4 | 4 |
| | Nalle Road to I-75 | 4 | 4 |
| SR 80 | Joel Boulevard to County Line | 2 | 4 |
| CR 74 | Piper Road to SR 31 | 2 | 2 Lanes With Turn Lanes |
| N. Jones Loop Road | Taylor Road to I-75 | 4 | 6 |

Recommended Road Improvements (Continued)
2020 Plus/Needs Assessment

| Roadway | Segment | 2020 Plus # Lanes Needs Network | 2020 Plus # Lanes Recommended |
|---|---|---|---|
| US 41 | County Line to Zemel Road | 4 | 6 |
| | Zemel Road to Oil Well Road | 4 | 6 |
| | Oil Well Road to Notre Dame Blvd. | 4 | 6 |

Several road improvements are of particular note.

- Nalle Grade Extension/Del Prado Extension: The Del Prado Extension is shown on the Lee County 2020/2030 Needs Assessment Projects as four lanes from US 41 to I-75. The ultimate needs are four lanes (and possibly six lanes) from US 41 to SR 31.

- I-75/Del Prado Extension Interchange: The interchange at Del Prado Extension and I-75 is an improvement shown on the Lee County 2020 Needs Assessment Projects.

- SR 31 Widening: Widening of SR 31 to six lanes from SR 78 to the Project's Main Entrance is a needed improvement. This will facilitate north-south travel.

- Oil Well Road/Cook Brown Road/Del Prado Boulevard Corridor Study: Additional east-west capacity may be needed beyond 2020 to support all area development. A corridor study is recommended to: verify the need for additional east-west capacity; evaluate alternatives including widening of existing roadways (Del Prado Boulevard) or constructing new roadways; and identify a preferred alignment and establish the roadway right-of-way if a new roadway is recommended.

## 2. Road Improvement Costs

The recommended road improvements beyond the 2020/2025 Needs Assessment have been estimated at a total of $192.4 million in current year (2004) dollars. These cost estimates are general planning level estimates and may not reflect specific right-of-way or design costs.

Roadway Improvement Cost Estimates

| Improvements | Charlotte County | Lee County | Total |
|---|---|---|---|
| 2020/2025 | $73.1 million | $91.8 million | $164.9 million |
| 2020/2025 Plus | $2.7 million | $24.8 million | $27.5 million |
| Buildout Total | $75.8 million | $116.6 million | $192.4 million |

The roadway improvement costs calculations are documented in Appendix D.

## 3. Traffic Mitigation

It is anticipated that development within the Babcock Ranch CPA will construct site-related improvements and pay roads impact fees in effect at the time building permits are issued. If the development is determined to be a DRI, the DRI will pay the higher of its proportionate share of needed road improvements or roads impact fees as its traffic mitigation. Roadway improvements, dedication of right-of-way, and other transportation improvements may be provided by the Project for credit against its traffic mitigation obligations.

The Project's traffic mitigation, based on estimated roads impact fees, is summarized below. Traffic mitigation could range from $24 million by 2020/2025 and $46 million through Project buildout (Appendix E).

Estimated Traffic Mitigation

| | Roads Impact Fees | | |
|---|---|---|---|
| | Charlotte County | Lee County | Total |
| Year 2020/2025 | $19.2 million | $4.8 million | $24.0 million |
| Year 2020/2025 Plus | $22.0 million | -- | $22.0 million |
| Buildout Total | $41.2 million | $4.8 million | $46.0 million |

Roads impact fee revenues are anticipated to be significantly higher than that identified above, since both Lee and Charlotte Counties are considering significant increases in the roads impact fee schedule.

The costs of the needed improvements beyond the MPO's 2020 Financially Feasible Plan and Needs Assessment have been estimated at approximately $192.4 million. It is important to note several factors. First, the improvements needed beyond the 2020/2025 Needs Assessment are for the overall study area and include portions of Charlotte and Lee County. Therefore, the costs are for the entire study area and not just Charlotte County. Since many of the roads improvements are in Lee County the majority of the costs are in Lee County.

Second, while the analysis presents the incremental increase in impacts between the allowable development and proposed development, the traffic analysis "freezes" the road network under the 2020/2025 financially feasible and needs assessment network. Both MPO's are currently updating their Long-Range Transportation Plans to 2030. Some of the needed improvements are certainly going to be reflected in the 2030 Long-Range Plan Update as needed even without the Babcock Ranch CPA Plan Amendment.

Further discussions of the Capital Improvement Program (CIP) and Staged Improvement Plan are provided in the next sections.

## III. Capital Improvements Programming

### A. Overview

There are limited roadway improvements committed for construction in the vicinity of the Babcock Ranch CPA. Those that are committed are generally in Lee County and include improvements to SR 78 and two interchanges at I-75.

At the same time, limited development activity is anticipated at the Project in the next three to five years. Therefore, the focus of the recommended capital improvements is on right-of-way reservation, accelerating the Del Prado Boulevard Extension, and initiating corridor studies.

### B. Existing Road Network

The immediate Project study area is characterized by a limited road network, Exhibit 6.2. There is one east-west road - North River Road - east of SR 31 and one east-west road - Bayshore Road (SR 78) - west of SR 31. Both are two lane roads in the vicinity of SR 31. Bayshore Road provides access to an I-75 interchange and west to US 41.

SR 31 is the primary north/south roadway in the area. It is a two lane arterial roadway. It crosses the Caloosahatchee River and intersects with SR 80. To the north, SR 31 provides access to Arcadia.

### C. Committed Road Network

There are no committed road improvements of significance in the immediate area of the Project. The significant road improvements committed for construction are generally further to the west and south.

The I-75 interchanges at Bayshore Road (SR 78) and SR 80 are both scheduled for traffic operations improvements. Both interchanges are, however, somewhat removed from the Project. Bayshore Road (SR 78) is currently being widened by the Florida DOT from I-75 to Slater Road.

### D. Recommendations

Significant levels of development within the Project are not anticipated in the next three to five years. Recommended adjustments to the capital improvement program include right-of-way reservation and corridor studies, Exhibit 6.19 (Revised).

The following improvements are recommended for inclusion in either the Lee or Charlotte County capital improvement program.

- Del Prado Boulevard Extension Corridor Study and PD&E Study - Lee County should assist the Florida DOT in an effort to accelerate the studies. Assistance would include research regarding property ownership, updating socio-economic database, expansion of the socio-economic database, and establishment of a preliminary access management plan.

- I-75/Del Prado Extension Interchange Study - Lee County should assist the Florida DOT in an effort to accelerate the IJR for the proposed interchange. Assistance would include research property ownership, socio-economic data base updating and expansion, and development of an access management plan.

- SR 31 Right-of-Way - reserve and offer road impact fee credits for up to 200 to 250 feet of right-of-way along SR 31 from North River Road to CR 74 in Charlotte County.

- North River Road Right-of-Way - reserve and offer roads impact fee credits for right-of-way along North River Road from SR 31 to the east along Babcock Ranch CPA frontage.

- Treeline Avenue/SR 31 Corridor Study - Lee County should conduct a corridor study to: verify the need for additional north-south capacity; evaluate alternatives, including widening existing roadways and constructing new roadways; and, if a new roadway is recommended, identify a preferred alignment and reserve the roadway right-of-way.

## IV. Stage Improvement Plan

A Staged Improvement Plan was developed to determine the approximate time period (in five-year increments) when road improvements will be needed. The Plan includes a list of improvements needed by Years 2010, 2015, 2020, 2025 and 2030.

The anticipated timing of the recommended improvements beyond those identified in the Charlotte and Lee County Needs Roadway Network are presented in Exhibit 6.20.

The potential sources of funding of the needed road network may include the following traditional strategies:

Traditional Revenue Source

- Road Impact Fees
- Gas Taxes
- Ad Valorem Taxes
- MSTU/MSBU
- Special Assessment Districts/Overlays
- Community Redevelopment Areas (CRA)

Potential new and innovative revenue sources for transportation impact mitigation being considered by the Babcock Ranch CPA are listed below.

New Revenue Source

- Developer Impact Charge
- Community Development District (CDD)

The Developer Impact Charge is a self-imposed surcharge by the developer over and above the County's road impact fees. The Community Development District (CDD) is a revenue generator based on bond financing. Detailed descriptions of these two strategies are being provided elsewhere in the CPA package.

N

N.T.S.

BABCOCK RANCH

CHARLOTTE COUNTY

LEE COUNTY

CR 74

SR 31

OIL WELL RD

ZEMEL RD

COOK BROWN RD

CR 765

CR 768

CR 765A

AQUI ESTA DR

AIRPORT RD

PIPER RD

FLORIDA ST

HARBOR VIEW RD

TAMIAMI TRAIL

RIVERSIDE DR

NOTRE DAME BLVD

TUCKERS GRADE

NALLE GRADE RD

HENDERSON GRADE RD

RICH RD

LEETANA RD

PRITCHETT PKWY

NALLE RD

OLD BAYSHORE RD.

BAYSHORE RD

NORTH RIVER RD

OLGA RD.

OLD 5TH ST.

SR 80

BUCKINGHAM RD

DURDEN PKWY

DEL PRADO/MELLOW DR.

SLATER RD

SR 78

LAUREL DR

HART RD

BUS 41

JACARANDA PKWY

KISMET PKWY

LITTLETON RD

ORANGE RIVER BLVD

CEMETERY RD

68TH ST

61ST ST

TICE ST

LUCKETT RD

STALEY RD

COUNTRY LAKES DR

PALM BEACH BLVD

SR 82

EDISON BRIDGE

MICHIGAN AVE

PALMETTO AVE

MARSH AVE

BALLARD ST

ORTIZ AVE

CALOOSAHATCHEE RIVER BRIDGE

EDISON AVE

HANSON

NEAL RD.

BUCKINGHAM RD

ALVIN AVE

SUNSHINE BLVD

SUNSET RD.

9TH ST.

12TH ST

15TH ST

17TH ST

WILLIAMS AVE

RICHMOND AVE

SR 864

JOEL BLVD

GREENBRIAR BLVD

MOORE AVE

5TH ST

LEE BLVD

OMAR BLVD

LEONARD BLVD

CONWAY RD

SW 8TH ST

SW 23RD ST

BETH STACY BLVD

LEELAND HEIGHTS BLVD

HOMESTEAD BLVD

SUNRISE BLVD

MC ARTHUR BLVD

SEMINOLA BLVD

SR 82

40TH ST

ALABAMA RD

GRANT BLVD

BELL BLVD

MILWAUKEE BLVD

PARK DALE BLVD

JAGUAR BLVD

EISENHOWER BLVD

NIMITZ BLVD

COLUMBUS BLVD

NAPLES AVE

GATEWAY BLVD

COMMERCE LAKES BLVD

TREELINE AVE

DANIELS PKWY

SIX MILE CYPRESS PKWY

S.W. FLORIDA INTERNATIONAL AIRPORT

COLONIAL BLVD

METRO PKWY

EVANS AVE

FOWLER

MID PT BRIDGE

SR 867

DEL PRADO

PAGE FIELD

IDLEWILD ST

IMMOKALEE RD

MAPLE DR

PARK MEADOW DR

CRYSTAL DR

PLANTATION RD

COLLEGE PKWY

CAPE CORAL BRIDGE

MCGREGOR BLVD

WINKLER AVE

METRO

CYPRESS LAKE DR

CAPE CORAL PKWY

EL DORADO PKWY

SUPERIOR BLVD

OASIS BLVD

BEACH PKWY

SANDS BLVD

CHIQUITA BLVD

SKYLINE BLVD

MOHAWK PKWY

PELICAN BLVD

SANTA BARBARA BLVD

PALM TREE BLVD

VETERAN'S PKWY

TRAFALGAR PKWY

EMBERS PKWY

EL DORADO BLVD

DIPLOMAT PKWY

NELSON RD

JUANITA BLVD

ANDALUSIA BLVD

24TH AVE NE

CORBETT RD

BARRETT RD.

TROPICANA PKWY

PONDELLA RD.

ISLAND PINE GROVE RD

HANCOCK BRIDGE PKWY

SKYLINE BLVD

MOODY RD

CULTURAL PARK BLVD

VISCAYA PKWY

SE 24TH AVE

ORANGE BLVD

SR 78

BURNT STORE RD

OLD BURNT STORE RD

CAPE CORAL

CALOOSAHATCHEE RIVER

IONA RD

KELLY RD

JOHN MORRIS BLVD

DAVIS RD

SHELL POINT BLVD

MCGREGOR BLVD

SAN CARLOS BLVD

PINE RIDGE BLVD

BASS RD

GLADIOLUS DR

SR 867

SR 865

CR 869

BRIARCLIFF RD

SAMBEL CAUSEWAY

PERIWINKLE WAY

ESTERO

ISLAND PARK RD.

PARK RD.

PILOT DR.

LEE RD.

ORIOLE RD.

SAMBEL BLVD.

SAN CARLOS BLVD.

PKWY

KORESHAN BLVD.

OAKS

BROADWAY

SANDY LN.

THREE

ALICO RD.

BEN HILL GRIFFIN PKWY.

FLORIDA GULF COAST UNIVERSITY

CORKSCREW RD.

41

75

## LEGEND

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- Interchange

**Babcock Ranch CPA**
Lee County, Charlotte County, Florida

DAVID PLUMMER & ASSOCIATES, INC.
1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617

# PROJECT LOCATION

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 15C/0905 | N.T.S. | 6.1 |

N

N.T.S.

BABCOCK RANCH

CHARLOTTE COUNTY
LEE COUNTY

CR 74
SR 31
OIL WELL RD
ZEMEL RD
COOK BROWN RD
CR 765
CR 765A
CR 768
AQUI ESTA DR
AIRPORT RD
PIPER RD
FLORIDA ST
HARBOR VIEW RD
KINGS HWY
RIVERSIDE DR
NALLE GRADE RD
HENDERSON GRADE RD
RICH RD
LEETANA RD
PRITCHETT PKWY
NALLE RD
OLD BAYSHORE RD.
BAYSHORE RD
SLATER RD
SR 78
DEL PRADO/MELLOW DR.
DURDEN PKWY
JACARANDA PKWY
LAUREL DR
LITTLETON RD
HART RD
BUS 41
OLD BURNT STORE RD
BURNT STORE RD
KISMET PKWY
DIPLOMAT PKWY
TROPICANA PKWY
EMBERS PKWY
EL DORADO BLVD
NELSON RD
JUANITA BLVD
ANDALUSIA BLVD
24TH AVE NE
CORBETT RD
BARRETT RD.
PONDELLA RD.
GROVE
PINE ISLAND RD.
HANCOCK BRIDGE PKWY
SKYLINE
WOODY
CALOOSA-HATCHEE BRIDGE
SR 82
EDISON BRIDGE
MICHIGAN
PALMETTO AVE
ORTIZ
MARSH AVE
BALLARD ST
LINK
EDISON AVE
HANSON
FOWLER
EVANS AVE
METRO PKWY
MID PT BRIDGE
SR 867
OMNI BLVD
COLONIAL BLVD
PAGE FIELD
IDLEWILD
MAPLE DR
PARK MEADOW DR
CRYSTAL DR
PLANTATION
MCGREGOR BLVD
WINKLER CREEK DR
CAPE CORAL BRIDGE
RIVER
CAPE CORAL PKWY
COLLEGE PKWY
CYPRESS LAKE DR
SR 865
GLADIOLUS DR
BRIARCLIFF RD
DANIELS PKWY
PALOMINO RD
SIX MILE CYPRESS PKWY
TREELINE AVE
GATEWAY BLVD
COMMERCE LAKES BLVD
S.W. FLORIDA INTERNATIONAL AIRPORT
CALOOSAHATCHEE
IONA RD
KELLY RD
DAVIS RD
JOHN MORRIS BLVD
BASS RD
RIDGE
PINE
CR 869
SHELL PT. BLVD
McGREGOR
CAUSEWAY
SANIBEL
PERIWINKLE WAY
SAN CARLOS
EXTERO
ISLAND PARK RD.
PARK RD.
PILOT DR.
ORIOLE RD.
LEE RD
SANIBEL BLVD.
SAN CARLOS BLVD.
PKWY
41
BROADWAY
KORESHAN BLVD.
OAKS
SANDY LN.
THREE
ALICO RD.
FLORIDA GULF COAST UNIVERSITY
LEE HI. GRIFFIN PKWY.
CORKSCREW RD.
NORTH RIVER RD
OLGA RD.
OLD 5TH ST.
SR 80
BUCKINGHAM RD
ORANGE RIVER BLVD
CEMETERY RD
TICE ST
COUNTRY LAKES DR
LUCKETT RD
STALEY RD
MEAL RD.
68TH ST
61ST ST
GREENBRIAR BLVD
17TH ST
15TH ST
12TH ST
9TH ST.
SUNSHINE BLVD.
JOEL BLVD
SR 884
MOORE AVE
WILLIAMS AVE
RICHMOND AVE
SUNSET RD.
SUNSHINE BLVD
ALVIN AVE
LEE BLVD
5TH ST
LEONARD BLVD
GUNNERY RD
SW 8TH ST
SW 23RD ST
BETH STACY BLVD
LEELAND HEIGHTS BLVD
MC ARTHUR BLVD
SENTINELA BLVD
HOMESTEAD BLVD
SUNRISE BLVD
GRANT BLVD
COLUMBUS BLVD
NAPLES AVE
SR 82
40TH ST
ALABAMA RD
BELL BLVD
MILWAUKEE BLVD
PARK DALE BLVD
JAGUAR BLVD
DESHAWNEE
NIMITZ BLVD
SUNSET BLVD
TRAFALGAR BLVD
PKWY
VETERAN'S BLVD
CHIQUITA BLVD
SKYLINE BLVD
SURFSIDE BLVD
OASIS BLVD
BEACH PKWY
SANDS BLVD
EL DORADO PKWY
MOHAWK PKWY
PELICAN BLVD
SANTA BARBARA BLVD
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DEL PRADO BLVD
SE 24TH AVE
CULTURAL PARK BLVD
VISCAYA PKWY
SEMINOLE
ORANGE BLVD

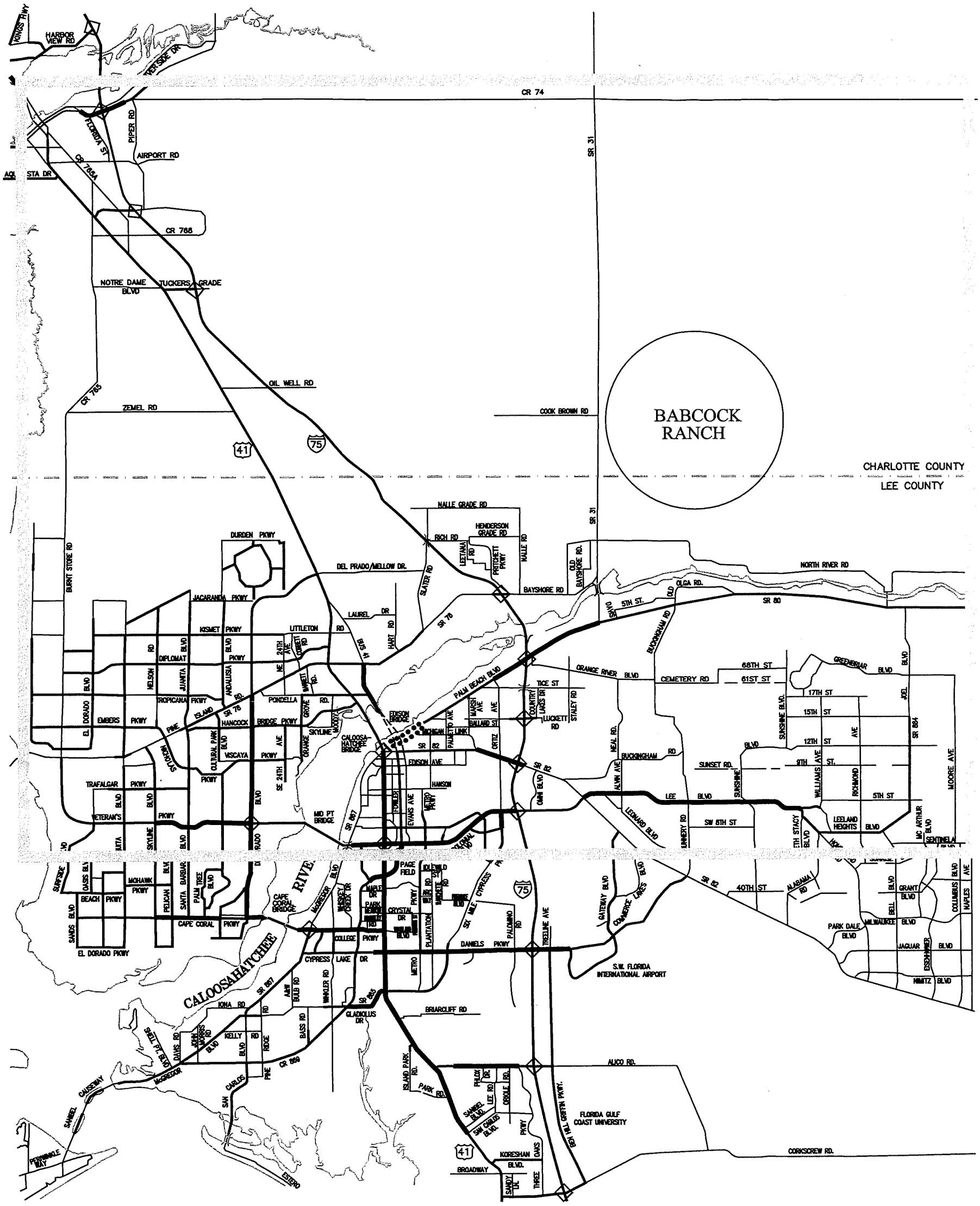
## LEGEND

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- ◇ Interchange

| | | | | |
|---|---|---|---|---|
| Babcock Ranch CPA<br>Lee County, Charlotte County, Florida | dpa<br>DAVID PLUMMER & ASSOCIATES, INC.<br>1531 HENDRY STREET<br>FORT MYERS, FL 33901<br>(941) 332-2617 | LEE/CHARLOTTE COUNTY EXISTING ROAD NETWORK | | |
| | | DATE<br>09/05 | PROJECT NO.<br>05680 | FILE NO.<br>13C/0905 |
| | | SCALE<br>N.T.S. | EXHIBIT<br>6.2 | |

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## LEGEND

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- ◇ Interchange

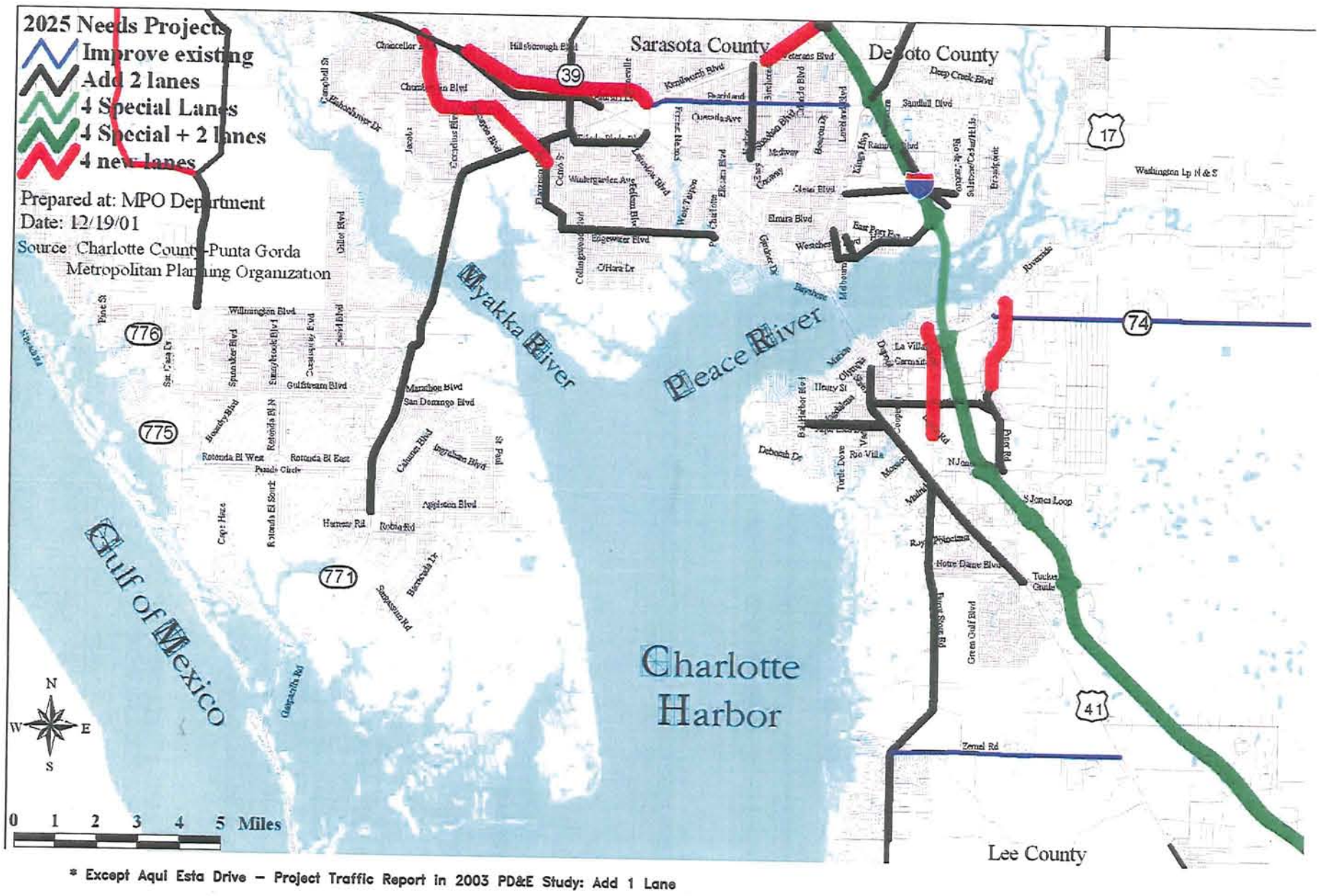
**Babcock Ranch CPA**
Lee County, Charlotte County, Florida


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1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617


# STUDY AREA

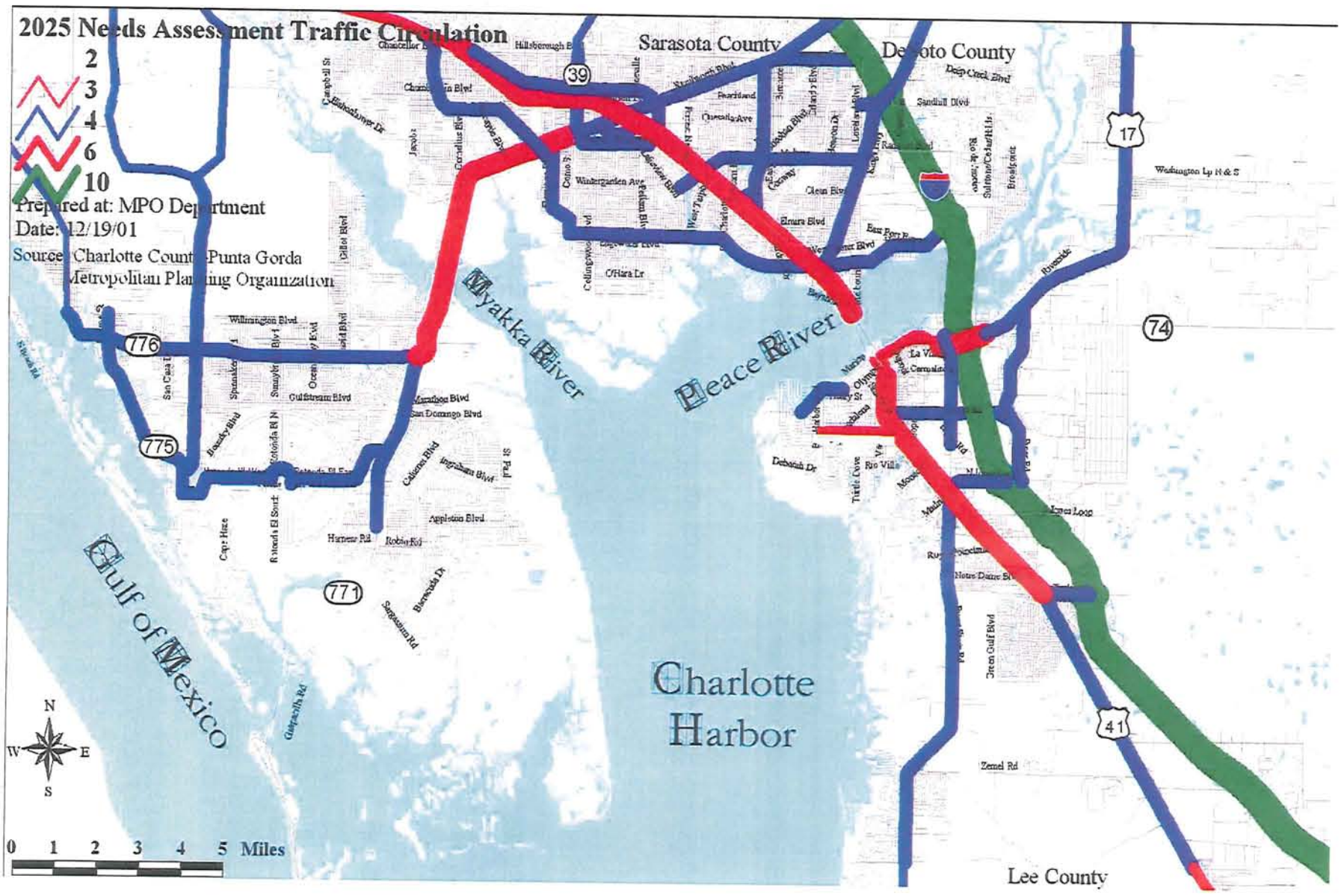
| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
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| 09/05 | 05680 | 16C/0905 | N.T.S. | 6.3 |

Map 2.29 2025 Road Needs




* Except Aqui Esta Drive – Project Traffic Report in 2003 PD&E Study: Add 1 Lane

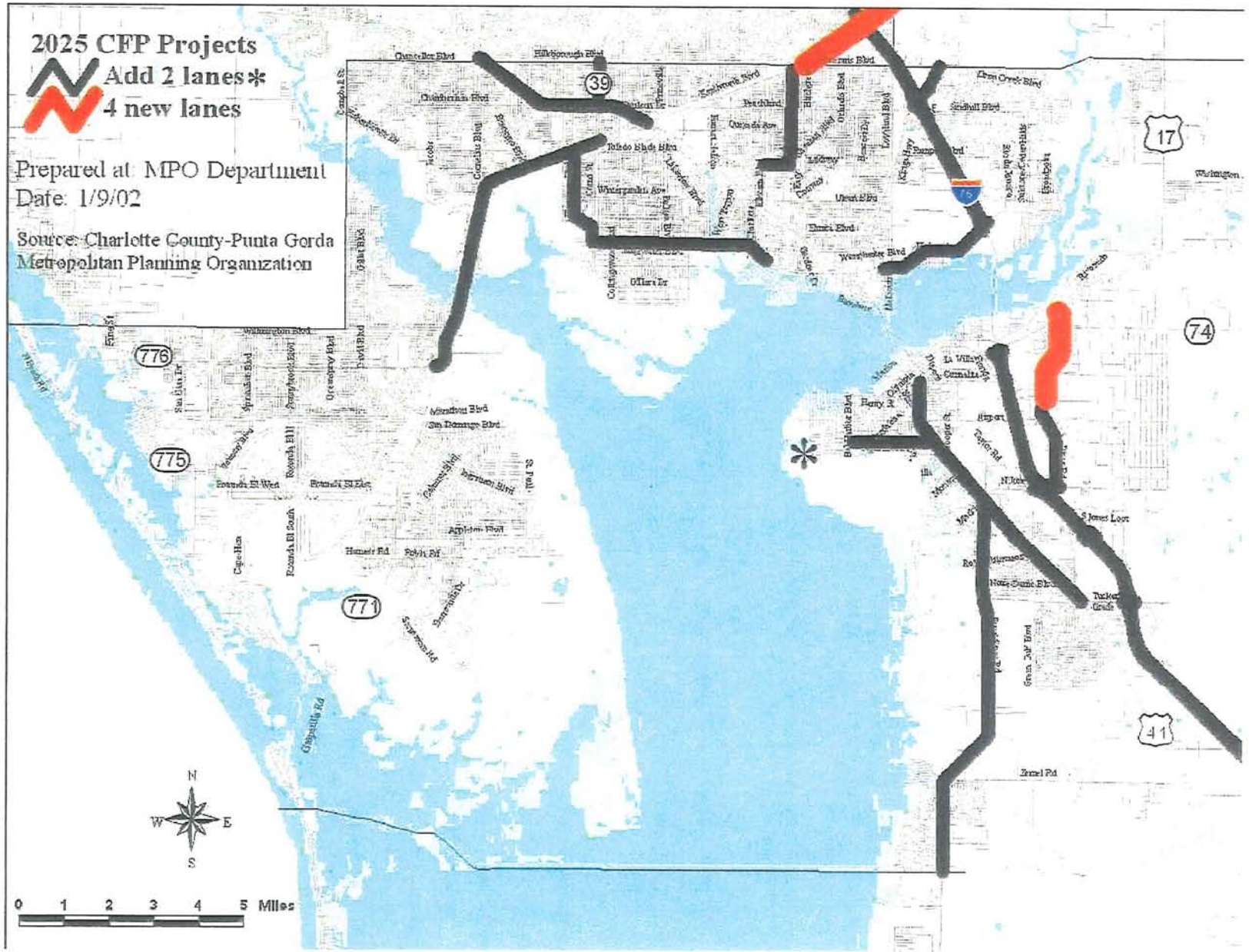
Map 2.30 2025 Needs Assessment Traffic Circulation




| | | | |
|---|---|---|---|
| Babcock Ranch CPA<br>Lee County, Charlotte County, Florida | dpa | DAVID PLUMMER & ASSOCIATES, INC.<br>1531 HENDRY STREET<br>FORT MYERS, FL 33901<br>(941) 332-2617 | MAPS 2.29 AND 2.30<br>2025 TRANSPORTATION NEEDS |

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 09C/0905 | N.T.S. | 6.4 |

Map 2.37 2025 Cost Feasible Projects




* Except Aqui Esta Drive – Project Traffic Report in 2003 PD&E Study: Add 1 Lane

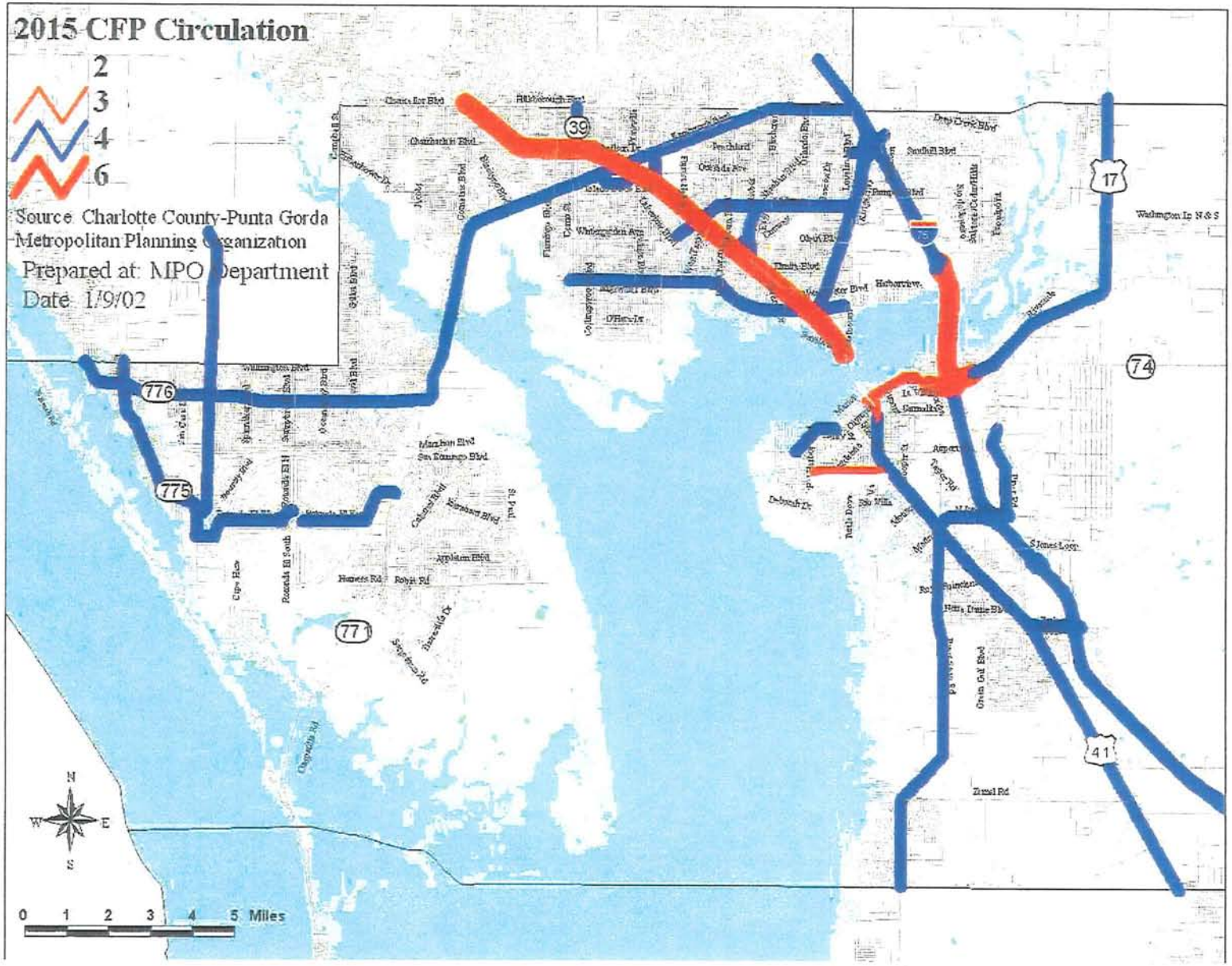
Babcock Ranch CPA
Lee County, Charlotte County, Florida

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MAPS 2.37
2025 COST FEASIBLE PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 10C/0905 | N.T.S. | 6.5 |

Map 2.38 2025 Cost Feasible Circulation

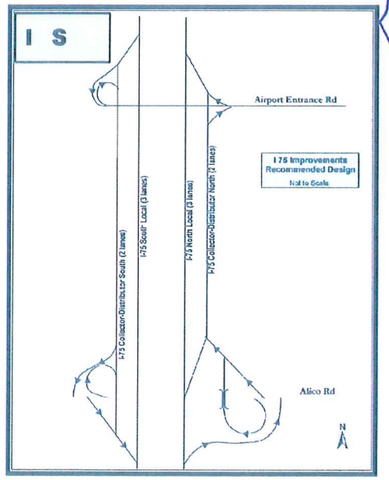



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Lee County, Charlotte County, Florida

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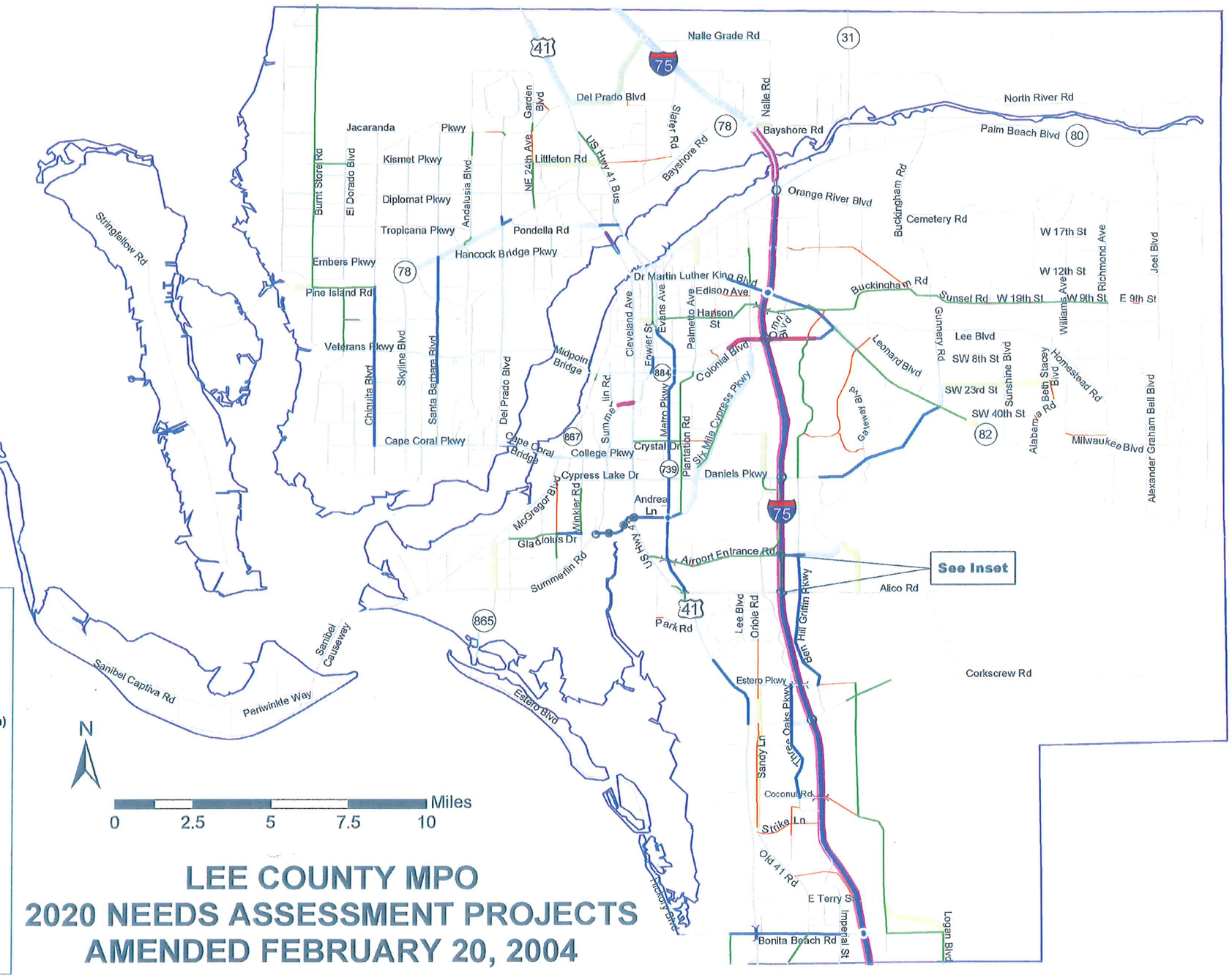
MAPS 2.38
2025 TRAFFIC CIRCULATION

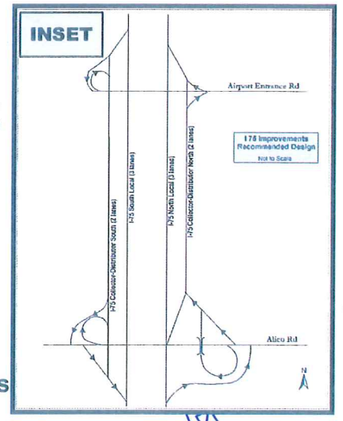
| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
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| 09/05 | 05680 | 11C/0905 | N.T.S. | 6.6 |




The lines on the map represent only the general routes. Specific alignments will be determined through corridor and design studies.

| 2020 Financially Feasible Highway Plan | Highway Projects Contingent Upon Additional Funding |
|---|---|
| | 2 Lanes |
| | 3 Lanes (2+1 lanes) |
| | 3 Lanes (one direction) |
| | 4 Lanes |
| | 5 Lanes (3+2 Lanes) |
| | 6 Lanes |
| | 7 Lanes (4+3 Lanes) |
| | 8 or 10 Lanes |
| | Major Interchange Improvements |
| | Overpass |
| | Corridor Study |


Nalle Grade Rd
North River Rd
Palm Beach Blvd
Bayshore Rd
Orange River Blvd
Cemetery Rd
Buckingham Rd
Dr Martin Luther King Blvd
Edison Ave
Harlson St
Sunset Rd
W 19th St
W 17th St
W 12th St
W 9th St
E 9th St
Richmond Ave
Joel Blvd
Williams Ave
Lee Blvd
SW 8th St
SW 23rd St
SW 40th St
Sunshine Blvd
Beth Stacey Blvd
Homestead Rd
Milwaukee Blvd
Alexander Graham Bell Blvd
Leonard Blvd
Colonial Blvd
Six Mile Cypress Pkwy
Plantation Rd
Daniels Pkwy
Crystal Dr
College Pkwy
Cypress Lake Dr
Andrea Ln
Airport Entrance Rd
See Inset
Alico Rd
Ben Hill Griffin Pkwy
Corkscrew Rd
Estero Pkwy
Coconut Rd
Strike Ln
Old 41 Rd
E Terry St
Bonita Beach Rd
Imperial St
Logan Blvd
Lee Blvd
Oriole Rd
Park Rd
Sandy Ln
Treeline Ave
Metro Pkwy
Summerlin Rd
Winkler Rd
McGregor Blvd
Gladiolus Dr
Del Prado Blvd
Midpoint Bridge
Cape Coral Bridge
Cape Coral Pkwy
Chiquita Blvd
Skyline Blvd
Santa Barbara Blvd
Veterans Pkwy
Pine Island Rd
Embers Pkwy
Tropicana Pkwy
Diplomat Pkwy
Kismet Pkwy
Jacaranda Pkwy
Burnt Store Rd
El Dorado Blvd
Andalusia Blvd
Hancock Bridge Pkwy
Pondella Rd
Littleton Rd
NE 24th Ave
Garden Blvd
Del Prado Blvd
Nalle Rd
Bayshore Rd
US Hwy 41 Bus
Cleveland Ave
Fowler St
Evans Ave
Palmetto Ave
Stringfellow Rd
Sanibel Causeway
Sanibel Captiva Rd
Periwinkle Way
Estero Blvd
Matanzas Blvd
Buckingham Rd
Gunnery Rd
Glenwood Blvd
Alabama Rd
Treeline Ave
Ben Hill Griffin Pkwy
Six Mile Cypress Pkwy
Metro Pkwy
Summerlin Rd
Winkler Rd
McGregor Blvd
Andrea Ln
Gladiolus Dr
Cypress Lake Dr
Daniels Pkwy
Crystal Dr
College Pkwy
Plantation Rd
Colonial Blvd
Leonard Blvd
Dr Martin Luther King Blvd
Edison Ave
Harlson St
Midpoint Bridge
Cape Coral Bridge
Cape Coral Pkwy
Del Prado Blvd




## Existing & Committed Roads

- 2 Lanes
- 3 Lanes (2+1 Lanes)
- 4 Lanes
- 6 Lanes
- 8 Lanes

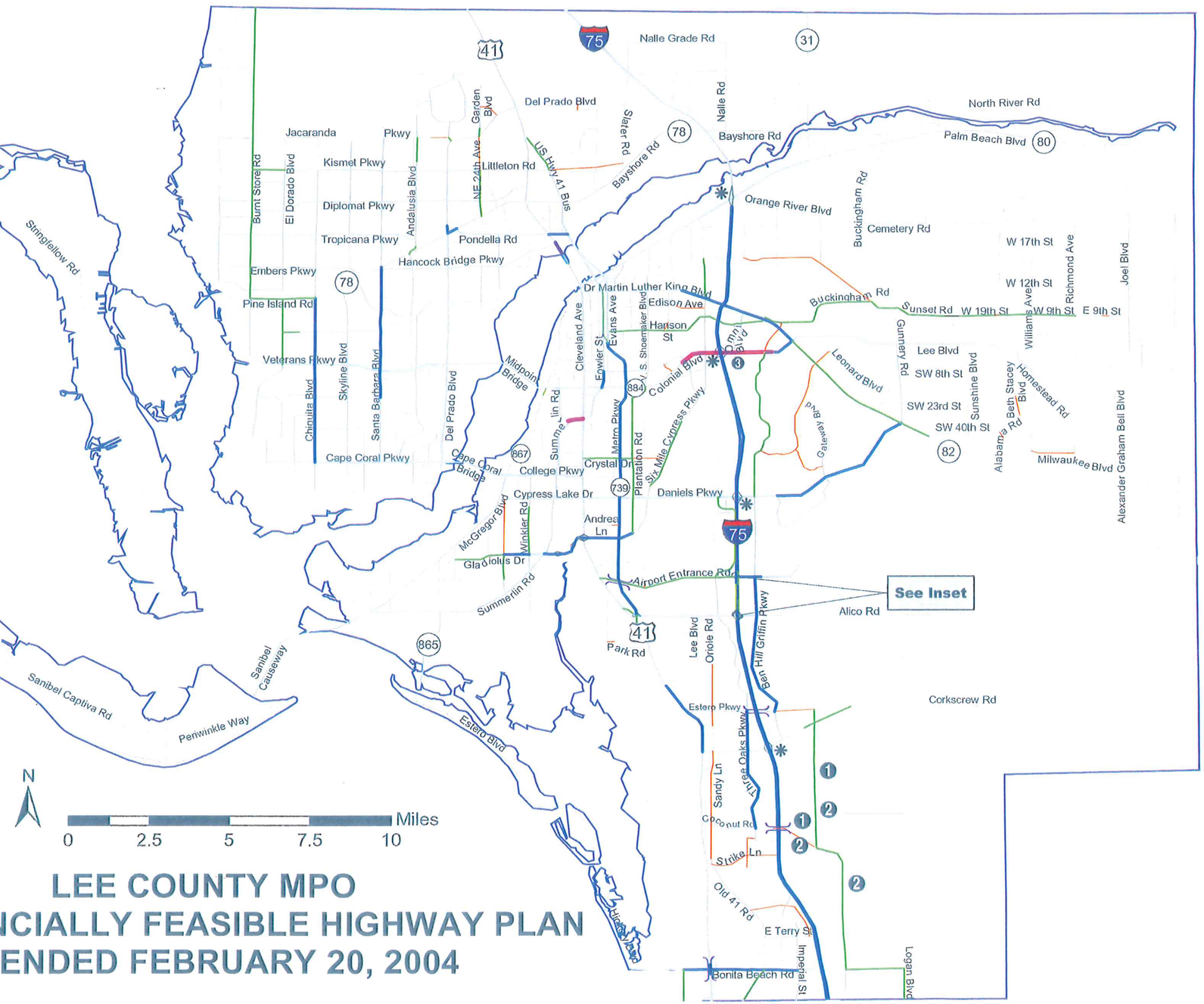
## Financially Feasible Improvements

- New Interchanges
- 2 Lanes
- 3 Lanes (2+1 Lanes)
- 3 Lanes (One Way)
- 4 Lanes
- 5 Lanes (3+2 Lanes)
- 6 Lanes
- 7 Lanes (4+3 Lanes)
- 8 Lanes
- Overpass
- Interchange Improvements
- Future Corridor Evaluation

The lines on this plan represent only the general routes. Specific alignments will be determined through corridor and design studies.

NOTES APPLYING TO SPECIFIC IMPROVEMENTS

1. No access should be permitted to these roads east of I 75, south of Corkscrew Road, and north of the Bonita Springs city limits.
2. The feasibility and alignment of these roads should be determined through studies that adequately address their growth management and environmental impacts, including their secondary and cumulative effects on wildlife, wetlands, and water management. Extending Strike Lane should be evaluated as an alternative to extending Coconut Road east of I 75.
3. A 4 lane toll expressway, open to transponder users only, with no access points en route, is to be constructed within the median of Colonial Boulevard from west of Winkler Avenue to east of Treeline Avenue.




N

0 2.5 5 7.5 10 Miles

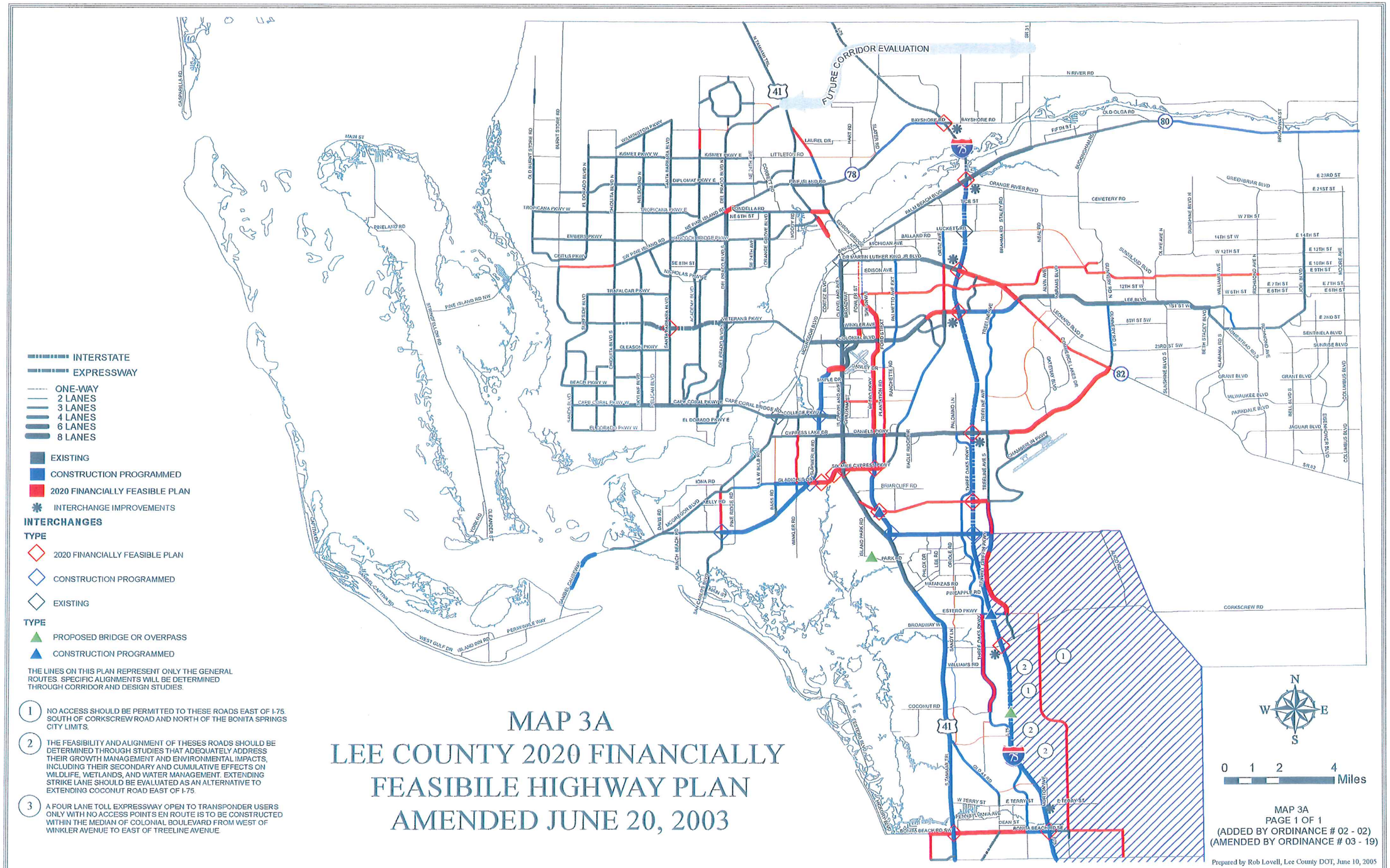
# LEE COUNTY MPO
# 2020 FINANCIALLY FEASIBLE HIGHWAY PLAN
# AMENDED FEBRUARY 20, 2004

LEE COUNTY MPO 2020
FINANCIALLY FEASIBLE HIGHWAY PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 07C/0905 | N.T.S. | 6.8 |


DAVID PLUMMER & ASSOCIATES, INC.
1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617


Babcock Ranch CPA
Lee County, Charlotte County, Florida

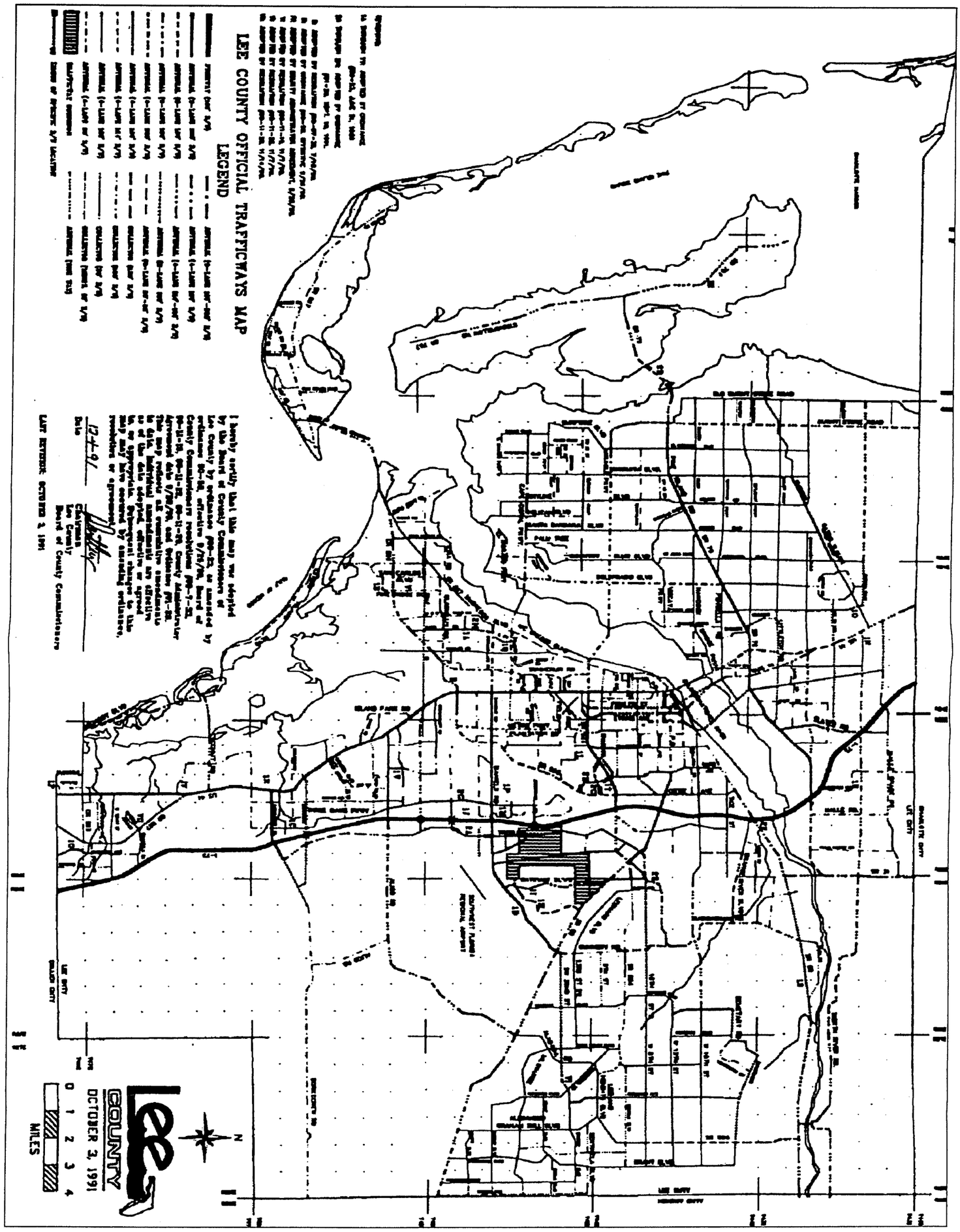



MAP 3A
2020 FINANCIALLY FEASIBLE TRANSPORTATION PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 08C/0905 | N.T.S. | 6.9 |

DAVID PLUMMER & ASSOCIATES, INC.
1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617

Babcock Ranch CPA
Lee County, Charlotte County, Florida




01566/14A/1001

Babcock Community
Lee County, Charlotte County, Florida

DAVID PLUMMER & ASSOCIATES, INC.
1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617

LEE COUNTY OFFICIAL TRAFFICWAYS MAP

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/01 | 01566 | 14A/1001 | N.T.S. | 6.10 |

## EXHIBIT 6.11 (Revised)

## BABCOCK RANCH CPA
## CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT
## SUMMARY DEVELOPMENT PARAMETERS

| | Year 2020 | | Buildout | |
|---|---|---|---|---|
| Land Use | Size | Population [1] / Employment | Size | Population [1] / Employment |
| Single-Family | 6,180 d.u. | 15,330 per. | 10,722 d.u. | 26,590 per. |
| Multifamily | 4,120 d.u. | 10,220 per. | 7,148 d.u. | 17,730 per. |
| Total Residential | 10,300 d.u. | 25,550 per. | 17,870 d.u. | 44,320 per. |
| Hotel | 400 rooms | 800 occp. | 600 rooms | 1,200 occp. |
| Industrial | 385,153 sq. ft. | 700 emp. | 664,057 sq. ft. | 1,330 emp. |
| Retail | 500,000 sq. ft. | 1,250 emp. | 2,950,000 sq. ft. | 7,380 emp. |
| Service | | | | |
| Office/Service/Medical | 600,000 sq. ft. | 2,650 emp. | 1,900,000 sq. ft. | 8,370 emp. |
| Golf Course | 54 holes | 90 emp. | 72 holes | 130 emp. |
| Recreation | 6,419 sq. ft. | 10 emp. | 11,066 sq. ft. | 20 emp. |
| Library | 6,085 sq. ft. | 10 emp. | 12,130 sq. ft. | 10 emp. |
| Hospital | 103 beds | 230 emp. | 177 beds | 400 emp. |
| ALF | 242 units | 160 emp. | 418 units | 270 emp. |
| Church | 116,000 sq. ft. | 120 emp. | 200,000 sq. ft. | 200 emp. |
| Schools | 4 schools | 720 emp. | 7 schools | 1,240 emp. |
| Parks | 171 acres | 40 emp. | 295 acres | 80 emp. |
| Government/Civic | 75,000 sq. ft. | 340 emp. | 150,000 sq. ft. | 680 emp. |
| Total employment | | 6,750 emp. | | 20,650 emp. |
| School (K to 12) | | 5,390 students | | 9,292 students |

Footnote:
(1) Population reflects 80% permanent and 20% seasonal.

## EXHIBIT 6.12 (Revised)

## BABCOCK RANCH CPA
## CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT
## SUMMARY TRIP GENERATION

| | | Daily [1] |
|---|---|---|
| Year 2020 | | |
| | Total | 84,600 |
| | Internal | 33,800 (40%) |
| | External | 50,800 |
| Buildout | | |
| | Total | 212,600 |
| | Internal | 85,000 (40%) |
| | External | 127,600 |

Footnotes:
(1) FSUTMS output from TAZ 773 & 774.
(2) Default FSUTMS factor of 0.10 applied to PSWDT.

N

N.T.S.

BABCOCK RANCH

CHARLOTTE COUNTY
LEE COUNTY

CR 74
SR 31
OIL WELL RD
ZEMEL RD
COOK BROWN RD
CR 765
41
75
NALLE GRADE RD
HENDERSON GRADE RD
RICH RD
DURDEN PKWY
DEL PRADO/MELLOW DR.
BAYSHORE RD
NORTH RIVER RD
OLGA RD.
SR 80
5TH ST.
LAUREL DR
LITTLETON RD
JACARANDA PKWY
KISMET PKWY
DIPLOMAT PKWY
TROPICANA PKWY
PONDELLA RD.
EMBERS PKWY
HANCOCK BRIDGE PKWY
SKYLINE BLVD
VISCAYA PKWY
TRAFALGAR PKWY
VETERANS PKWY
MID PT BRIDGE
SR 867
CAPE CORAL BRIDGE
CAPE CORAL PKWY
EL DORADO PKWY
BEACH PKWY
COLLEGE PKWY
CYPRESS LAKE DR
IONA RD.
GLADIOLUS DR
BRIARCLIFF RD
DANIELS PKWY
ORANGE RIVER BLVD
CEMETERY RD
68TH ST
61ST ST
TICE ST
PALM BEACH BLVD
EDISON BRIDGE
CALOOSA-HATCHEE BRIDGE
SR 82
EDISON AVE
BALLARD ST
HANSON
BUCKINGHAM RD
SUNSET RD.
LEE BLVD
SW 6TH ST
SW 23RD ST
40TH ST
17TH ST
15TH ST
12TH ST
9TH ST.
5TH ST
LEELAND HEIGHTS BLVD
SUNRISE BLVD
GRANT BLVD
PARK DALE BLVD
JAGUAR BLVD
NIMITZ BLVD
SR 884
MOORE AVE
SENTINELA BLVD
COLUMBUS BLVD
NAPLES AVE
BELL BLVD
MILWAUKEE BLVD
ALABAMA RD
HOMESTEAD BLVD
BETH STACY BLVD
GUNNERY RD
LEONARD BLVD
ALVIN AVE
SUNSHINE BLVD
WILLIAMS AVE
RICHMOND AVE
JOEL BLVD
GREENBRIAR BLVD
MC ARTHUR BLVD
OLD BAYSHORE RD.
PRITCHETT PKWY
LEETANA RD
HALLE RD
SLATER RD
HART RD
BUS 41
OLD BURNT STORE RD
BURNT STORE RD
DEL PRADO BLVD
SURFSIDE BLVD
CHIQUITA BLVD
SKYLINE BLVD
MOHAWK PKWY
PELICAN BLVD
SANTA BARBARA BLVD
PALM TREE BLVD
SANDS BLVD
OASIS BLVD
CORBETT RD.
BARRETT RD.
NELSON RD
JUANITA BLVD
ANDALUSIA BLVD
NE 24TH AVE
SE 24TH AVE
ORANGE GROVE BLVD
COLONIAL BLVD
PAGE FIELD
IDLEWILD ST
MAPLE DR
PARK MEADOW DR
CRYSTAL DR
BRIAN BLVD
PLANTATION RD
WESSEX CREEK DR
MCGREGOR BLVD
SR. MILE CYPRESS PKWY
TREELINE AVE
GATEWAY BLVD
COMMERCE LAKES BLVD
S.W. FLORIDA INTERNATIONAL AIRPORT
CALOOSAHATCHEE RIVER
METRO PKWY
DANIELS PKWY
PALOMINO RD
DAVIS RD
JOHN MORRIS BLVD
KELLY RD
BASS RD
RIDGE BLVD
SHELL POINT BLVD
CR 869
PINE
SAN CARLOS
CAUSEWAY
SANIBEL
PERIWINKLE WAY
ESTERO
AUCO RD.
ISLAND PARK RD.
PARK RD.
PALOMA DR.
ORTIZ AVE
LEE RD.
CORTEZ BLVD.
SANIBEL BLVD.
SAN CARLOS BLVD.
PKWY
ESTERO PKWY.
OAKS
BROADWAY
SANDY LN.
THREE
BEN HILL GRIFFIN PKWY.
FLORIDA GULF COAST UNIVERSITY
CORKSCREW RD.
OLD BURNT STORE RD
BURNT STORE RD
KINGS HWY
HARBOR VIEW RD
RIVERSIDE DR
PIPER RD
FLORIDA ST
AIRPORT RD
CR 765A
AQUI ESTA DR
CR 768
NOTRE DAME BLVD
TUCKERS GRADE

## LEGEND

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- Interchange
- Future Corridor Evaluation

Babcock Ranch CPA
Lee County, Charlotte County, Florida

DAVID PLUMMER & ASSOCIATES, INC.
1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617

LEE COUNTY 2020/CHARLOTTE COUNTY 2025
MPO FINANCIALLY FEASIBLE
HIGHWAY PLAN

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 01C/0905 | N.T.S. | 6.13 |

**Exhibit 6.14 (Revised)**
**Babcock Ranch CPA**
**Buildout Traffic Volumes with Plan Amendment**

Charlotte County Roadways

| | | | | 2020 Without CPA | 2020 With CPA | | | | | | Buildout With CPA | | | | | | Comparison To Without CPA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 15100 | | | 50800 | | | 38300 | | | 106300 | | | | | |
| Roadway | From | To | # of lanes | Base 2020 FSUTMS Volumes | Raw 2020 FSUTMS Volumes | Raw 2020 CPA Volumes | Raw 2020 CPA Assgn. % | Adjusted 2020 CPA Assgn. % | Adjusted 2020 CPA Volumes | Adjusted 2020 Total Volumes | Raw Buildout FSUTMS Volumes | Raw Buildout CPA Volumes | Raw Buildout CPA Assgn. % | Adjusted Buildout CPA Assgn. % | Adjusted Buildout CPA Volumes | Adjusted Buildout Total Volumes | 2020 Difference From Base Volumes | 2020 Difference From Base Percentage | Buildout Difference From Base Volumes | Buildout Difference From Base Percentage |
| SR 31 | County Line | Project Entrance | 2 | 19,800 | 19,642 | 11,620 | 77% | 20% | 10,160 | 18,200 | 22,809 | 17,128 | 45% | 20% | 21,260 | 26,900 | (1,600) | -8.08% | 7,100 | 35.86% |
| | Project Entrance | CR 74 | 2 | 10,100 | 10,072 | 1,908 | 13% | 20% | 10,160 | 18,300 | 10,584 | 4,249 | 11% | 20% | 21,260 | 27,600 | 8,200 | 80.87% | 17,500 | 172.58% |
| | CR 74 | North | 4 | 4,400 | 4,446 | 334 | 2% | 4% | 2,250 | 6,400 | 4,446 | 922 | 2% | 5% | 5,120 | 8,600 | 2,000 | 44.98% | 4,200 | 94.47% |
| I - 75 | County Line | Tucker's Grade | 4 | 62,800 | 62,597 | 548 | 4% | 7% | 3,690 | 65,700 | 61,395 | 762 | 2% | 4% | 4,230 | 64,900 | 2,900 | 4.61% | 2,100 | 3.34% |
| | Tucker's Grade | N Jones Loop Rd. | 4 | 53,800 | 53,621 | 419 | 3% | 6% | 2,820 | 56,000 | 51,478 | 699 | 2% | 4% | 3,880 | 54,700 | 2,200 | 4.09% | 900 | 1.67% |
| | N Jones Loop Rd. | US 17 | 4 | 59,400 | 59,273 | 205 | 1% | 3% | 1,380 | 60,400 | 57,617 | 422 | 1% | 2% | 2,340 | 59,500 | 1,000 | 1.68% | 100 | 0.17% |
| | US 17 | Harbor View Rd. | 4 | 67,400 | 67,298 | 584 | 4% | 8% | 3,930 | 70,600 | 67,076 | 1,634 | 4% | 9% | 9,070 | 74,500 | 3,200 | 4.75% | 7,100 | 10.53% |
| US 41 | County Line | Zemel Rd. | 4 | 51,800 | 51,388 | 95 | 1% | 1% | 640 | 51,900 | 50,934 | 20 | 0% | 1% | 1,060 | 52,000 | 100 | 0.19% | 200 | 0.39% |
| | Zemel Rd. | Oil Well Rd. | 4 | 52,800 | 52,342 | 30 | 0% | 2% | 1,020 | 53,300 | 52,333 | 10 | 0% | 2% | 2,130 | 54,500 | 500 | 0.95% | 1,700 | 3.22% |
| | Oil Well Rd. | Notre Dame Blvd. | 4 | 52,200 | 51,724 | 30 | 0% | 2% | 970 | 52,700 | 51,730 | 10 | 0% | 2% | 2,020 | 53,700 | 500 | 0.96% | 1,500 | 2.88% |
| | Notre Dame Blvd. | Taylor St. | 6 | 67,400 | 66,905 | 34 | 0% | 2% | 910 | 67,800 | 66,045 | 23 | 0% | 2% | 1,910 | 67,900 | 400 | 0.59% | 500 | 0.74% |
| | Taylor Rd. | Acline Rd. | 6 | 40,200 | 39,785 | 23 | 0% | 2% | 860 | 40,600 | 37,979 | 11 | 0% | 2% | 2,340 | 40,300 | 400 | 1.00% | 100 | 0.25% |
| | Acline Rd. | Burnt Store Rd. | 4 | 40,500 | 40,115 | 21 | 0% | 2% | 810 | 40,900 | 38,550 | 7 | 0% | 2% | 2,020 | 40,600 | 400 | 0.99% | 100 | 0.25% |
| | Burnt Store Rd. | Aqui Esta Dr. | 6 | 44,200 | 43,921 | 28 | 0% | 2% | 760 | 44,700 | 46,179 | 12 | 0% | 2% | 1,590 | 47,800 | 500 | 1.13% | 3,600 | 8.14% |
| | Aqui Esta Dr. | Airport Rd. | 6 | 36,300 | 36,046 | 3 | 0% | 1% | 710 | 36,800 | 38,241 | 2 | 0% | 1% | 1,490 | 39,700 | 500 | 1.38% | 3,400 | 9.38% |
| | Airport Rd. | Henry St. | 6 | 34,400 | 33,926 | 6 | 0% | 1% | 660 | 34,600 | 35,521 | 3 | 0% | 1% | 1,380 | 36,900 | 200 | 0.58% | 2,500 | 7.26% |
| | Henry St. | Northbound/Southbound Split | 6 | 33,000 | 32,840 | 10 | 0% | 1% | 610 | 33,400 | 34,270 | 6 | 0% | 1% | 1,280 | 35,500 | 400 | 1.21% | 2,500 | 7.57% |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 3 | 23,300 | 23,182 | 76 | 1% | 2% | 890 | 24,000 | 22,305 | 131 | 0% | 1% | 1,270 | 23,400 | 700 | 3.01% | 100 | 0.43% |
| | Taylor St. | Barron Collier Bridge | 3 | 26,400 | 26,276 | 76 | 1% | 2% | 890 | 27,100 | 23,369 | 131 | 0% | 4% | 3,720 | 27,000 | 700 | 2.65% | 600 | 2.27% |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 3 | 21,300 | 21,267 | 75 | 0% | 2% | 880 | 22,100 | 19,368 | 129 | 0% | 2% | 2,130 | 21,400 | 800 | 3.76% | 100 | 0.47% |
| BURNT STORE RD. | County Line | Zemel Rd. | 2 | 20,600 | 20,502 | 3 | 0% | 1% | 250 | 20,700 | 23,107 | 0 | 0% | 1% | 1,060 | 24,200 | 100 | 0.49% | 3,600 | 17.47% |
| | Zemel Rd. | Notre Dame Blvd. | 2 | 23,000 | 22,870 | 0 | 0% | 0% | 200 | 23,100 | 21,813 | 0 | 0% | 2% | 2,130 | 23,900 | 100 | 0.44% | 900 | 3.92% |
| | Notre Dame Blvd. | Acline Rd. | 2 | 21,600 | 21,541 | 1 | 0% | 0% | 150 | 21,700 | 22,311 | 0 | 0% | 3% | 3,190 | 25,500 | 100 | 0.46% | 3,900 | 18.03% |
| | Acline Rd. | US 41 | 2 | 22,200 | 22,112 | 1 | 0% | 0% | 200 | 22,300 | 22,501 | 2 | 0% | 4% | 4,250 | 26,700 | 100 | 0.45% | 4,500 | 20.26% |
| | US 41 | Taylor St. | 2 | 12,500 | 12,421 | 0 | 0% | 1% | 250 | 12,700 | 10,074 | 0 | 0% | 5% | 5,320 | 15,400 | 200 | 1.60% | 2,900 | 23.21% |
| TAYLOR ST. | US 41-South | Acline Rd. | 4 | 31,600 | 31,442 | 6 | 0% | 1% | 360 | 31,800 | 32,430 | 5 | 0% | 1% | 740 | 33,200 | 200 | 0.63% | 1,600 | 5.07% |
| | Acline Rd. | N Jones Loop Rd. | 4 | 32,400 | 32,234 | 7 | 0% | 1% | 410 | 32,600 | 33,317 | 7 | 0% | 1% | 850 | 34,200 | 200 | 0.62% | 1,800 | 5.56% |
| | N Jones Loop Rd. | Burnt Store Rd. | 4 | 18,500 | 18,505 | 172 | 1% | 2% | 870 | 19,200 | 18,610 | 263 | 1% | 3% | 2,920 | 21,300 | 700 | 3.77% | 2,800 | 15.10% |
| | Burnt Store Rd. | Airport Rd. | 4 | 31,000 | 30,926 | 172 | 1% | 2% | 870 | 31,600 | 28,683 | 263 | 1% | 4% | 4,250 | 32,700 | 600 | 1.93% | 1,700 | 5.48% |
| | Airport Rd. | US 41-North | 4 | 31,900 | 31,800 | 167 | 1% | 2% | 840 | 32,500 | 28,867 | 262 | 1% | 5% | 5,320 | 33,900 | 600 | 1.88% | 2,000 | 6.28% |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 2 | 19,800 | 19,670 | 67 | 0% | 1% | 340 | 19,900 | 19,075 | 28 | 0% | 3% | 2,660 | 21,700 | 100 | 0.50% | 1,900 | 9.58% |
| | Airport Rd. | CR 74 | 2 | 14,400 | 14,054 | 95 | 1% | 2% | 800 | 14,800 | 13,724 | 42 | 0% | 2% | 2,340 | 16,000 | 400 | 2.78% | 1,600 | 11.11% |
| CR 74 | Piper Rd. | SR 31 | 2 | 2,000 | 2,073 | 1,112 | 7% | 13% | 6,600 | 7,600 | 2,937 | 2,371 | 6% | 11% | 11,690 | 12,300 | 5,600 | 276.82% | 10,300 | 509.14% |
| | SR 31 | East | 2 | 4,400 | 4,398 | 304 | 2% | 3% | 1,520 | 5,600 | 4,398 | 852 | 2% | 4% | 4,250 | 7,800 | 1,200 | 27.29% | 3,400 | 77.31% |
| US 17 | Marion Ave. | I - 75 | 6 | 23,500 | 23,336 | 400 | 3% | 4% | 2,020 | 25,000 | 24,721 | 803 | 2% | 3% | 3,340 | 27,300 | 1,500 | 6.39% | 3,800 | 16.19% |
| | I - 75 | CR 74 | 6 | 25,700 | 26,069 | 888 | 6% | 9% | 4,480 | 29,700 | 26,961 | 2,063 | 5% | 8% | 8,590 | 33,500 | 4,000 | 15.56% | 7,800 | 30.33% |
| | CR 74 | Washington Loop Rd. | 4 | 32,400 | 32,292 | 104 | 1% | 1% | 520 | 32,700 | 32,161 | 254 | 1% | 1% | 1,060 | 33,000 | 300 | 0.93% | 600 | 1.85% |
| | Washington Loop Rd. | North | 4 | 18,700 | 18,700 | 76 | 1% | 1% | 380 | 19,000 | 18,903 | 242 | 1% | 1% | 1,010 | 19,700 | 300 | 1.60% | 1,000 | 5.34% |
| W MARION AVE. | Coronado Dr. | Shreve St. | 4 | 4,600 | 4,637 | 5 | 0% | 2% | 760 | 5,400 | 4,645 | 4 | 0% | 2% | 1,590 | 6,200 | 800 | 17.33% | 1,600 | 34.65% |
| | Shreve St. | US 41 | 2 | 12,000 | 11,960 | 19 | 0% | 1% | 710 | 12,700 | 13,250 | 9 | 0% | 1% | 1,490 | 14,700 | 700 | 5.84% | 2,700 | 22.51% |
| MARION AVE. | US 41 | US 17 | 3 | 11,100 | 11,074 | 183 | 1% | 2% | 920 | 11,800 | 11,257 | 391 | 1% | 2% | 1,630 | 12,500 | 700 | 6.31% | 1,400 | 12.61% |
| OLYMPIA AVE. | Shreve St. | US 41 | 2 | 7,200 | 7,200 | 10 | 0% | 1% | 250 | 7,400 | 7,398 | 6 | 0% | 1% | 530 | 7,900 | 200 | 2.78% | 700 | 9.73% |
| E. OLYMPIA AVE. | US 41 | US 17 | 3 | 11,800 | 11,727 | 189 | 1% | 2% | 950 | 12,500 | 12,358 | 392 | 1% | 2% | 1,630 | 13,600 | 700 | 5.94% | 1,800 | 15.28% |
| HENRY ST. | W Marion Ave. | US 41 | 4 | 1,700 | 1,383 | 0 | 0% | 1% | 410 | 1,800 | 1,736 | 0 | 0% | 1% | 850 | 2,600 | 100 | 5.86% | 900 | 52.72% |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 4 | 10,500 | 10,463 | 10 | 0% | 1% | 300 | 10,800 | 10,387 | 6 | 0% | 1% | 640 | 11,000 | 300 | 2.87% | 500 | 4.78% |
| CARMALITA ST. | US 41 | Florida St. | 2 | 2,000 | 2,026 | 6 | 0% | 1% | 510 | 2,500 | 1,875 | 4 | 0% | 1% | 1,060 | 2,900 | 500 | 24.56% | 900 | 44.20% |
| AIRPORT RD. | US 41 | Taylor Rd. | 4 | 6,100 | 6,055 | 5 | 0% | 1% | 510 | 6,600 | 5,958 | 2 | 0% | 1% | 1,060 | 7,000 | 500 | 8.24% | 900 | 14.82% |
| | Taylor Rd. | I - 75 | 4 | 9,700 | 9,587 | 8 | 0% | 1% | 660 | 10,200 | 10,426 | 3 | 0% | 1% | 1,380 | 11,800 | 500 | 5.13% | 2,100 | 21.56% |
| | I - 75 | Piper Rd. | 4 | 10,200 | 10,259 | 8 | 0% | 1% | 610 | 10,900 | 10,130 | 3 | 0% | 1% | 1,280 | 11,400 | 700 | 6.85% | 1,200 | 11.74% |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4 | 11,000 | 10,928 | 14 | 0% | 1% | 250 | 11,200 | 10,153 | 11 | 0% | 2% | 1,590 | 11,700 | 200 | 1.82% | 700 | 6.38% |
| | Taylor Rd. | I - 75 | 4 | 48,700 | 48,549 | 206 | 1% | 2% | 1,040 | 49,400 | 50,251 | 284 | 1% | 2% | 2,130 | 52,100 | 700 | 1.44% | 3,400 | 6.98% |
| | I - 75 | S Jones Loop Rd. | 4 | 22,000 | 21,766 | 65 | 0% | 1% | 440 | 22,100 | 21,190 | 28 | 0% | 3% | 3,190 | 24,400 | 100 | 0.46% | 2,400 | 10.93% |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 4 | 200 | 160 | 0 | 0% | 1% | 360 | 500 | 166 | 0 | 0% | 1% | 740 | 900 | 300 | 193.55% | 700 | 451.61% |
| | I - 75 | Taylor Rd. | 4 | 200 | 160 | 0 | 0% | 1% | 300 | 500 | 166 | 0 | 0% | 1% | 640 | 800 | 300 | 193.55% | 600 | 387.10% |
| | Taylor Rd. | US 41 | 4 | 500 | 537 | 0 | 0% | 1% | 250 | 800 | 566 | 0 | 0% | 1% | 530 | 1,100 | 300 | 56.60% | 600 | 113.21% |
| | US 41 | Burnt Store Rd. | 4 | 700 | 691 | 0 | 0% | 0% | 150 | 800 | 924 | 2 | 0% | 0% | 430 | 1,400 | 100 | 14.56% | 700 | 101.89% |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2 | 600 | 562 | 5 | 0% | 0% | 150 | 700 | 590 | 2 | 0% | 2% | 1,590 | 2,200 | 100 | 17.04% | 1,600 | 272.57% |
| TUCKERS GRADE | US 41 | I - 75 | 4 | 14,100 | 13,949 | 130 | 1% | 1% | 660 | 14,500 | 11,300 | 63 | 0% | 5% | 5,320 | 16,600 | 400 | 2.84% | 2,500 | 17.74% |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2 | 6,100 | 6,002 | 12 | 0% | 0% | 200 | 6,200 | 6,068 | 2 | 0% | 1% | 1,060 | 7,100 | 100 | 1.63% | 1,000 | 16.35% |
| OILWELL RD. | US 41 | I - 75 | 2 | 1,500 | 1,506 | 0 | 0% | 0% | 100 | 1,600 | 1,496 | 0 | 0% | 4% | 3,720 | 5,200 | 100 | 6.75% | 3,700 | 249.66% |
| | I - 75 | East | 2 | 1,500 | 1,506 | 0 | 0% | 0% | 50 | 1,600 | 1,496 | 0 | 0% | 4% | 4,250 | 5,700 | 100 | 6.75% | 4,200 | 283.40% |

**Exhibit 6.14 (Revised) Continued**
**Babcock Ranch CPA**
**Buildout Traffic Volumes with Plan Amendment**

**Lee County Roadways**

| Roadway | From | To | # of lanes | 2020 Without CPA | 2020 With CPA | | | | | | Buildout With CPA | | | | | | Comparison To Without CPA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 15100 | | | | 50800 | | 38300 | | | | 106300 | | 2020 Difference From Base | | Buildout Difference From Base | |
| | | | | Base 2020 FSUTMS Volumes | Raw 2020 FSUTMS Volumes | Raw 2020 CPA Volumes | Raw 2020 CPA Assgn. % | Adjusted 2020 CPA Assgn. % | Adjusted 2020 CPA Volumes | Adjusted 2020 Total Volumes | Raw Buildout FSUTMS Volumes | Raw Buildout CPA Volumes | Raw Buildout CPA Assgn. % | Adjusted Buildout CPA Assgn. % | Adjusted Buildout CPA Volumes | Adjusted Buildout Total Volumes | Volumes | Percentage | Volumes | Percentage |
| BAYSHORE RD. (SR 78) | US 41 | Business 41 | 4LD | 19,500 | 19,469 | 1,146 | 8% | 6% | 3,120 | 21,400 | 21,182 | 3,673 | 10% | 8% | 8,260 | 25,800 | 1,900 | 9.75% | 6,300 | 32.33% |
| | Business 41 | Hart Rd. | 4LD | 34,700 | 33,891 | 2,069 | 14% | 11% | 5,640 | 37,500 | 35,821 | 6,214 | 16% | 13% | 13,970 | 43,600 | 2,800 | 8.08% | 8,900 | 25.68% |
| | Hart Rd. | Slater Rd. | 4LD | 26,300 | 25,794 | 2,343 | 16% | 13% | 6,380 | 29,800 | 30,111 | 7,734 | 20% | 16% | 17,390 | 39,800 | 3,500 | 13.32% | 13,500 | 51.36% |
| | Slater Rd | I-75 | 4LD | 31,800 | 30,670 | 4,308 | 29% | 23% | 11,740 | 38,100 | 38,382 | 11,985 | 31% | 25% | 26,940 | 53,300 | 6,300 | 19.78% | 21,500 | 67.51% |
| | I-75 | Nalle Rd. | 2LU | 25,800 | 25,121 | 4,870 | 32% | 26% | 13,270 | 33,500 | 27,301 | 13,186 | 34% | 28% | 29,640 | 43,800 | 7,700 | 29.84% | 18,000 | 69.75% |
| | Nalle Rd. | SR 31 | 2LU | 15,200 | 15,235 | 5,524 | 37% | 30% | 15,050 | 24,800 | 17,073 | 11,530 | 30% | 24% | 25,920 | 31,500 | 9,600 | 63.05% | 16,300 | 107.05% |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | 7,200 | 7,856 | 206 | 1% | 1% | 620 | 8,300 | 7,961 | 1,104 | 3% | 3% | 2,760 | 9,600 | 1,100 | 15.35% | 2,400 | 33.48% |
| | Orange River Blvd. | SR 80 | 2LU | 6,900 | 6,449 | 306 | 2% | 2% | 930 | 7,100 | 6,836 | 1,470 | 4% | 3% | 3,670 | 9,000 | 200 | 2.91% | 2,100 | 30.51% |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | 10,300 | 10,273 | 396 | 3% | 2% | 1,200 | 11,100 | 12,102 | 346 | 1% | 2% | 2,130 | 13,900 | 800 | 7.77% | 3,600 | 34.98% |
| | Littleton Rd. | Pine Island Rd. | 4LD | 26,600 | 26,692 | 110 | 1% | 1% | 330 | 26,900 | 28,531 | 180 | 0% | 3% | 3,190 | 31,500 | 300 | 1.13% | 4,900 | 18.44% |
| | Pine Island Rd. | Pondella Rd. | 6LD | 44,900 | 44,583 | 655 | 4% | 4% | 1,980 | 45,900 | 45,262 | 1,021 | 3% | 4% | 4,250 | 48,500 | 1,000 | 2.23% | 3,600 | 8.02% |
| | Pondella Rd. | SR 80 | 6LD | 68,900 | 68,364 | 15 | 0% | 2% | 1,020 | 69,400 | 63,100 | 12 | 0% | 6% | 6,380 | 69,500 | 500 | 0.73% | 600 | 0.87% |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | 44,800 | 44,859 | 30 | 0% | 1% | 510 | 45,300 | 44,285 | 40 | 0% | 1% | 1,060 | 45,300 | 500 | 1.12% | 500 | 1.12% |
| | Fowler Ave. | Metro Pkwy. | 6LD | 51,600 | 51,795 | 96 | 1% | 1% | 290 | 52,000 | 53,445 | 111 | 0% | 1% | 1,060 | 54,400 | 400 | 0.78% | 2,800 | 5.43% |
| | Metro Pkwy. | Palmetto Ave. | 6LD | 40,700 | 40,926 | 165 | 1% | 1% | 500 | 41,300 | 43,137 | 171 | 0% | 1% | 1,060 | 44,000 | 600 | 1.48% | 3,300 | 8.12% |
| | Palmetto Ave. | Winkler. | 6LD | 51,500 | 52,650 | 176 | 1% | 1% | 530 | 53,000 | 53,328 | 158 | 0% | 1% | 1,060 | 54,200 | 1,500 | 2.91% | 2,700 | 5.24% |
| | Winkler. | Ortiz | 4LD | 33,100 | 31,406 | 329 | 2% | 4% | 2,210 | 33,300 | 31,221 | 312 | 1% | 3% | 2,660 | 33,600 | 200 | 0.60% | 500 | 1.51% |
| | Ortiz Ave. | I-75 | 4LD | 54,000 | 51,642 | 674 | 4% | 9% | 4,530 | 55,500 | 53,633 | 718 | 2% | 4% | 3,990 | 56,900 | 1,500 | 2.78% | 2,900 | 5.37% |
| | I-75 | Treeline Ave. | 4LD | 24,700 | 23,499 | 36 | 0% | 3% | 1,520 | 25,000 | 23,638 | 22 | 0% | 3% | 3,190 | 26,800 | 300 | 1.22% | 2,100 | 8.51% |
| | Treeline Ave. | SR 82 | 6LD | 54,400 | 54,301 | 38 | 0% | 2% | 1,020 | 55,300 | 55,102 | 104 | 0% | 2% | 2,130 | 57,100 | 900 | 1.66% | 2,700 | 4.97% |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | 3,500 | 2,880 | 28 | 0% | 5% | 2,540 | 5,400 | 5,528 | 575 | 2% | 5% | 5,320 | 10,300 | 1,900 | 54.95% | 6,800 | 196.65% |
| | Hart Rd. | US 41 | 2LU | 4,900 | 4,202 | 16 | 0% | 4% | 2,030 | 6,200 | 6,628 | 467 | 1% | 4% | 4,250 | 10,400 | 1,300 | 26.77% | 5,500 | 113.26% |
| | US 41 | Dena Varra Pkwy. | 4LD | 25,400 | 25,394 | 4 | 0% | 3% | 1,520 | 26,900 | 25,897 | 25 | 0% | 3% | 3,190 | 29,100 | 1,500 | 5.89% | 3,700 | 14.54% |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | 25,200 | 25,113 | 0 | 0% | 2% | 1,020 | 26,100 | 25,664 | 11 | 0% | 2% | 2,130 | 27,800 | 900 | 3.57% | 2,600 | 10.32% |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | 86,900 | 86,367 | 741 | 5% | 5% | 2,490 | 88,100 | 85,956 | 1,343 | 4% | 4% | 3,730 | 88,300 | 1,200 | 1.38% | 1,400 | 1.61% |
| | Colonial Blvd. | SR 82 | 6F | 81,400 | 80,269 | 1,474 | 10% | 10% | 4,960 | 83,800 | 80,778 | 2,160 | 6% | 6% | 5,990 | 84,600 | 2,400 | 2.95% | 3,200 | 3.93% |
| | SR 82 | Luckett Rd. | 6F | 74,100 | 71,844 | 1,863 | 12% | 12% | 6,270 | 76,300 | 73,248 | 2,780 | 7% | 7% | 7,720 | 78,200 | 2,200 | 2.97% | 4,100 | 5.53% |
| | Luckett Rd. | SR 80 | 6F | 82,500 | 81,012 | 1,974 | 13% | 13% | 6,640 | 85,700 | 77,955 | 2,963 | 8% | 8% | 8,220 | 83,200 | 3,200 | 3.88% | 700 | 0.85% |
| | SR 80 | Bayshore Rd. | 4F | 71,000 | 69,811 | 0 | 0% | 4% | 2,030 | 71,800 | 69,091 | 0 | 0% | 4% | 4,250 | 73,300 | 800 | 1.13% | 2,300 | 3.24% |
| | Bayshore Rd. | County Line | 4F | 62,800 | 62,597 | 548 | 4% | 4% | 1,840 | 63,900 | 61,395 | 762 | 2% | 3% | 3,190 | 63,800 | 1,100 | 1.75% | 1,000 | 1.59% |
| LITTLETON RD. | Slater Rd. | Hart Rd. | 2LU | 9,400 | 8,956 | 1,207 | 8% | 7% | 3,650 | 11,400 | 10,205 | 2,643 | 7% | 6% | 6,600 | 14,200 | 2,000 | 21.20% | 4,800 | 50.87% |
| | Hart Rd. | Business 41 | 2LU | 8,300 | 7,937 | 995 | 7% | 6% | 3,010 | 10,000 | 7,743 | 1,537 | 4% | 4% | 3,840 | 10,000 | 1,700 | 20.50% | 1,700 | 20.50% |
| | Business 41 | US 41 | 2LU | 12,400 | 12,025 | 560 | 4% | 3% | 1,700 | 13,200 | 11,430 | 1,043 | 3% | 2% | 2,610 | 13,000 | 800 | 6.44% | 600 | 4.83% |
| | US 41 | Corbett Rd. | 2LU | 10,500 | 10,347 | 366 | 2% | 2% | 1,110 | 11,100 | 10,345 | 739 | 2% | 2% | 1,850 | 11,500 | 600 | 5.73% | 1,000 | 9.55% |
| | Corbett Rd. | NE 24th Ave. | 2LU | 9,200 | 9,207 | 234 | 2% | 1% | 710 | 9,700 | 8,842 | 685 | 2% | 2% | 1,710 | 9,900 | 500 | 5.42% | 700 | 7.59% |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | 200 | 268 | 18 | 0% | 2% | 810 | 1,100 | 349 | 114 | 0% | 2% | 1,700 | 1,900 | 900 | 365.85% | 1,700 | 691.06% |
| NORTH RIVER RD. | SR 31 | Project Entrance | 2LU | 13,700 | 6,255 | 208 | 1% | 20% | 10,160 | 16,200 | 14,356 | 10,580 | 28% | 20% | 21,260 | 25,000 | 2,500 | 18.31% | 11,300 | 82.77% |
| | Project Entrance | Broadway Rd. | 2LU | 3,200 | 3,927 | 1,341 | 9% | 15% | 7,620 | 10,200 | 8,008 | 6,187 | 16% | 15% | 15,950 | 17,800 | 7,000 | 219.92% | 14,600 | 458.69% |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | 4,300 | 5,053 | 178 | 1% | 1% | 540 | 5,400 | 4,525 | 608 | 2% | 1% | 1,520 | 5,400 | 1,100 | 25.50% | 1,100 | 25.50% |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | 28,700 | 28,498 | 976 | 6% | 6% | 2,960 | 30,500 | 27,214 | 3,214 | 8% | 8% | 8,030 | 32,000 | 1,800 | 6.27% | 3,300 | 11.49% |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | 800 | 763 | 0 | 0% | 5% | 2,540 | 3,300 | 702 | 549 | 1% | 5% | 5,320 | 5,500 | 2,500 | 310.56% | 4,700 | 583.85% |
| | Del Prado Blvd. | Littleton Rd. | 2LU | 1,700 | 1,522 | 82 | 1% | 4% | 2,030 | 3,500 | 2,802 | 96 | 0% | 4% | 4,250 | 7,000 | 1,800 | 106.64% | 5,300 | 313.98% |
| | Littleton Rd. | Bayshore Rd. | 2LU | 12,500 | 11,915 | 1,290 | 9% | 8% | 3,910 | 14,500 | 14,052 | 2,739 | 7% | 6% | 6,840 | 18,200 | 2,000 | 16.01% | 5,700 | 45.63% |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | 22,900 | 19,759 | 5,639 | 37% | 35% | 17,780 | 31,900 | 20,980 | 11,377 | 30% | 35% | 37,210 | 46,800 | 9,000 | 39.33% | 23,900 | 104.44% |
| | Bayshore Rd. | North River Rd. | 2LU | 30,400 | 24,156 | 11,162 | 74% | 65% | 33,020 | 46,000 | 31,418 | 22,907 | 60% | 65% | 69,100 | 77,600 | 15,600 | 51.28% | 47,200 | 155.15% |
| | North River Rd. | Project Entrance | 2LU | 19,800 | 19,642 | 11,620 | 77% | 60% | 30,480 | 38,500 | 39,309 | 17,128 | 45% | 60% | 63,780 | 86,000 | 18,700 | 94.44% | 66,200 | 334.33% |
| | Project Entrance | County Line | 2LU | 10,100 | 10,072 | 1,908 | 13% | 20% | 10,160 | 18,300 | 22,884 | 4,249 | 11% | 20% | 21,260 | 39,900 | 8,200 | 80.87% | 29,800 | 293.89% |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | 37,100 | 37,735 | 33 | 0% | 2% | 1,020 | 38,700 | 38,225 | 2 | 0% | 2% | 2,130 | 40,400 | 1,600 | 4.31% | 3,300 | 8.90% |
| | Palmetto Ave. | Michigan Link | 4LD | 37,000 | 37,733 | 34 | 0% | 2% | 1,020 | 38,700 | 37,645 | 30 | 0% | 2% | 2,130 | 39,700 | 1,700 | 4.60% | 2,700 | 7.30% |
| | Michigan Link | Ortiz Ave. | 6LD | 46,800 | 44,847 | 22 | 0% | 4% | 2,030 | 46,900 | 46,964 | 15 | 0% | 4% | 4,250 | 51,200 | 100 | 0.21% | 4,400 | 9.41% |
| | Ortiz Ave. | I-75 | 6LD | 45,700 | 46,320 | 38 | 0% | 5% | 2,540 | 48,800 | 45,468 | 29 | 0% | 5% | 5,320 | 50,800 | 3,100 | 6.79% | 5,100 | 11.17% |
| | I-75 | Buckingham Rd. | 6LD | 36,900 | 36,748 | 352 | 2% | 4% | 2,030 | 38,400 | 34,272 | 590 | 2% | 4% | 4,250 | 37,900 | 1,500 | 4.07% | 1,000 | 2.71% |
| | Buckingham Rd. | Lee Blvd. | 6LD | 41,400 | 41,273 | 177 | 1% | 3% | 1,520 | 42,600 | 40,399 | 454 | 1% | 3% | 3,190 | 43,100 | 1,200 | 2.90% | 1,700 | 4.11% |
| | Lee Blvd. | Gunnery Rd. | 4LD | 35,500 | 35,615 | 100 | 1% | 3% | 1,270 | 36,800 | 34,967 | 318 | 1% | 3% | 2,660 | 37,300 | 1,300 | 3.67% | 1,800 | 5.08% |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | 15,400 | 15,067 | 329 | 2% | 2% | 1,000 | 15,700 | 14,070 | 408 | 1% | 3% | 3,190 | 16,900 | 300 | 1.95% | 1,500 | 9.75% |
| | Seaboard St. | Palmetto Ave. | 4LD | 24,800 | 24,076 | 778 | 5% | 5% | 2,360 | 25,700 | 23,284 | 994 | 3% | 3% | 2,660 | 25,000 | 900 | 3.63% | 200 | 0.81% |
| | Palmetto Ave. | Oritz Blvd. | 4LD | 26,900 | 26,448 | 1,598 | 11% | 8% | 4,300 | 29,200 | 27,189 | 2,803 | 7% | 6% | 6,220 | 30,600 | 2,300 | 8.56% | 3,700 | 13.77% |
| | Oritz Blvd. | I-75 | 6LD | 37,100 | 34,197 | 2,511 | 17% | 13% | 6,760 | 38,400 | 34,837 | 4,337 | 11% | 9% | 9,630 | 40,100 | 1,300 | 3.50% | 3,000 | 8.08% |
| | I-75 | SR 31 | 6LD | 47,100 | 41,788 | 4,769 | 32% | 25% | 12,840 | 49,900 | 43,501 | 8,224 | 21% | 17% | 18,260 | 53,500 | 2,800 | 5.94% | 6,400 | 13.58% |
| | SR 31 | Tropic Ave. | 4LD | 26,600 | 26,603 | 754 | 5% | 15% | 7,620 | 33,500 | 26,917 | 2,988 | 8% | 18% | 18,920 | 42,800 | 6,900 | 25.96% | 16,200 | 60.95% |
| | Tropic Ave. | Buckingham Rd. | 4LD | 22,300 | 22,365 | 754 | 5% | 15% | 7,620 | 29,200 | 22,692 | 2,988 | 8% | 18% | 18,920 | 38,600 | 6,900 | 30.99% | 16,300 | 73.22% |
| | Buckingham Rd. | South Olga Drive | 4LD | 20,200 | 19,881 | 68 | 0% | 10% | 5,310 | 25,100 | 18,505 | 216 | 1% | 11% | 11,230 | 29,500 | 4,900 | 24.21% | 9,300 | 45.95% |
| | South Olga Drive | Hickey Creek | 4LD | 19,500 | 19,140 | 2 | 0% | 10% | 5,090 | 24,200 | 18,272 | 8 | 0% | 10% | 10,650 | 28,900 | 4,700 | 24.12% | 9,400 | 48.23% |
| | Hickey Creek | Joel Blvd. | 4LD | 18,400 | 18,904 | 853 | 6% | 16% | 7,950 | 26,000 | 21,525 | 4,447 | 12% | 22% | 22,970 | 40,000 | 7,600 | 41.24% | 21,600 | 117.22% |
| | Joel Blvd. | County Line | 2LU | 15,900 | 15,900 | 410 | 3% | 13% | 6,460 | 22,000 | 15,900 | 1,334 | 3% | 13% | 14,330 | 28,900 | 6,100 | 38.36% | 13,000 | 81.76% |
| US 41 | Hanson St. | SR 82 | 6LD | 51,500 | 50,432 | 3 | 0% | 3% | 1,520 | 51,900 | 50,116 | 32 | 0% | 5% | 5,320 | 55,400 | 400 | 0.78% | 3,900 | 7.58% |
| | SR 82 | Hancock Bridge Pkwy. | 4LD | 40,300 | 39,645 | 0 | 0% | 3% | 1,270 | 40,900 | 40,585 | 0 | 0% | 5% | 4,780 | 45,400 | 600 | 1.49% | 5,100 | 12.64% |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4LD | 32,200 | 31,652 | 149 | 1% | 2% | 1,020 | 32,500 | 29,787 | 428 | 1% | 4% | 4,250 | 33,600 | 300 | 0.93% | 1,400 | 4.35% |
| | Pondella Rd. | Pine Island Rd. | 4LD | 30,600 | 30,011 | 0 | 0% | 2% | 1,020 | 31,000 | 27,988 | 0 | 0% | 4% | 3,720 | 31,700 | 400 | 1.31% | 1,100 | 3.60% |
| | Pine Island Rd. | Littleton Rd. | 4LD | 36,200 | 35,886 | 46 | 0% | 2% | 760 | 36,600 | 33,805 | 218 | 1% | 3% | 3,190 | 36,800 | 400 | 1.10% | 600 | 1.66% |
| | Littleton Rd. | Business 41 | 4LD | 33,900 | 33,645 | 68 | 0% | 2% | 760 | 34,300 | 30,780 | 200 | 1% | 4% | 3,720 | 34,300 | 400 | 1.18% | 400 | 1.18% |
| | Business 41 | Del Prado Extension | 4LD | 42,800 | 42,546 | 335 | 2% | 2% | 1,010 | 43,200 | 41,487 | 198 | 1% | 2% | 2,130 | 43,400 | 400 | 0.93% | 600 | 1.40% |
| | Del Prado Extension | County Line | 6LD | 53,900 | 53,580 | 311 | 2% | 2% | 940 | 54,200 | 52,978 | 600 | 2% | 2% | 1,590 | 54,000 | 300 | 0.56% | 100 | 0.19% |

**EXHIBIT 6.15 (Revised)**

**Intentionally Left Blank**

N

N.T.S.

BABCOCK RANCH

CHARLOTTE COUNTY
LEE COUNTY

CR 74
SR 31
OIL WELL RD
ZEMEL RD
COOK BROWN RD
CR 765
41
75
NALLE GRADE RD
HENDERSON GRADE RD
RICH RD
LEETANA RD
PRITCHETT PKWY
NALLE RD
SR 31
OLD BAYSHORE RD.
BAYSHORE RD
NORTH RIVER RD
OLGA RD.
SR 80
5TH ST.
OLD BUCKINGHAM RD
DURDEN PKWY
DEL PRADO/MELLOW DR.
SLATER RD
SR 78
BUS 41
HART RD
LAUREL DR
LITTLETON RD
KISMET PKWY
JACARANDA PKWY
OLD BURNT STORE RD
BURNT STORE RD
DIPLOMAT PKWY
NELSON RD
JUANITA BLVD
ANDALUSIA BLVD
24TH AVE NE
GARRETT RD
BARRETT RD.
EL DORADO BLVD
EMBERS PKWY
TROPICANA PKWY
PONDELLA
HANCOCK BRIDGE PKWY
PINE ISLAND RD
SR 78
ORANGE GROVE BLVD
SKYLINE BLVD
MOODY RD
CALOOSA-HATCHEE BRIDGE
ORANGE RIVER BLVD
CEMETERY RD
68TH ST
61ST ST
TICE ST
COUNTRY LAKES DR
STALEY RD
LUCKETT RD
MARSH AVE
PALMETTO AVE
LINK
BALLARD ST
ORTIZ
SR 82
EDISON BRIDGE
EDISON AVE
HANSON
EVANS AVE
FOWLER
DANIELS PKWY
OMNI BLVD
MEAL RD.
ALVA AVE
BUCKINGHAM RD
SUNSET RD.
LEE BLVD
SUNSHINE BLVD.
17TH ST
15TH ST
12TH ST
9TH ST.
WILLIAMS AVE
RICHMOND AVE
SR 884
JOEL BLVD
GREENBRIAR BLVD
MOORE AVE
5TH ST
SW 8TH ST
SW 23RD ST
LEELAND HEIGHTS BLVD
BETH STACY BLVD
HOMESTEAD BLVD
MC ARTHUR BLVD
SENTINELA BLVD
SUNRISE BLVD
GRANT BLVD
COLUMBUS BLVD
NAPLES AVE
BELL BLVD
MILWAUKEE BLVD
PARK DALE BLVD
JAGUAR BLVD
EISENHOWER
NIMITZ BLVD
SR 82
40TH ST
ALABAMA RD
GUNNERY RD
LEONARD BLVD
GATEWAY BLVD
COMMERCE LAKES BLVD
TRIPLINE AVE
S.W. FLORIDA INTERNATIONAL AIRPORT
AIRPORT RD
PIPER RD
FLORIDA ST
AQUI ESTA DR
CR 768
NOTRE DAME BLVD
TUCKERS GRADE
MID PT BRIDGE
SR 867
PAGE FIELD
IDLEWILD
MAPLE DR
WINKLER CIRCLE DR
PARK MEADOW DR
CRYSTAL DR
WINKLER AVE
PLANTATION PKWY
MARKET RD
METRO PKWY
SR 867
CAPE CORAL BRIDGE
MCGREGOR BLVD
DEL PRADO BLVD
CAPE CORAL PKWY
COLLEGE PKWY
CYPRESS LAKE DR
CYPRESS PKWY
PALOMINO DR
TRAFALGAR PKWY
VERANDA PKWY
CULTURAL PARK BLVD
VISCAYA PKWY
SE 24TH AVE
SKYLINE BLVD
CHIQUITA BLVD
SURFSIDE BLVD
OASIS BLVD
BEACH PKWY
SANDS BLVD
MOHAWK PKWY
PELICAN BLVD
SANTA BARBARA BLVD
PALM TREE BLVD
EL DORADO PKWY
CAPE CORAL
RIVER
CALOOSAHATCHEE
IONA RD
SR 867
AAW
BUB RD
WINKLER RD
SR 865
GLADIOLUS DR
BRIARCLIFF RD
DAVIS RD
JOHN MORRIS BLVD
KELLY RD
RIDGE BLVD
BASS RD
SR 867
PINE
CR 869
MCGREGOR
CAUSEWAY
SANIBEL
PERIWINKLE WAY
SAN CARLOS
ESTERO
ALICO RD.
ISLAND PARK RD.
PARK RD.
PHLOX DR.
LEE RD.
ORIOLE RD.
SANIBEL BLVD.
SAN CARLOS BLVD.
PKWY.
OAKS
BEN HOGAN TWN PKWY.
FLORIDA GULF COAST UNIVERSITY
ESTERO PKWY.
BROADWAY
SANDY LN.
THREE
CORKSCREW RD.

## LEGEND

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 10 Lanes
- Interchange
- Future Corridor Evaluation

Babcock Ranch CPA
Lee County, Charlotte County, Florida

DAVID PLUMMER & ASSOCIATES, INC.
1531 HENDRY STREET
FORT MYERS, FL 33901
(941) 332-2617

LEE COUNTY 2020
CHARLOTTE COUNTY 2025
MPO NEEDS ASSESSMENT

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 09/05 | 05680 | 19D/0905 | N.T.S. | 6.16 |

# EXHIBIT 6.17 (Revised)

# RECOMMENDED BUILDOUT IMPROVEMENTS

**(Please refer to Exhibit 6.20)**

**EXHIBIT 6.18 (Revised)**

**RECOMMENDED BUILDOUT IMPROVEMENTS**
**LEE COUNTY 2020/CHARLOTTE COUNTY 2025**
**MPO NEEDS ASSESSMENT**

**(Please refer to Exhibit 6.20)**

**Exhibit 6.19 (Revised)**
**Babcock Ranch CPA**
**Capital Improvement Program**

**Charlotte County Roadways**
**($ in thousands)**

| Roadway / Project Name | Description | Funding Source | | | | | | | | | | | | Five-Year Subtotal | Future Year Totals | Project Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Prior Years | | 2005 / 2006 | | 2006 / 2007 | | 2007 / 2008 | | 2008 / 2009 | | 2009 / 2010 | | | | |
| | | Impact Fee | Other | Impact Fee | Other | Impact Fee | Other | Impact Fee | Other | Impact Fee | Other | Impact Fee | Other | | | |
| SR 31 - From SR 80 to CR 74 | | | | | | | | | | | | | | | | |
| | PD&E Study | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,000 | $1,000 | $0 | $1,000 |
| | Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,000 | $1,000 | $0 | $1,000 |
| SR 31 - From North River Road to Project North Entrance | | | | | | | | | | | | | | | | |
| | Design | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $2,000 | $2,000 |
| | ROW Acquisition | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $5,000 | $5,000 |
| | Construction | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $28,000 | $28,000 |
| | Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $35,000 | $35,000 |
| SR 31 - From North Project Entrance to CR 74 | | | | | | | | | | | | | | | | |
| | ROW Acquisition | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,300 | $1,300 |
| | Design | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $3,600 | $3,600 |
| | Construction | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $12,800 | $12,800 |
| | Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $17,700 | $17,700 |
| US 41 - From County Line to Notre Dame Blvd. | | | | | | | | | | | | | | | | |
| | PD&E Study | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $750 | $750 |
| | Design | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $2,000 | $2,000 |
| | ROW Acquisition | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $5,000 | $5,000 |
| | Construction | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $21,550 | $21,550 |
| | Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $29,300 | $29,300 |
| North Jones Loop Road - From Taylor Street to I-75 | | | | | | | | | | | | | | | | |
| | Design | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $200 | $200 |
| | ROW Acquisition | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $600 | $600 |
| | Construction | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $2,300 | $2,300 |
| | Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $3,100 | $3,100 |
| CR 74 - From Piper Road to SR 31 | | | | | | | | | | | | | | | | |
| | Design | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $200 | $200 |
| | Construction | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $2,500 | $2,500 |
| | Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $2,700 | $2,700 |
| | **TOTAL** | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,000 | $1,000 | $87,800 | $88,800 |

**Exhibit 6.20**
**Babcock Ranch CPA**
**Staged Improvement Plan**

**Charlotte County Roadways**

| Roadway | From | To | No. Lanes Without CPA: Cost Feasible Plan | No. Lanes Without CPA: Needs Plan | Improvements, Costs, and Timings With Comprehensive Plan Amendment: Recommended Improvement | Improvement Costs | Year: 2010 | 2015 | 2020 | 2025 | 2030 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | County Line | Project Entrance South | 2 | 2 | Widen to 6 Lanes | $3,700,000 | | $3,700,000 | | | |
| | Project Entrance South | Project Entrance North | 2 | 2 | Widen to 4 Lanes | $18,800,000 | | $18,800,000 | | | |
| | Project Entrance | CR 74 | 2 | 2 | Widen to 4 Lanes | $18,200,000 | | | $18,200,000 | | |
| | CR 74 | North | 4 | 4 | | | | | | | |
| I - 75 | County Line | Tucker's Grade | 4 | 10 | | | | | | | |
| | Tucker's Grade | N Jones Loop Rd. | 4 | 10 | | | | | | | |
| | N Jones Loop Rd. | US 17 | 4 | 10 | | | | | | | |
| | US 17 | Harbor View Rd. | 4 | 10 | | | | | | | |
| US 41 | County Line | Zemel Rd. | 4 | 4 | Widen to 6 Lanes | $8,000,000 | | | $8,000,000 | | |
| | Zemel Rd. | Oil Well Rd. | 4 | 4 | Widen to 6 Lanes | $2,800,000 | | | $2,800,000 | | |
| | Oil Well Rd. | Notre Dame Blvd. | 4 | 4 | Widen to 6 Lanes | $18,500,000 | | | $18,500,000 | | |
| | Notre Dame Blvd. | Taylor St. | 6 | 6 | | | | | | | |
| | Taylor Rd. | Acline Rd. | 6 | 6 | | | | | | | |
| | Acline Rd. | Burnt Store Rd. | 4 | 6 | | | | | | | |
| | Burnt Store Rd. | Aqui Esta Dr. | 6 | 6 | | | | | | | |
| | Aqui Esta Dr. | Airport Rd. | 6 | 6 | | | | | | | |
| | Airport Rd. | Henry St. | 6 | 6 | | | | | | | |
| | Henry St. | Northbound/Southbound Split | 6 | 6 | | | | | | | |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 3 | 3 | | | | | | | |
| | Taylor St. | Barron Collier Bridge | 3 | 3 | | | | | | | |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 3 | 3 | | | | | | | |
| BURNT STORE RD. | County Line | Zemel Rd. | 2 | 4 | | | | | | | |
| | Zemel Rd. | Notre Dame Blvd. | 2 | 4 | | | | | | | |
| | Notre Dame Blvd. | Acline Rd. | 2 | 4 | | | | | | | |
| | Acline Rd. | US 41 | 2 | 4 | | | | | | | |
| | US 41 | Taylor St. | 2 | 4 | | | | | | | |
| TAYLOR ST. | US 41-South | Acline Rd. | 4 | 4 | | | | | | | |
| | Acline Rd. | N Jones Loop Rd. | 4 | 4 | | | | | | | |
| | N Jones Loop Rd. | Burnt Store Rd. | 4 | 4 | | | | | | | |
| | Burnt Store Rd. | Airport Rd. | 4 | 4 | | | | | | | |
| | Airport Rd. | US 41-North | 4 | 4 | | | | | | | |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 2 | 4 | | | | | | | |
| | Airport Rd. | CR 74 | 2 | 4 | | | | | | | |
| CR 74 | Piper Rd. | SR 31 | 2 | 2 | Turn Lanes | $2,700,000 | | | | | $2,700,000 |
| | SR 31 | East | 2 | 2 | | | | | | | |
| US 17 | Marion Ave. | I - 75 | 6 | 6 | | | | | | | |
| | I - 75 | CR 74 | 6 | 6 | | | | | | | |
| | CR 74 | Washington Loop Rd. | 4 | 4 | | | | | | | |
| | Washington Loop Rd. | North | 4 | 4 | | | | | | | |
| W MARION AVE. | Coronado Dr. | Shreve St. | 4 | 4 | | | | | | | |
| | Shreve St. | US 41 | 2 | 2 | | | | | | | |
| MARION AVE. | US 41 | US 17 | 3 | 3 | | | | | | | |
| OLYMPIA AVE. | Shreve St. | US 41 | 2 | 2 | | | | | | | |
| E. OLYMPIA AVE. | US 41 | US 17 | 3 | 3 | | | | | | | |
| HENRY ST. | W Marion Ave. | US 41 | 4 | 4 | | | | | | | |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 4 | 4 | | | | | | | |
| CARMALITA ST. | US 41 | Florida St. | 2 | 2 | | | | | | | |
| AIRPORT RD. | US 41 | Taylor Rd. | 4 | 4 | | | | | | | |
| | Taylor Rd. | I - 75 | 4 | 4 | | | | | | | |
| | I - 75 | Piper Rd. | 4 | 4 | | | | | | | |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4 | 4 | | | | | | | |
| | Taylor Rd. | I - 75 | 4 | 4 | Widen to 6 Lanes | $3,100,000 | | $3,100,000 | | | |
| | I - 75 | S Jones Loop Rd. | 4 | 4 | | | | | | | |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 4 | 4 | | | | | | | |
| | I - 75 | Taylor Rd. | 4 | 4 | | | | | | | |
| | Taylor Rd. | US 41 | 4 | 4 | | | | | | | |
| | US 41 | Burnt Store Rd. | 4 | 4 | | | | | | | |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2 | 2 | | | | | | | |
| TUCKERS GRADE | US 41 | I - 75 | 4 | 4 | | | | | | | |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2 | 2 | | | | | | | |
| OILWELL RD. | US 41 | I - 75 | 2 | 2 | | | | | | | |
| | I - 75 | East | 2 | 2 | | | | | | | |
| | | | | | **TOTAL** | $75,800,000 | $0 | $25,600,000 | $47,500,000 | $0 | $2,700,000 |

**Exhibit 6.20 (Continued)**
**Babcock Ranch CPA**
**Staged Improvement Plan**

**Lee County Roadways**

| | | | No. Lanes Without CPA | | Improvements, Costs, and Timings With Comprehensive Plan Amendment | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cost | | | | Year | | | | |
| Roadway | From | To | Feasible Plan | Needs Plan | Recommended Improvement | Improvement Costs | 2010 | 2015 | 2020 | 2025 | 2030 |
| BAYSHORE RD. (SR 78) | US 41 | Business 41 | 4 | 4 | | | | | | | |
| | Business 41 | Hart Rd. | 4 | 4 | Nalle Grade Road Extension | See Nalle Grade Ext. | | | | | |
| | Hart Rd. | Slater Rd. | 4 | 4 | Nalle Grade Road Extension | See Nalle Grade Ext. | | | | | |
| | Slater Rd | I-75 | 4 | 4 | Widen to 6 Lanes (1) | $10,122,000 | | | | $10,122,000 | |
| | I-75 | Nalle Rd. | 2 | 4 | Nalle Grade Road Extension | See Nalle Grade Ext. | | | | | |
| | Nalle Rd. | SR 31 | 2 | 2 | Widen to 4 Lanes (1) | $8,336,000 | | | $8,336,000 | | |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2 | 4 | | | | | | | |
| | Orange River Blvd. | SR 80 | 2 | 4 | | | | | | | |
| BUSINESS 41 | US 41 | Littleton Rd. | 4 | 4 | | | | | | | |
| | Littleton Rd. | Pine Island Rd. | 4 | 4 | | | | | | | |
| | Pine Island Rd. | Pondella Rd. | 6 | 6 | | | | | | | |
| | Pondella Rd. | SR 80 | 6 | 6 | | | | | | | |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6 | 10 | | | | | | | |
| | Fowler Ave. | Metro Pkwy. | 6 | 10 | | | | | | | |
| | Metro Pkwy. | Palmetto Ave. | 6 | 10 | | | | | | | |
| | Palmetto Ave. | Winkler. | 6 | 10 | | | | | | | |
| | Winkler. | Ortiz | 4 | 10 | | | | | | | |
| | Ortiz Ave. | I-75 | 4 | 10 | | | | | | | |
| | I-75 | Treeline Ave. | 4 | 10 | | | | | | | |
| | Treeline Ave. | SR 82 | 6 | 10 | | | | | | | |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2 | 4 | | | | | | | |
| | Hart Rd. | US 41 | 2 | 4 | | | | | | | |
| | US 41 | Dena Varra Pkwy. | 4 | 4 | | | | | | | |
| | Dena Varra Pkwy. | Garden Blvd. | 4 | 4 | | | | | | | |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6 | 10 | | | | | | | |
| | Colonial Blvd. | SR 82 | 6 | 10 | | | | | | | |
| | SR 82 | Luckett Rd. | 6 | 8 | | | | | | | |
| | Luckett Rd. | SR 80 | 6 | 8 | | | | | | | |
| | SR 80 | Bayshore Rd. | 4 | 8 | | | | | | | |
| | Bayshore Rd. | County Line | 4 | 8 | | | | | | | |
| LITTLETON RD. | Slater Rd. | Hart Rd. | 2 | 2 | | | | | | | |
| | Hart Rd. | Business 41 | 2 | 2 | | | | | | | |
| | Business 41 | US 41 | 2 | 4 | | | | | | | |
| | US 41 | Corbett Rd. | 2 | 4 | | | | | | | |
| | Corbett Rd. | NE 24th Ave. | 2 | 4 | | | | | | | |
| NALLE GRADE EXT. | I-75 | SR 31 | 2 | 2 | Widen to 4 or 6 Lanes (2) | $28,020,000 | | | $28,020,000 | | |
| | I-75 | I-75 | | Interchange | | | | | | | |
| NORTH RIVER RD. | SR 31 | Project Entrance | 2 | 2 | Widen to 4 Lanes (3) | $1,150,000 | | | $1,150,000 | | |
| | Project Entrance | Broadway Rd. | 2 | 2 | Widen to 4 Lanes (4) | $3,950,000 | | | | $3,950,000 | |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2 | 4 | | | | | | | |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4 | 4 | | | | | | | |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2 | 2 | | | | | | | |
| | Del Prado Blvd. | Littleton Rd. | 2 | 2 | | | | | | | |
| | Littleton Rd. | Bayshore Rd. | 2 | 2 | | | | | | | |
| SR 31 | SR 80 | Bayshore Rd. | 2 | 2 | Widen to 6 Lanes | $5,547,000 | | $5,547,000 | | | |
| | | | | | Bridge | $27,060,000 | | $27,060,000 | | | |
| | Bayshore Rd. | North River Rd. | 2 | 2 | Widen to 6 Lanes (1) | $8,012,000 | | $8,012,000 | | | |
| | North River Rd. | Project Entrance | 2 | 2 | Widen to 6 Lanes (1) | $6,779,000 | | $6,779,000 | | | |
| | Project Entrance | County Line | 2 | 2 | Widen to 6 Lanes (1) | $6,163,000 | | $6,163,000 | | | |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4 | 4 | | | | | | | |
| | Palmetto Ave. | Michigan Link | 4 | 4 | | | | | | | |
| | Michigan Link | Ortiz Ave. | 6 | 6 | | | | | | | |
| | Ortiz Ave. | I-75 | 6 | 6 | | | | | | | |
| | I-75 | Buckingham Rd. | 6 | 6 | | | | | | | |
| | Buckingham Rd. | Lee Blvd. | 6 | 6 | | | | | | | |
| | Lee Blvd. | Gunnery Rd. | 4 | 6 | | | | | | | |
| SR 80 | Fowler Ave. | Seaboard St. | 4 | 4 | | | | | | | |
| | Seaboard St. | Palmetto Ave. | 4 | 4 | | | | | | | |
| | Palmetto Ave. | Oritz Blvd. | 4 | 4 | | | | | | | |
| | Oritz Blvd. | I-75 | 6 | 6 | | | | | | | |
| | I-75 | SR 31 | 6 | 6 | | | | | | | |
| | SR 31 | Tropic Ave. | 4 | 6 | | | | | | | |
| | Tropic Ave. | Buckingham Rd. | 4 | 6 | | | | | | | |
| | Buckingham Rd. | South Olga Drive | 4 | 4 | | | | | | | |
| | South Olga Drive | Hickey Creek | 4 | 4 | | | | | | | |
| | Hickey Creek | Joel Blvd. | 4 | 4 | | | | | | | |
| | Joel Blvd. | County Line | 2 | 2 | Widen to 4 Lanes (5) | $6,792,000 | | | $6,792,000 | | |
| US 41 | Hanson St. | SR 82 | 6 | 6 | | | | | | | |
| | SR 82 | Hancock Bridge Pkwy. | 4 | 10 | | | | | | | |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4 | 10 | | | | | | | |
| | Pondella Rd. | Pine Island Rd. | 4 | 6 | | | | | | | |
| | Pine Island Rd. | Littleton Rd. | 4 | 6 | | | | | | | |
| | Littleton Rd. | Business 41 | 4 | 6 | | | | | | | |
| | Business 41 | Del Prado Extension | 4 | 6 | | | | | | | |
| | Del Prado Extension | County Line | 6 | 6 | | | | | | | |
| | | | | | TOTAL | $111,931,000 | $0 | $53,561,000 | $44,298,000 | $14,072,000 | $0 |

Footnotes:
(1) With Nalle Grade Road Extension.
(2) Design for 6 lanes and construct 4 or 6 lanes based on corridor study.
(3) Widen to four lanes or potential east - west road north of and parallel to North River Road. Cost reflects four lane widening.
(4) Alternative east - west roadway north of and parallel to North River Road. Cost reflects parallel two lane road.
(5) Or construct east - west road north of and parallel to North River Road. Cost est timate reflects four lane widening

# APPENDIX A

# CHARLOTTE COUNTY TRANSPORTATION STAFF SUFFICIENCY COMMENTS

## Stephen Leung

**From:** O'Kane, Tom [Tom.O'Kane@charlottefl.com]

**Sent:** Monday, October 17, 2005 1:36 PM

**To:** Stephen Leung

**Cc:** Quick, Dan; bfoley@sfwmd.gov; Konefal, Mike; DeGiovine, John; Gumula, Mark; Millard, Wes; michael.rippe@dot.state.fl.us; Patricia Newton; DeSanti, Chuck; Noor Ismail; Perez, Jorge; Gary Harrell

**Subject:** Bobcock Ranch - Agenda for Friday, October 14, 2005

Mr. Leung - the County transportation staff have completed their initial review of the traffic information provided in the Babcock Ranch - Comprehensive Plan Amendment report (Sept., '05) - there are many questions that have arisen from this review - I understand that we will meet on Fri. (21 Oct.) to discuss the traffic section, but I wanted to provide you w/some of the questions that we have compiled thus far - please note that these items do not include any comments from MPO or FDOT staffs - they have been invited to the Fri. meeting:

1. **School Trip Generation** - the report indicates that there will be 4 schools (7 ultimately) on the site (Exhibit 6.11), but there is no detail on what is anticipated for the number of classrooms or students in order to calculate the trips to be generated from this activity - however, the school impact section (Section 5 - Public Facilities Impacts) shows that the ultimate number of schools will be 5 w/ no indication of what the initial number will be - even using the 5 classrooms as the figure, there would be at least 8000 daily trips generated from all the school levels - can you clarify the discrepancy between the 2 sections & give us what was used for the trip generation for this use (high school, middle, & elementary) in your analysis?? Also, what is an "enr." w/respect to schools (K to 12)?? This notation is at the bottom of Exhibit 6.11
2. **General Trip Generation** - what is the relationship between the trip generation estimates labeled as ITE (page 7) & the FSUTMS estimates (page 10)?? It is unclear as to how the trips were generated - our cursory review generated a similar total number for the 2020 projection, but a much higher number for the 2030 scenario - the internal capture ranges from 46% to 61% - this is quantum leap for a proposed development of this type w/very sketchy reference to how this will be accomplished - what is the justification for an ultimate internal capture from the FSUTMS which is estimated at 82%?? W/the limited information available, I would estimate the internal capture to be closer to 20% - there is no question that the developer proposes to encourage internal trip making, but w/its close proximity to Ft. Myers/No. Ft. Myers & all of Lee County, there will be a very strong attraction between these sites
3. **Socio-economic Data** - what is the purpose of the discussion under socio-economic data on page 11 & how does it relate to the traffic projections?? It is not clear
4. **Traffic Volume/Demand Comparison** - Exhibit 6.14 is does not provide sufficient information to determine the magnitude of the projected impacts - the existing ADT, the projected ADT under the Comprehensive Plan scenario, & the anticipated ADT for the 2020 development have all been omitted - there is not enough information to make a comparison & determine the true impacts
5. **Needs Network** - the presentation of future transportation network needs is disjointed - there needs to be a tabulation of the existing network compared to the adopted 2020 cost feasible networks (Lee & Charlotte) compared to the needs brought on by the 2020 Babcock development & finally the impacts of build out - however, before this is provided, there must be a rational justification of the %'s of trip capture - this element has a tremendous impact on the outcome of the review

6. **Transportation Improvement Costs** - the road improvement costs are a bit confusing - it is not clear how the figures were calculated & what is in or out of the estimates(??) - there is no apparent cost included for other transportation elements such as transit, shuttles, bikeways, etc.
7. **Traffic Mitigation Section** - whoever prepared the "traffic mitigation" section is not aware that road impact fees are collected for the general use throughout the County & not necessarily designated to resolve transportation problem caused by the development, particularly a project of this magnitude - impact fees are used to implement the cost feasible plans & not new system requirements brought on by a developer - I suggest that they recalculate their requirements outside the road impact fees - this item relates directly to questions #4 & #5

These are several items that stood out in our first pass through the document so there will be other items that arise as we work through this first group - the MPO & FDOT staffs will have comments & questions as well - I wanted to pass along these questions as soon as they were available so that you would have some lead time before Fri. - Tom O'Kane

-----Original Message-----
**From:** Noor Ismail [mailto:nismail@johnsoneng.com]
**Sent:** Monday, October 17, 2005 8:06 AM
**To:** Perez, Jorge; O'Kane, Tom; Noor Ismail
**Cc:** Quick, Dan; bfoley@sfwmd.gov; Konefal, Mike; DeGiovine, John; Gumula, Mark; Millard, Wes; michael.rippe@dot.state.fl.us; Patricia Newton; DeSanti, Chuck; Stephen Leung
**Subject:** RE: Agenda for Friday, October 14, 2005

Steve Leung's e-mail is stephen.leung@dplummer.com
Steve is copied on this e-mail. Thanks.

Noor Ismail, AICP
Senior Planner
JOHNSON
ENGINEERING
Johnson Engineering
2158 Johnson Street
P.O. Box 1550
Fort Myers, FL 33902
Phone: (239) 334-0046 ext. 3338
Fax: (239) 334-3661
E-mail: nismail@johnsoneng.com
Website: www.johnsonengineering.com

---

**From:** Perez, Jorge [mailto:Jorge.Perez@charlottefl.com]
**Sent:** Friday, October 14, 2005 12:08 PM
**To:** O'Kane, Tom; nismail@johnsoneng.com
**Cc:** Quick, Dan; bfoley@sfwmd.gov; Konefal, Mike; DeGiovine, John; Gumula, Mark; Millard, Wes; michael.rippe@dot.state.fl.us
**Subject:** RE: Agenda for Friday, October 14, 2005

Tom:

For the SFWMD item: Mr. Foley, please confirm whether you would like to meet next Friday, and we will gladly set it up for you. Please let me know whether morning of afternoon works best.

For FDOT, would you rather meet in the morning or afternoon? Noor, do you have Steve Lunge's (sp?) email so that I can include him?

Thanks

Jorge

Jorge Perez, MCP

Planner III, Zoning/Current Planning

Charlotte County Community Development Department

18500 Murdock Circle, Bldg. B, Room 103 (1st Floor)

Port Charlotte, FL 33948-1094

Jorge.Perez@charlottefl.com

(941) 623- 1073

FAX (941) 743- 1598

-----Original Message-----
**From:** O'Kane, Tom
**Sent:** Friday, October 14, 2005 10:02 AM
**To:** Perez, Jorge
**Cc:** Quick, Dan; 'bfoley@sfwmd.gov'; Konefal, Mike; DeGiovine, John; Gumula, Mark; Millard, Wes; michael.rippe@dot.state.fl.us
**Subject:** RE: Agenda for Friday, October 14, 2005

Jorge - if the staff from SFWMD are available next Fri. & would like to participate in the discussions, we should set aside some time for them to cover their issues w/the developer's engineer - neither Wes nor I have heard anything back from FDOT staff yet, but I assume that they will want to participate in a discussion w/the developer on the traffic & transportation issues - next Fri. (21st) would be fine to schedule this discussion - Tom

-----Original Message-----

**From:** Perez, Jorge

**Sent:** Friday, October 14, 2005 8:08 AM

**To:** O'Kane, Tom; DeGiovine, John

**Cc:** Quick, Dan; 'bfoley@sfwmd.gov'; Konefal, Mike

**Subject:** RE: Agenda for Friday, October 14, 2005

Guys:

The meeting in the afternoon is for the environmental planners to get more information on environmental items. While you guys are welcome to attend and participate, the meeting will not include a presentation by the applicant.

We will be happy to schedule a meeting between SFWMD and the consultants next Friday. Please let us know you guys will be available, and we will set it up

Thanks

Jorge

Jorge Perez, MCP

Planner III, Zoning/Current Planning

Charlotte County Community Development Department

18500 Murdock Circle, Bldg. B, Room 103 (1st Floor)

Port Charlotte, FL 33948-1094

Jorge.Perez@charlottefl.com

(941) 623- 1073

FAX (941) 743- 1598

-----Original Message-----
**From:** O'Kane, Tom
**Sent:** Thursday, October 13, 2005 4:55 PM
**To:** DeGiovine, John
**Cc:** Quick, Dan; Perez, Jorge; 'bfoley@sfwmd.gov'
**Subject:** FW: Agenda for Friday, October 14, 2005

John - please see the attached agenda - I notice that they have scheduled discussion of environmental items on Babcock for the afternoon - stormwater is one - I notice also the there is no one from the SFWMD contacted to attend to discuss the stormwater items - I indicated to Administration this morning that the Water District staff would handle the review of these issues - perhaps you can touch base w/Jorge to see what will actually be covered in the meeting tomorrow - I suggest that there should be a SFWMD representative present when this material is covered - I have copied Bill Foley w/the District to advise him of the meeting - Tom

-----Original Message-----

**From:** Perez, Jorge

**Sent:** Thursday, October 13, 2005 3:25 PM

**To:** Roseann Samson (Roseann_Samson@ccps.k12.fl.us); Loper, John; Williams, Inga; Baker, Andrew; Benak, Karen; Browne, Rich; Byle, William; Carpenter, Vikki; Christie, Missy; Cocuzzi, Joy; Cookingham, Tom; Derheimer, Suzanne; Didio, Dennis; Dossett, Jim; Fendrick, James; Gerecke, Glenn; Helber, Loraine; Kleiss Hoeft, Laura; Konefal, Mike; Kuche, Martina; LeBeau, Joan; O'Kane, Tom; Perez, Jorge; Pingree, Charlie; Riggall, Verne; Rogers, Jan; Ross, Joyce; Sandrock, Raymond; Schlobohm, David; Shao, Jie; Thomson, Jim; Utley, Jason

**Subject:** Agenda for Friday, October 14, 2005

<< File: Agenda.doc >>

Hello all:

Attached is the agenda for tomorrow. If your department is not listed below, **you do not need to attend tomorrow's meeting**. Please remember that these meetings are staff-driven, which means the various consultants are not asked to come unless your department wants the meeting to happen. If you would like to meet with a consultant on Friday, October 21, please let me know and we will arrange for the scheduling. The earlier you tell me, the better it will work.

Thank you!

**9:00-11:30 Planning/Babcock Ranch CPA Text/ Policies**

County Staff: Joan LeBeau, Comp. Planning

Jason Utley, Comp. Planning

Jorge Perez, Zoning

Consultants: Noor Ismail, Johnson Engineering

**Water/sewer utilities**

County Staff: David Schlobohm, CCU Director

Jim Scholl, Malcolm Pirnie, Inc.

Consultants: Steven Morrison, Johnson Engineering

**2:00- 4:00 Environmental/Stormwater &**

**Drainage/ Water Supply & Recharge**

County Staff: Bill Byle, Comp. Planning & Zoning

Missie Christy, Environmental Svcs. Tina Powell, Environmental Svcs.

Jorge Perez, Zoning

Consultants: Andrew Tilton, Johnson Engineering Church Roberts, Johnson Engineering

Lonnie Howard, Johnson Engineering

Jorge

Jorge Perez, MCP

Planner III, Zoning/Current Planning

Charlotte County Community Development Department

18500 Murdock Circle, Bldg. B, Room 103 (1st Floor)

Port Charlotte, FL 33948-1094

Jorge.Perez@charlottefl.com

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**********

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# APPENDIX B

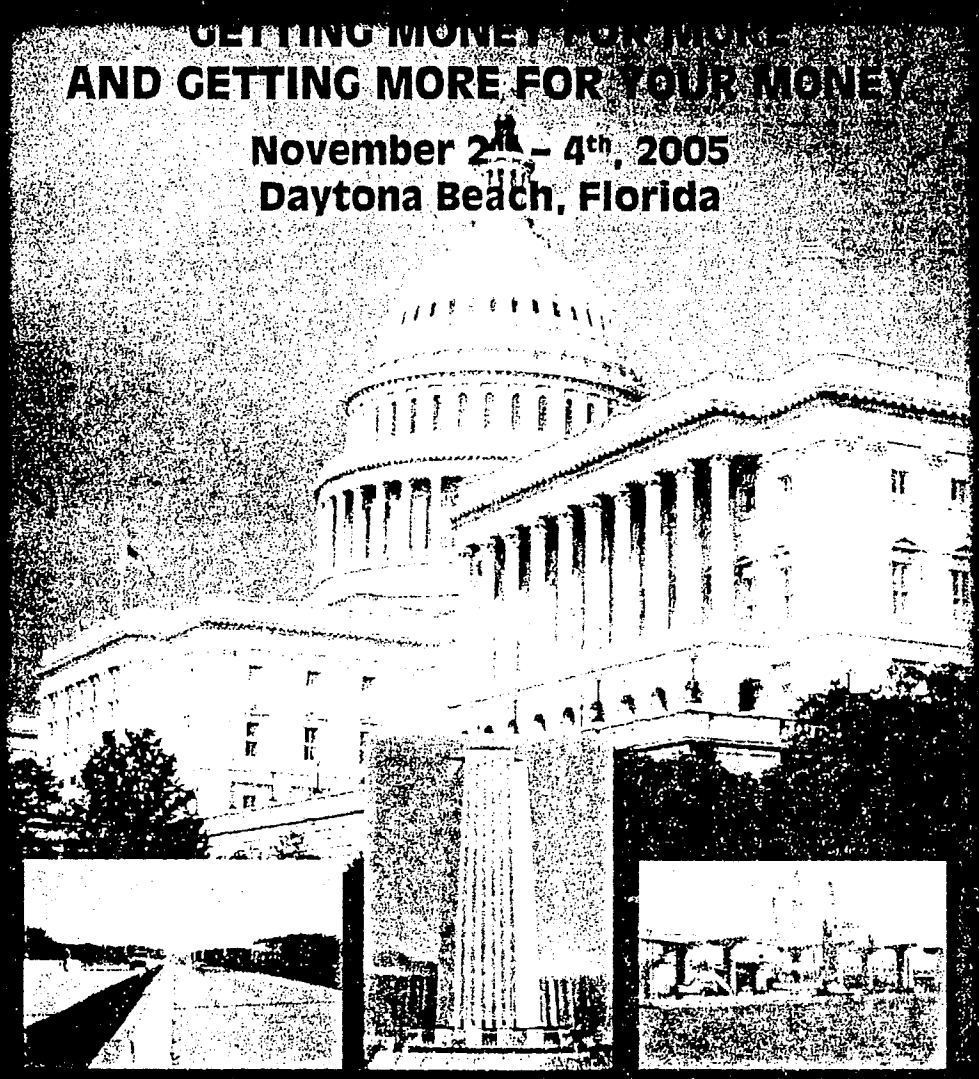
## TRADITIONAL DEVELOPMENT
## TRIP GENERATION CHARACTERISTICS

## FLITE – SEPTEMBER 2005, VOL. 46, NO. 2

# FLITE

Institute of Transportation Engineers
FLORIDA SECTION

September 2005 • Vol. 46 No. 2




## INSIDE


- PREDICTING FUTURE TRAVEL PATTERNS IN FLORIDA MPO AREAS
- TRADITIONAL DEVELOPMENT TRIP GENERATION CHARACTERISTICS
- FSITE STRATEGIC PLAN
- FSITE CHAPTER NEWS
- AND MORE

# Traditional Development Trip Generation Characteristics

## *I. Introduction*

Planned communities today are widely employing a New Urbanism approach in design. These concepts are hailed as one of the remedies to the rapid utilization of resources due to suburban sprawl. Traditional neighborhood developments incorporate a varied mixture of land uses usually within walking distance of one another. The proximity of these easily accessible facilities is intended to promote pedestrian, bicycle, and shorter internal auto trips. A large percentage of internal trips should be the result and lessen the impact of the community on the surrounding roadway network. Internal trips are defined as those that have both trip ends within the development project. Although they often utilize one or more segments of a public roadway, there is no net increase in traffic volume on the external roadway system outside the boundary of the project.

These benefits of internal capture and the level of trip duction associated with traditional land use development, wever, are supported by a minimal amount of documented research. Estimations for traffic characteristics such as trip generation and internal capture are sometimes challenged due to this lack of information. This report presents available information from the research conducted for traditional neighborhood developments and provides sources for greater inquiry.

## *II. Study Review*

A. Celebration Monitoring & Modeling Study

Published in September 2003, the Celebration Monitoring & Modeling Study provides a quantified insight into an established traditional community. The report was mandated by the Third Amended and Restated Development Order of the Celebration Development of Regional Impact (DRI). The report contributes information on many aspects of the community. Relevant information includes the development program, traffic counts, trip generation, and internal capture percentages.

Celebration is located in Osceola County, Florida. Interstate -4) and US 192 form the community's north and west borders, respectively. Other communities in the area include Lake Buena Vista at approximately 7 miles, and Kissimmee at approximately 10 miles away.

**B. Traditional Neighborhood Development Trip Generation Study**

*Traditional Neighborhood Development Trip Generation Study* was prepared by Dr. Asad J. Khattak, Dr. John R. Stone, William E. Letchworth, Ben K. Rasmussen and Bastian J. Schroeder in February 2005. The report was completed for the North Carolina Department of Transportation by the Department of City and Regional Planning of the University of North Carolina in Chapel Hill and the Department of Civil, Construction, and Environmental Engineering at North Carolina State. The report uses local traffic impact analysis methods to estimate trip generation rates. These estimated trip generation rates were compared with actual traffic counts produced by the existing developments.

The Traditional Neighborhood Development surveyed for this study is Southern Village, which is located within the city limits of the City of Chapel Hill. The other suburban development surveyed is located within the Northern Carrboro area. The developments are approximately 7 miles apart. The nearest commercial district is Franklin Street of Chapel Hill and the University of North Carolina and both developments are located equal distances away.

**C. Haile Plantation Traffic Study**

The Haile Plantation Traffic Study was prepared in November 15, 1996 by Buckholz Traffic. The study was completed to monitor the effect of changes to the Haile Plantation Master Plan and to document the actual project traffic characteristics. Both machine and manual intersection turning movement counts were conducted for the study. The manual counts were conducted at the intersection of SW 46th Boulevard and SW 75th Street, and SW 91st Street and Archer Road. The machine counts were taken at SW 46th Boulevard and SW 91st Street. These locations were determined sufficient to record all traffic movements from the traditional project elements.

Haile Plantation Village is located in Alachua County, FL. The development is approximately 7 miles from the commercial district of the City of Gainesville.

*Continued on page 17*

### D. Internalizing Travel by Mixing Land Uses: A Study of Master-Planned Communities in South Florida

*Internalizing Travel by Mixing Land Uses: A Study of ' -ter-Planned Communities in South Florida*, a study c ..pleted by Reid Ewing, Eric Dumbaugh, and Mike Brown, was presented at the 80th Transportation Research Board Conference in Washington D.C. The travel data originated form the Southeast Florida Travel 2000 Survey conducted by the Florida Department of Transportation. The land use data originated from metropolitan planning organizations and the Florida Department of Transportation. The information for Palm Beach and Broward counties was updated in 1999; the information for Dade County in 1996. Land use measures employed in the study were size, density, entropy, balance and accessibility.

Twenty different neighborhood developments from Palm Beach, Broward and Dade counties are included in this study. These communities were built over the last 40 years, and were both family and retirement oriented. The land uses included in each development included "housing, shopping, services, and recreational facilities."

### E. Other Traditional Neighborhood Development Resources

g the New Urban News' list of traditional neighborhood communities as a starting point, a list of additional nearly or recently completed developments was compiled. Local jurisdictions and development companies were contacted in reference to traffic studies for each of these projects but no usable information was available. These communities could provide opportunities for study in the future.

- Seaside, Walton County, FL. 350 Single Family (SF), 60 ksf commercial, charter school, chapel
- Kentlands, Gaithersburg, MD. 520 SF, 1539 Multi Family (MF), 1,000 ksf commercial & office, elementary school, convenience store/gas station/car wash
- Birkdale Village, Huntersville, NC. 230 SF, 360 MF, 234,921 sf Specialty Retail, 52,202 sf Office
- Daniel Island, Charleston, SC. 10,000 seat Tennis Stadium, 16 tennis courts, 5,100 seat Soccer Stadium, Private High School, K-8 Public, Preschool/Daycare
- I'ON, Mt. Pleasant, SC. 762 SF, 30,000 sf Commercial
- Harbor Town, Memphis, TN. 550 SF, 345 MF, 43 ksf commercial
- Middleton Hills, Middleton, WI. 327 SF, 87 MF, 150 ksf commercial

## *III. Traffic Generation & Internal Capture*

### A. Celebration, Osceola County, FL

The land use composition at the time of the Monitoring & Modeling (M&M) study is listed below. In keeping with the traditional community philosophy, the development program is quite diverse. Since Celebration development is still under way, this mixture of uses will change with time.

- Single Family 2,232 DU
- Retail 65,687 square feet
- Multi-Family 1,868 DU
- Hospital 100 beds
- Hotel 90 rooms
- Medical Office 204,940 square feet
- Office 922,857 square feet
- Golf Course 18 holes

Data was collected for the Celebration M&M during 72-hour machine cordon line counts. These counts revealed a significant difference from the internal trip values predicted by the ITE Trip Generation Handbook 6th Edition. This difference was evident in both the peak hour and daily trips and created significant internal capture percentages.

- Total Peak Hour Project Trips (actual counts): 3,458
- Total Peak Hour Project Trips (ITE, 6th Edition): 5,044
- Total Daily Project Trips (actual counts): 40,912
- Total Daily Project Trips (ITE, 6th Edition): 56,544
- Calculated Peak Hour Internal Capture: 31.8%
- Calculated Daily Internal Capture: 27.7%

### B. Southern Village, Chapel Hill, NC

The study of Southern Village compares the development to a similar conventional neighborhood. Both development programs are depicted below and the multi-use housing is included for Southern Village.

*Southern Village:*

- Single Family 611 DU
- Church 27,000 square feet
- Multi-family 309 DU
- Retail 30,000 square feet
- School 90,000 square feet
- Office 95,000 square feet
- Day Care Center 6,000 square feet

*Northern Carrboro:*

- Single Family 891 DU

*Continued on page 18*

**Traditional Development Trip Generation Characteristics,** *continued from page 17*

'ffic counts for Southern Village single-family households ..corded a value of 1,336 for the PM peak-hour and a value of 12,609 for the daily period. Using ITE trip generation methods, estimated trip generation values were calculated at 1,363 for the PM peak and 12,250 for the daily. The percent difference between actual and estimated is negligible. Thus, the findings confirm that the ITE trip generation methods were very reasonable for Southern Village.

The authors concluded that the residents of Southern Village did not make significantly fewer trips than residents of the conventional neighborhood. However, the trips by residents of Southern Village were shorter in time and distances, used different modes, and were less frequently external. For instance, each household in Southern Village was responsible for 7.7 auto trips per day. A single-family household in the conventional neighborhood created approximately 10 auto trips per day. The study also found that Southern Village residents traveled 28 fewer miles per day. In Southern Village, 78.4% of all trips were made by automobile. This compares favorably with an average of ^^.9% for the Northern Carrboro suburbs, a 92.4% regional ..rage, and a national average of 87%. The internal capture percentage for Southern Village was calculated to be 20.2 %. Southern Village residents also produced 25.8% fewer external trips and 30.3% fewer regional trips.

The intent of this study was to produce a comparison of traffic studies for traditional neighborhood development and conventional communities. The report suggests that no matter the type of residential use, tradition neighborhood developments produce different traffic behaviors than the conventional community and that those behaviors include fewer external and long distance trips.

C. Haile Village Plantation Center, Alachua County, FL

The development program for Haile Plantation is listed below. The community was not complete when the study was conducted, however, a variety of land uses were represented to a large extent.

- Single Family 1,070 DU
- Multi Family 2,460 DU
- Retail 175,000 square feet
- Office 175,000 square feet
- Church 18,000 square feet
- Church/School 12,000 square feet & 600 Students
- School Elementary/Middle 1,650 Students

The traffic study conducted in 1996 concluded that Haile Village Plantation Center is exhibiting an internal capture rate of 24% of the daily trips, and 28% during the PM peak hour. The ITE trip generation manual estimated that a traditional neighborhood project like Haile Plantation would have an internal capture rate of approximately 32% of daily trips and 36% of PM peak hour trips. Based upon the comparison of these two sets of internal capture percentages, it was determined that due to the existing mixture and density of development , the percentages of 24% for the daily and 28% of the PM peak hour were an appropriate expectation for the project at its current state of completion.

**D. Southern Florida – Palm Beach, Broward, and Dade Counties**

The 20 Traditional Neighborhood Developments for this study were chosen based upon the mix of land uses. Each development was required to have housing, shopping, services, and recreational facilities. All were constructed after 1965. The size of the developments, in population and acreage, ranged significantly. Each of the developments was analyzed according to its gross acreage, population, and employment.

| Community | Gross Acreage | Population | Employment |
|---|---|---|---|
| Aventura | 692 | 8,303 | 5,965 |
| California Club | 1,234 | 13,649 | 1,869 |
| Century Village | 934 | 12,781 | 534 |
| Century Village North | 716 | 10,246 | 331 |
| The Crossings | 662 | 6,036 | 965 |
| The Hammocks | 863 | 13,801 | 1,338 |
| Jonathan's Landing | 1,205 | 4,211 | 3,127 |
| Kendale Lakes | 985 | 12,207 | 2,588 |
| Kings Point | 845 | 12,523 | 771 |
| Miami Lakes | 2,541 | 12,918 | 17,862 |
| Mission Bay | 3,851 | 10,598 | 7,869 |
| Pembroke Meadows | 1,687 | 5,638 | 1,032 |
| PGA National | 2,421 | 9,178 | 2,324 |
| Sabel Chase | 325 | 4,984 | 1,120 |
| Silver Lakes | 3,210 | 11,329 | 1,593 |
| The Township | 715 | 4,267 | 556 |
| Village of Palm Beach Lakes | 1,475 | 8,215 | 1,818 |
| Wellington | 10,727 | 34,267 | 5,220 |
| Weston | 15,517 | 44,199 | 9,206 |
| Winston Park | 1,464 | 8,017 | 440 |

The focus of this paper was to evaluate and report internal capture rates from a multitude of traditional neighborhood developments. The land use measures considered in calculations were size, density, entropy, balance, and accessibility. The scale of the development was directly related to capture levels and regional accessibility was inversely related to internal capture rates.

The internal capture percentages for the twenty "traditional" neighborhood developments varied greatly. However, the authors highlighted the trend of the largest traditional neighborhood developments also employing the largest

internal capture percentages.

- Wellington, Palm Beach County 57 %
- Weston, Broward County 52 %
- Century Village Broward, Broward County 43 %
- [illegible]e Township, Broward County 41 %
- Century Village North, Palm Beach County 40 %
- Village of Palm Beach Lakes, Palm Beach County 34 %
- Winston Park, Broward County 30 %
- The Hammocks, Dade County 28 %
- Silver Lakes, Broward County 27 %
- Miami Lakes, Dade County 25 %
- Mission Bay, Palm Beach County 18 %
- PGA National, Palm Beach County 17 %
- Aventura, Dade County 17 %
- Jonathan's Landing, Palm Beach County 13 %
- Sabel Chase, Dade County 13 %
- Kendale Lakes, Dade County 12 %
- Kings Point, Palm Beach County 10 %
- Pembroke Meadows, Broward County 9 %
- The Crossings, Dade County 6 %
- California Club, Dade County 0 %

The mean internal capture percentage was 25% and the median was 22%. The authors concluded that the traditional neighborhood developments most successful in obtaining increased internal capture were large in size and distant from similar regional trip attractions.

### *IV. Summary*

Most of the studies reviewed in this report indicated support for more research into the effect of traditional neighborhood developments. The studies confirm that while traditional neighborhood developments lower trip distances and encourage other modes, the actual number of total trips produced does not decrease but the net number that reach the external roadway network are reduced by up to over 50% with an average of between 25% and 30%. Each of the studies supports the trend of increasing internal capture with increasing size and diversity of land uses. Many questions still remain regarding the effects on trip length and geographic effect on trip production, but the majority of researchers agree that the ITE trip generation estimates and the results produced using the methodologies are reasonably accurate for these communities.

In conclusion, the data available for use in the development of this paper supports the use of internal capture estimates produced using the ITE Trip Generation Handbook methodologies and that results ranging between 25% and 50% should not be questioned if the land use composition is favorable in size and diversity to supporting the estimated capture rate. Therefore, placing a cap on the level of internal capture that can be assumed for purposes of development planning, a common approach in some jurisdictions due to limited documented data, is not a practice that can be supported by this research.

*Researcher: Claire Rubin, Summer Intern*

*Ms. Rubin is enrolled in the Civil Engineering program at Vanderbilt University*

*Supervising Transportation Planner: Brent A. Lacy, AICP, Glatting Jackson*

*Mr. Lacy is a Principal Transportation Planner and is located in the Orlando Office.*

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# Case Study – From ITE Website

**ITE Journal - Surface Transportation Security Lessons Learned from 9/11**

The terrorist attacks of Sept. 11, 2001 exacted a terrible toll on the United States and fundamentally changed the way of life in America. Surface transportation has changed and continues to change in response to the attack. Agencies that own and operate surface transportation systems must understand the relevant lessons from the 9/11 experience and respond accordingly so that we as a nation are well prepared should we be attacked again. The U.S. Federal Highway Administration (FHWA) commissioned the John A. Volpe National Transportation Systems Center (Cambridge, MA, USA) and Science Applications International Corporation (SAIC) to prepare detailed case studies of surface transportation in the New York City (NYC) and Washington, DC metro areas on the day of and in the days and weeks following the attacks. Published material was reviewed, participants were interviewed and internal agency working documents were analyzed. Extensive chronologies of actions were prepared for each study and impacts of the actions were identified whenever possible. The final two case studies total more than 150 pages. A panel of participants in the actual events have reviewed and approved the studies. The following material summarizes the lessons learned, exploring what did and did not work. This article synthesizes the findings from both studies and presents lessons that can be made available to the transportation profession as a whole. http://www.ite.org/membersonly/itejournal/itejournal/pdf/2002/JB02IA38.pdf

# APPENDIX C

# FSUTMS SOCIO-ECONOMIC DATA ASSUMPTIONS

**BABCOCK RANCH**
**COMPREHENSIVE PLAN AMENDMENT**
**TRAFFIC STUDY**
**FSUTMS SOCIO-ECONOMIC DATA ADJUSTMENTS BY TAZ**

2020 FSUTMS ZDATA

| | Charlotte County | | Lee County | |
|---|---|---|---|---|
| | Allowable TAZ 773 | Proposed Add TAZ 774 | Allowable TAZ 775 | Proposed Add TAZ 776 |
| SF d.u. | 7,200 | 6,180 | 1,630 | 0 |
| SF perm. pop. | 14,290 | 12,270 | 3,230 | 0 |
| MF d.u. | 0 | 4,120 | 0 | 0 |
| MF perm. pop. | 0 | 8,180 | 0 | 0 |
| Hotel rm. | 0 | 400 | 0 | 0 |
| Hotel occp. | 0 | 800 | 0 | 0 |
| Ind. Emply. | 0 | 770 | 0 | 0 |
| Com. Emply. | 0 | 1,340 | 0 | 0 |
| Serv. Emply. | 0 | 4,640 | 0 | 0 |
| Total Emply. | 0 | 6,750 | 0 | 0 |
| School Enrl. | 0 | 5,390 | 0 | 0 |

# BABCOCK RANCH
# COMPREHENSIVE PLAN AMENDMENT
# TRAFFIC STUDY
# FSUTMS SOCIO-ECONOMIC DATA ADJUSTMENTS

## 2020 DEVELOPMENT SUMMARY

| | | | Charlotte County | | | Lee County | | | Babcock |
|---|---|---|---|---|---|---|---|---|---|
| | | | 773 | 774 | | 775 | 776 | | Ranch |
| | Unit | | Allowable | Add | Proposed | Allowable | Add | Proposed | Total |
| **Residential** | | | | | | | | | |
| SF | d.u. | | 7,200 | (1,020) | 6,180 | 1,630 | 0 | 1,630 | 7,810 |
| MF | d.u. | | 0 | 4,120 | 4,120 | 0 | 0 | 0 | 4,120 |
| | SubTotal | | 7,200 | 3,100 | 10,300 | 1,630 | 0 | 1,630 | 11,930 |
| Hotel | rooms | | 0 | 400 | 400 | 0 | 0 | 0 | 400 |
| Industrial | sq. ft. | | 0 | 385,153 | 385,153 | 0 | 0 | 0 | 385,153 |
| Retail | sq. ft. | | 0 | 500,000 | 500,000 | 0 | 0 | 0 | 500,000 |
| **Office** | | | | | | | | | |
| General | sq. ft. | | 0 | 480,000 | 480,000 | 0 | 0 | 0 | 480,000 |
| Medical | sq. ft. | | 0 | 120,000 | 120,000 | 0 | 0 | 0 | 120,000 |
| | SubTotal | | 0 | 600,000 | 600,000 | 0 | 0 | 0 | 600,000 |
| **Recreation** | | | | | | | | | |
| Golf | holes | | 0 | 54 | 54 | 0 | 0 | 0 | 54 |
| Community Park | acres | | 0 | 17 | 17 | 0 | 0 | 0 | 17 |
| Regional Park | acres | | 0 | 154 | 154 | 0 | 0 | 0 | 154 |
| | emp/1k | | | | | | | | |
| Church | 0.0010 | Emplys | 0 | 120 | 120 | 0 | 0 | 0 | 120 |
| | emp/studnt | | | | | | | | |
| Elementary School | 0.0780 | Emplys | 0 | 210 | 210 | 0 | 0 | 0 | 210 |
| | emp/studnt | | | | | | | | |
| Middle School | 0.1900 | Emplys | 0 | 310 | 310 | 0 | 0 | 0 | 310 |
| | emp/studnt | | | | | | | | |
| High School | 0.1900 | Emplys | 0 | 200 | 200 | 0 | 0 | 0 | 200 |
| | emp/1k | | | | | | | | |
| Government/Civic | 0.0045 | Emplys | 0 | 340 | 340 | 0 | 0 | 0 | 340 |
| | Sub Total | Emplys | 0 | 4,640 | 4,640 | 0 | 0 | 0 | 4,640 |
| Total Employment | Total | Emplys | 0 | 6,750 | 6,750 | 0 | 0 | 0 | 6,750 |
| **Students** | | | | | | | | | |
| Elementary School | | Students | 0 | 2,695 | 2,695 | 0 | 0 | 0 | 2,695 |
| Middle School | | Students | 0 | 1,617 | 1,617 | 0 | 0 | 0 | 1,617 |
| High School | | Students | 0 | 1,078 | 1,078 | 0 | 0 | 0 | 1,078 |
| | Total | Students | 0 | 5,390 | 5,390 | 0 | 0 | 0 | 5,390 |

**BABCOCK RANCH**
**COMPREHENSIVE PLAN AMENDMENT**
**TRAFFIC STUDY**
**FSUTMS SOCIO-ECONOMIC DATA ADJUSTMENTS BY TAZ**

BUILDOUT FSUTMS ZDATA

| | Charlotte County | | Lee County | |
|---|---|---|---|---|
| | Allowable TAZ 773 | Proposed Add TAZ 774 | Allowable TAZ 775 | Proposed Add TAZ 776 |
| SF d.u. | 7,200 | 3,522 | 1,630 | 0 |
| SF perm. pop. | 14,290 | 6,980 | 3,230 | 0 |
| MF d.u. | 0 | 7,148 | 0 | 0 |
| MF perm. pop. | 0 | 14,180 | 0 | 0 |
| Hotel rm. | 0 | 600 | 0 | 0 |
| Hotel occp. | 0 | 1,200 | 0 | 0 |
| Ind. Emply. | 0 | 1,330 | 0 | 0 |
| Com. Emply. | 0 | 7,510 | 0 | 0 |
| Serv. Emply. | 0 | 11,810 | 0 | 0 |
| Total Emply. | 0 | 20,650 | 0 | 0 |
| School Enrl. | 0 | 9,292 | 0 | 0 |

**BABCOCK RANCH**
**COMPREHENSIVE PLAN AMENDMENT**
**TRAFFIC STUDY**
**FSUTMS SOCIO-ECONOMIC DATA ADJUSTMENTS**

## BUILDOUT DEVELOPMENT SUMMARY

| | Unit | Charlotte County 773 Allowable | Charlotte County 774 Add | Charlotte County Proposed | Lee County 775 Allowable | Lee County 776 Add | Lee County Proposed | Babcock Ranch Total |
|---|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | | | |
| SF | d.u. | 7,200 | 3,522 | 10,722 | 1,630 | 0 | 1,630 | 12,352 |
| MF | d.u. | 0 | 7,148 | 7,148 | 0 | 0 | 0 | 7,148 |
| | SubTotal | 7,200 | 10,670 | 17,870 | 1,630 | 0 | 1,630 | 19,500 |
| Hotel | rooms | 0 | 600 | 600 | 0 | 0 | 0 | 600 |
| Industrial | sq. ft. | 0 | 664,057 | 664,057 | 0 | 0 | 0 | 664,057 |
| Retail | sq. ft. | 0 | 2,950,000 | 2,950,000 | 0 | 0 | 0 | 2,950,000 |
| **Office** | | | | | | | | |
| General | sq. ft. | 0 | 1,500,000 | 1,500,000 | 0 | 0 | 0 | 1,500,000 |
| Medical | sq. ft. | 0 | 400,000 | 400,000 | 0 | 0 | 0 | 400,000 |
| | SubTotal | 0 | 1,900,000 | 1,900,000 | 0 | 0 | 0 | 1,900,000 |
| **Recreation** | | | | | | | | |
| Golf | holes | 0 | 72 | 72 | 0 | 0 | 0 | 72 |
| Community Park | acres | 0 | 29 | 29 | 0 | 0 | 0 | 29 |
| Regional Park | acres | 0 | 266 | 266 | 0 | 0 | 0 | 266 |
| Recreation Center | sq. ft. | 0 | 11,066 | 11,066 | | | | |
| Library | sq. ft. | 0 | 12,130 | 12,130 | 0 | 0 | 0 | 12,130 |
| **Community** | | | | | | | | |
| Hospital | beds | 0 | 177 | 177 | 0 | 0 | 0 | 177 |
| ALF | units | 0 | 418 | 418 | 0 | 0 | 0 | 418 |
| Churches | sq. ft. | 0 | 200,000 | 200,000 | 0 | 0 | 0 | 200,000 |
| Elementry School | students | 0 | 4,646 | 4,646 | 0 | 0 | 0 | 4,646 |
| Middle School | students | 0 | 2,788 | 2,788 | 0 | 0 | 0 | 2,788 |
| High School | students | 0 | 1,858 | 1,858 | 0 | 0 | 0 | 1,858 |
| Government/Civic | sq. ft. | 0 | 150,000 | 150,000 | 0 | 0 | 0 | 150,000 |

## ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

### ZDATA 1

| | per/d.u. | | Charlotte County 773 Allowable | Charlotte County 774 Add | Charlotte County Proposed | Lee County 775 Allowable | Lee County 776 Add | Lee County Proposed | Babcock Ranch Total |
|---|---|---|---|---|---|---|---|---|---|
| SF | 2.48 | Population | 17,860 | 8,730 | 26,590 | 4,040 | 0 | 4,040 | 30,630 |
| | 0.80 | Perm. Pop. | 14,290 | 6,980 | 21,270 | 3,230 | 0 | 3,230 | 24,500 |
| | per/d.u. | | | | | | | | |
| MF | 2.48 | Population | 0 | 17,730 | 17,730 | 0 | 0 | 0 | 17,730 |
| | 0.80 | Perm. Pop. | 0 | 14,180 | 14,180 | 0 | 0 | 0 | 14,180 |
| | occp/rm | | | | | | | | |
| Hotel | 2.00 | Occupants | 0 | 1,200 | 1,200 | 0 | 0 | 0 | 1,200 |

### ZDATA 2

| | Unit | | Charlotte County 773 Allowable | Charlotte County 774 Proposed | Charlotte County Total | Lee County 775 Allowable | Lee County 776 Proposed | Lee County Total | Babcock Ranch Total |
|---|---|---|---|---|---|---|---|---|---|
| | emp/1k | | | | | | | | |
| Industrial | 0.0020 | Emplys | 0 | 1,330 | 1,330 | 0 | 0 | 0 | 1,330 |
| Commercial | | | | | | | | | |
| | emp/1k | | | | | | | | |
| General Retail | 0.0025 | Emplys | 0 | 7,380 | 7,380 | 0 | 0 | 0 | 7,380 |
| | emp/hole | | | | | | | | |
| Golf | 1.7400 | Emplys | 0 | 130 | 130 | 0 | 0 | 0 | 130 |
| | SubTotal | Emplys | 0 | 7,510 | 7,510 | 0 | 0 | 0 | 7,510 |
| Service | | | | | | | | | |
| | emp/rm | | | | | | | | |
| Hotel | 0.9000 | Emplys | 0 | 540 | 540 | 0 | 0 | 0 | 540 |
| | emp/1k | | | | | | | | |
| General Office | 0.0045 | Emplys | 0 | 6,750 | 6,750 | 0 | 0 | 0 | 6,750 |
| | emp/1k | | | | | | | | |
| Medical Office | 0.0041 | Emplys | 0 | 1,620 | 1,620 | 0 | 0 | 0 | 1,620 |
| | emp/acre | | | | | | | | |
| Community Park | 0.2700 | Emplys | 0 | 10 | 10 | 0 | 0 | 0 | 10 |
| | emp/acre | | | | | | | | |
| Regional Park | 0.2700 | Emplys | 0 | 70 | 70 | 0 | 0 | 0 | 70 |
| | emp/1k | | | | | | | | |
| Recreation Center | 0.0020 | Emplys | 0 | 20 | 20 | 0 | 0 | 0 | 20 |
| | emp/1k | | | | | | | | |
| Library | 0.0011 | Emplys | 0 | 10 | 10 | 0 | 0 | 0 | 10 |
| | emp/bed | | | | | | | | |
| Hospital | 2.2800 | Emplys | 0 | 400 | 400 | 0 | 0 | 0 | 400 |
| | emp/unit | | | | | | | | |
| ALF | 0.6480 | Emplys | 0 | 270 | 270 | 0 | 0 | 0 | 270 |
| | emp/1k | | | | | | | | |
| Church | 0.0010 | Emplys | 0 | 200 | 200 | 0 | 0 | 0 | 200 |
| | emp/studnt | | | | | | | | |
| Elementary School | 0.0780 | Emplys | 0 | 360 | 360 | 0 | 0 | 0 | 360 |
| | emp/studnt | | | | | | | | |
| Middle School | 0.1900 | Emplys | 0 | 530 | 530 | 0 | 0 | 0 | 530 |
| | emp/studnt | | | | | | | | |
| High School | 0.1900 | Emplys | 0 | 350 | 350 | 0 | 0 | 0 | 350 |
| | emp/1k | | | | | | | | |
| Government/Civic | 0.0045 | Emplys | 0 | 680 | 680 | 0 | 0 | 0 | 680 |
| | Sub Total | Emplys | 0 | 11,810 | 11,810 | 0 | 0 | 0 | 11,810 |
| Total Employment | Total | Emplys | 0 | 20,650 | 20,650 | 0 | 0 | 0 | 20,650 |
| Students | | | | | | | | | |
| Elementary School | | Students | 0 | 4,646 | 4,646 | 0 | 0 | 0 | 4,646 |
| Middle School | | Students | 0 | 2,788 | 2,788 | 0 | 0 | 0 | 2,788 |
| High School | | Students | 0 | 1,858 | 1,858 | 0 | 0 | 0 | 1,858 |
| | Total | Students | 0 | 9,292 | 9,292 | 0 | 0 | 0 | 9,292 |

**BABCOCK RANCH**
**COMPREHENSIVE PLAN AMENDMENT**
**TRAFFIC STUDY**
**FSUTMS SOCIO-ECONOMIC DATA ADJUSTMENTS**

## 2020 DEVELOPMENT SUMMARY

| | | Unit | Charlotte County 773 Allowable | 774 Add | Proposed | Lee County 775 Allowable | 776 Add | Proposed | Babcock Ranch Total |
|---|---|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | | | | |
| | SF | d.u. | 7,200 | (1,020) | 6,180 | 1,630 | 0 | 1,630 | 7,810 |
| | MF | d.u. | 0 | 4,120 | 4,120 | 0 | 0 | 0 | 4,120 |
| | | SubTotal | 7,200 | 3,100 | 10,300 | 1,630 | 0 | 1,630 | 11,930 |
| Hotel | | rooms | 0 | 400 | 400 | 0 | 0 | 0 | 400 |
| Industrial | | sq. ft. | 0 | 385,153 | 385,153 | 0 | 0 | 0 | 385,153 |
| Retail | | sq. ft. | 0 | 500,000 | 500,000 | 0 | 0 | 0 | 500,000 |
| **Office** | | | | | | | | | |
| | General | sq. ft. | 0 | 480,000 | 480,000 | 0 | 0 | 0 | 480,000 |
| | Medical | sq. ft. | 0 | 120,000 | 120,000 | 0 | 0 | 0 | 120,000 |
| | | SubTotal | 0 | 600,000 | 600,000 | 0 | 0 | 0 | 600,000 |
| **Recreation** | | | | | | | | | |
| Golf | | holes | 0 | 54 | 54 | 0 | 0 | 0 | 54 |
| Community Park | | acres | 0 | 17 | 17 | 0 | 0 | 0 | 17 |
| Regional Park | | acres | 0 | 154 | 154 | 0 | 0 | 0 | 154 |
| Recreation Center | | sq. ft. | 0 | 6,419 | 6,419 | | | | |
| Library | | sq. ft. | 0 | 6,085 | 6,085 | 0 | 0 | 0 | 6,085 |
| **Community** | | | | | | | | | |
| Hospital | | beds | 0 | 103 | 103 | 0 | 0 | 0 | 103 |
| ALF | | units | 0 | 242 | 242 | 0 | 0 | 0 | 242 |
| Churches | | sq. ft. | 0 | 116,000 | 116,000 | 0 | 0 | 0 | 116,000 |
| Elementry School | | students | 0 | 2,695 | 2,695 | 0 | 0 | 0 | 2,695 |
| Middle School | | students | 0 | 1,617 | 1,617 | 0 | 0 | 0 | 1,617 |
| High School | | students | 0 | 1,078 | 1,078 | 0 | 0 | 0 | 1,078 |
| Government/Civic | | sq. ft. | 0 | 75,000 | 75,000 | 0 | 0 | 0 | 75,000 |

## ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

### ZDATA 1

| | per/d.u. | | Charlotte County 773 Allowable | 774 Add | Proposed | Lee County 775 Allowable | 776 Add | Proposed | Babcock Ranch Total |
|---|---|---|---|---|---|---|---|---|---|
| SF | 2.48 | Population | 17,860 | (2,530) | 15,330 | 4,040 | 0 | 4,040 | 19,370 |
| | 0.80 | Perm. Pop. | 14,290 | (2,020) | 12,270 | 3,230 | 0 | 3,230 | 15,500 |
| MF | 2.48 | Population | 0 | 10,220 | 10,220 | 0 | 0 | 0 | 10,220 |
| | 0.80 | Perm. Pop. | 0 | 8,180 | 8,180 | 0 | 0 | 0 | 8,180 |
| | occp/rm | | | | | | | | |
| Hotel | 2.00 | Occupants | 0 | 800 | 800 | 0 | 0 | 0 | 800 |

### ZDATA 2

| | Unit | | Charlotte County 773 Allowable | 774 Proposed | Total | Lee County 775 Allowable | 776 Proposed | Total | Babcock Ranch Total |
|---|---|---|---|---|---|---|---|---|---|
| | emp/1k | | | | | | | | |
| Industrial | 0.0020 | Emplys | 0 | 770 | 770 | 0 | 0 | 0 | 770 |
| Commercial | | | | | | | | | |
| | emp/1k | | | | | | | | |
| General Retail | 0.0025 | Emplys | 0 | 1,250 | 1,250 | 0 | 0 | 0 | 1,250 |
| | emp/hole | | | | | | | | |
| Golf | 1.7400 | Emplys | 0 | 90 | 90 | 0 | 0 | 0 | 90 |
| | SubTotal | Emplys | 0 | 1,340 | 1,340 | 0 | 0 | 0 | 1,340 |
| Service | | | | | | | | | |
| | emp/rm | | | | | | | | |
| Hotel | 0.9000 | Emplys | 0 | 360 | 360 | 0 | 0 | 0 | 360 |
| | emp/1k | | | | | | | | |
| General Office | 0.0045 | Emplys | 0 | 2,160 | 2,160 | 0 | 0 | 0 | 2,160 |
| | emp/1k | | | | | | | | |
| Medical Office | 0.0041 | Emplys | 0 | 490 | 490 | 0 | 0 | 0 | 490 |
| | emp/acre | | | | | | | | |
| Community Park | 0.2700 | Emplys | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | emp/acre | | | | | | | | |
| Regional Park | 0.2700 | Emplys | 0 | 40 | 40 | 0 | 0 | 0 | 40 |
| | emp/1k | | | | | | | | |
| Recreation Center | 0.0020 | Emplys | 0 | 10 | 10 | 0 | 0 | 0 | 10 |
| | emp/1k | | | | | | | | |
| Library | 0.0011 | Emplys | 0 | 10 | 10 | 0 | 0 | 0 | 10 |
| | emp/bed | | | | | | | | |
| Hospital | 2.2800 | Emplys | 0 | 230 | 230 | 0 | 0 | 0 | 230 |
| | emp/unit | | | | | | | | |
| ALF | 0.6480 | Emplys | 0 | 160 | 160 | 0 | 0 | 0 | 160 |
| | emp/1k | | | | | | | | |
| Church | 0.0010 | Emplys | 0 | 120 | 120 | 0 | 0 | 0 | 120 |
| | emp/studnt | | | | | | | | |
| Elementary School | 0.0780 | Emplys | 0 | 210 | 210 | 0 | 0 | 0 | 210 |
| | emp/studnt | | | | | | | | |
| Middle School | 0.1900 | Emplys | 0 | 310 | 310 | 0 | 0 | 0 | 310 |
| | emp/studnt | | | | | | | | |
| High School | 0.1900 | Emplys | 0 | 200 | 200 | 0 | 0 | 0 | 200 |
| | emp/1k | | | | | | | | |
| Government/Civic | 0.0045 | Emplys | 0 | 340 | 340 | 0 | 0 | 0 | 340 |
| | Sub Total | Emplys | 0 | 4,640 | 4,640 | 0 | 0 | 0 | 4,640 |
| Total Employment | Total | Emplys | 0 | 6,750 | 6,750 | 0 | 0 | 0 | 6,750 |
| Students | | | | | | | | | |
| Elementary School | | Students | 0 | 2,695 | 2,695 | 0 | 0 | 0 | 2,695 |
| Middle School | | Students | 0 | 1,617 | 1,617 | 0 | 0 | 0 | 1,617 |
| High School | | Students | 0 | 1,078 | 1,078 | 0 | 0 | 0 | 1,078 |
| | Total | Students | 0 | 5,390 | 5,390 | 0 | 0 | 0 | 5,390 |

# APPENDIX D

# ROADWAY IMPROVEMENT COSTS CALCULATIONS

**BABCOCK COMMUNITY PLAN AMENDEMENT**
**RECOMMENDED ROAD IMPROVEMENTS**
**2020 PLUS/NEEDS ASSESSMENT**
**COST ESTIMATES**

Charlotte County

| Roadway | From | To | # Lanes 2020 Needs | # Lanes 2020 Plus Recommended | Length (Miles) | Cost/Mile (2004 $) | Total Cost |
|---|---|---|---|---|---|---|---|
| SR 31 | County Line | Project Entrance South | 2 | 6 | 0.6 | $6,162,900 | $3,700,000 |
| | Project Entrance South | Project Entrance North | 2 | 4 | 6.1 | $3,087,400 | $18,800,000 |
| | Project Entrance North | CR 74 | 2 | 4 | 5.9 | $3,087,400 | $18,200,000 |
| US 41 | County Line | Zemel Road | 4 | 6 | 2.3 | $3,490,300 | $8,000,000 |
| | Zamel Road | Oil Well Road | 4 | 6 | 0.8 | $3,490,300 | $2,800,000 |
| | Oil Well Road | Notre Dame Boulevard | 4 | 6 | 5.3 | $3,490,300 | $18,500,000 |
| CR 74 | Piper Road | SR 31 | 2 | Turn Lanes | 13.3 | $200,000 | $2,700,000 |
| N Jones Loop Road | Taylor Road | I 75 | 4 | 6 | 0.9 | $3,490,300 | $3,100,000 |
| | | | | | | **Total** | **$75,800,000** |

**BABCOCK COMMUNITY PLAN AMENDEMENT**
**RECOMMENDED ROAD IMPROVEMENTS**
**2020 PLUS/NEEDS ASSESSMENT**
**COST ESTIMATES**

Lee County

| Roadway | From | To | # Lanes 2020 Plus Needs | # Lanes 2020 Plus Recommended | Length (Miles) | Cost/Mile (2004 $) | Total Cost |
|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | Slater Road | I 75 | 4 | 6 | 2.9 | $3,490,302 | $10,100,000 |
| | Nalle Road | SR 31 | 2 | 4 | 2.7 | $3,087,400 | $8,300,000 |
| Nalle Grade Extension | I 75 | Nalle Road | 2 | 4 | 4.1 | $3,449,500 | $14,100,000 |
| | Nalle Road | SR 31 | 2 | 4 | 2.6 | $3,449,500 | $9,000,000 |
| North River Road | SR 31 | East/West Road | 0 | 2 | -- | $14,700,000 | $14,700,000 |
| SR 31 | SR 80 | SR 78 | 2 | 6 | 0.9 | $6,162,900 | $5,500,000 |
| | SR 80 (Bridge) | SR 78 (Bridge) | 2 | 4 | 0.5 | $54,120,000 | $27,100,000 |
| | SR 78 | North River Road | 2 | 6 | 1.3 | $6,162,900 | $8,000,000 |
| | North River Road | Project Entrance | 2 | 6 | 1.1 | $6,162,900 | $6,800,000 |
| | Project Entrance | County Line | 2 | 6 | 1.0 | $6,162,900 | $6,200,000 |
| SR 80 | Joel Boulevard | County Line | 2 | 4 | 2.2 | $3,087,400 | $6,800,000 |
| | | | | | | **Total** | **$116,600,000** |

# APPENDIX E

# ROADS IMPACT FEE CALCULATIONS

**EXHIBIT AA**
**CHARLOTTE COUNTY ROADS IMPACT FEE CALCULATION**

roject: Babcock Ranch CPA
cenario: Base, Phase 2020, Buildout

| | | Size | | | | | Amount | |
|---|---|---|---|---|---|---|---|---|
| | | Base 2020 | CPA 2020 | CPA Buildout | Fee Rate /Unit | Base 2020 | CPA 2020 | CPA Buildout |
| **Residential:** | Single-Family - Detached | 7,200 | 6,180 | 10,722 | $1,709 /d.u. | $12,304,800 | $10,561,620 | $18,323,898 |
| | Multiple Family/Condo * | 0 | 4,120 | 7,148 | $1,080 /d.u. | $0 | $4,449,600 | $7,719,840 |
| | Motel * | 0 | | | $1,201 /room | $0 | $0 | $0 |
| | Hotel | 0 | 400 | 800 | $1,325 /room | $0 | $530,000 | $1,060,000 |
| | Mobile Home | 0 | | | $738 /d.u. | $0 | $0 | $0 |
| | Adult Cong. Living Facility (ACLF) | 0 | 242 | 418 | $171 /d.u. | $0 | $41,382 | $71,478 |
| | Other * | 0 | | | $1,709 /d.u. | $0 | $0 | $0 |
| **Office:** | General Office (0-50,000 sf) * | 0 | 50,000 | 50,000 | $2,520 /1,000 s.f. | $0 | $126,000 | $126,000 |
| | General Office (50,001- 100,000 sf) | 0 | 100,000 | 100,000 | $2,133 /1,000 s.f. | $0 | $213,300 | $213,300 |
| | General Office (100,000 sf +) | 0 | 405,000 | 1,500,000 | $1,637 /1,000 s.f. | $0 | $662,985 | $2,455,500 |
| | Medical Office | 0 | 120,000 | 400,000 | $4,140 /1,000 s.f. | $0 | $496,800 | $1,656,000 |
| | Hospital | 0 | 103,000 | 177,000 | $2,371 /1,000 s.f. | $0 | $244,213 | $419,667 |
| | Nursing Home | 0 | | | $207 /bed ** | $0 | $0 | $0 |
| | Church | 0 | 116,000 | 200,000 | $1,163 /1,000 s.f. | $0 | $134,908 | $232,600 |
| | Day Care Center | 0 | 12,504 | 23,196 | $3,260 /1,000 s.f. | $0 | $40,763 | $75,619 |
| | Private School | 0 | | | $4,011 /1,000 s.f. | $0 | $0 | $0 |
| **Industrial:** | Light Industry * | 0 | 385,153 | 664,057 | $855 /1,000 s.f. | $0 | $329,306 | $567,769 |
| | Manufacturing * | 0 | | | $478 /1,000 s.f. | $0 | $0 | $0 |
| | Warehouse | 0 | | | $599 /1,000 s.f. | $0 | $0 | $0 |
| | Mini-Warehouse | 0 | | | $299 /1,000 s.f. | $0 | $0 | $0 |
| **Retail:** (GFA) | Shopping Center (0-50,000 sf) | 0 | 50,000 | 50,000 | $3,185 /1,000 s.f. | $0 | $159,250 | $159,250 |
| | Shopping Center (50,001-100,000 sf | 0 | 100,000 | 100,000 | $2,835 /1,000 s.f. | $0 | $283,500 | $283,500 |
| | Shopping Center (100,001-200,000 | 0 | 200,000 | 200,000 | $2,499 /1,000 s.f. | $0 | $499,800 | $499,800 |
| | Shopping Center (200,001-400,000 | 0 | 150,000 | 400,000 | $2,572 /1,000 s.f. | $0 | $385,800 | $1,028,800 |
| | Shopping Center (400,001-600,000 | 0 | | 600,000 | $2,653 /1,000 s.f. | $0 | $0 | $1,591,800 |
| | Shopping Center (600,001-800,000 | 0 | | 800,000 | $2,774 /1,000 s.f. | $0 | $0 | $2,219,200 |
| | Shopping Center (800,000 sf +) | 0 | | 800,000 | $2,994 /1,000 s.f. | $0 | $0 | $2,395,200 |
| | Bank | 0 | | | $7,246 /1,000 s.f. | $0 | $0 | $0 |
| | Car Wash | 0 | | | $8,718 /1,000 s.f. | $0 | $0 | $0 |
| | Convenience Store | 0 | | | $12,941 /1,000 s.f. | $0 | $0 | $0 |
| | Supermarket * | 0 | | | $2,838 /1,000 s.f. | $0 | $0 | $0 |
| | Movie Theater * | 0 | | | $7,276 /screen ** | $0 | $0 | $0 |
| | Restaurant w/ Drive Thru | 0 | | | $19,159 /1,000 s.f. | $0 | $0 | $0 |
| | Restaurant, Standard | 0 | | | $11,825 /1,000 s.f. | $0 | $0 | $0 |
| | Service Station * | 0 | | | $1,917 /pump ** | $0 | $0 | $0 |
| | Auto Repair/Body Shop * | 0 | | | $2,471 /1,000 s.f. | $0 | $0 | $0 |
| | Veternary Clinic * | 0 | | | $1,553 /1,000 s.f. | $0 | $0 | $0 |
| | Car Sales * | 0 | | | $6,394 /1,000 s.f. | $0 | $0 | $0 |
| | Furniture Store * | 0 | | | $517 /1,000 s.f. | $0 | $0 | $0 |
| | Indoor Recreation/Exercise Club * | 0 | | | $11,825 /1,000 s.f. | $0 | $0 | $0 |

* Additional/different land use category from Lee County
** Different unit of measurement from Lee County

| | | |
|---|---|---|
| $12,304,800 | $19,159,227 | $41,099,221 |

**EXHIBIT A**
**LEE COUNTY ROADS IMPACT FEE CALCULATION**

'roject: Babcock Ranch CPA
,cenario: Base, Phase 2020, Buildout

| | | Size | | | | Amount | | |
|---|---|---|---|---|---|---|---|---|
| | | Base 2020 | CPA 2020 | CPA Buildout | Fee Rate /Unit | Base 2020 | CPA 2020 | CPA Buildout |
| **Residential:** | Single-Family - Detached | 1,630 | 1,630 | 1,630 | $2,971 /d.u. | $4,842,730 | $4,842,730 | $4,842,730 |
| | Multiple Family Building | 0 | | | $2,059 /d.u. | $0 | $0 | $0 |
| | Duplex/Two-Family/Townhouse | 0 | | | $2,059 /d.u. | $0 | $0 | $0 |
| | Hotel / Motel Room/Time-share | 0 | | | $2,237 /room | $0 | $0 | $0 |
| | Mobile Home | 0 | | | $1,488 /d.u. | $0 | $0 | $0 |
| | Adult Cong. Living Facility (ACLF) | 0 | | | $670 /d.u. | $0 | | |
| | Retirement Community/Elderly | 0 | | | $1,017 /d.u. | $0 | $0 | $0 |
| | Recreatinal Vehicle Site | 0 | | | $1,488 /site | $0 | $0 | $0 |
| | | | | | | | | |
| **Office:** | General Office | 0 | | | $2,336 /1,000 s.f. | $0 | $0 | $0 |
| | Medical Office | 0 | | | $7,716 /1,000 s.f. | $0 | $0 | $0 |
| | Hospital | 0 | | | $3,582 /1,000 s.f. | $0 | $0 | $0 |
| | Nursing Home | 0 | | | $1,004 /1,000 s.f. | $0 | $0 | $0 |
| | Church | 0 | | | $1,467 /1,000 s.f. | $0 | $0 | $0 |
| | Day Care Center | 0 | | | $4,107 /1,000 s.f. | $0 | $0 | $0 |
| | Elementary / Sec. School (Private) | 0 | | | $643 /1,000 s.f. | $0 | $0 | $0 |
| | | | | | | | | |
| **Industrial:** | Industrial Park | 0 | | | $2,050 /1,000 s.f. | $0 | $0 | $0 |
| | Warehouse | 0 | | | $1,461 /1,000 s.f. | $0 | $0 | $0 |
| | Mini-Warehouse | 0 | | | $508 /1,000 s.f. | $0 | $0 | $0 |
| | | | | | | | | |
| **Retail:** | Shopping Center | 0 | | | $5,063 /1,000 s.f. | $0 | $0 | $0 |
| (GFA) | Bank | 0 | | | $8,038 /1,000 s.f. | $0 | $0 | $0 |
| | Car Wash, Self Service | 0 | | | $1,683 /Stall | $0 | $0 | $0 |
| | Convenience Store w/Gas Sales | 0 | | | $11,250 /1,000 s.f. | $0 | $0 | $0 |
| | Golf Course (open to public) | 0 | | | $862 /acre | $0 | $0 | $0 |
| | Movie Theater | 0 | | | $7,427 /1,000 s.f. | $0 | $0 | $0 |
| | Restaurant, Fast Food | 0 | | | $12,763 /1,000 s.f. | $0 | $0 | $0 |
| | Restaurant, Standard | 0 | | | $6,504 /1,000 s.f. | $0 | $0 | $0 |
| | | | | | | $4,842,730 | $4,842,730 | $4,842,730 |

# BABCOCK RANCH CPA
# CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT
# RESPONSE TO TRANSPORTATION SUFFICIENCY COMMENTS

**Project #05680**

**November 2, 2005**

**Prepared by:**
**DAVID PLUMMER & ASSOCIATES, INC.**
**1531 Hendry Street**
**Fort Myers, Florida 33901**

# BABCOCK RANCH CPA
# CHARLOTTE COUNTY COMPREHENSIVE PLAN AMENDMENT
# RESPONSE TO TRANSPORTATION SUFFICIENCY COMMENTS

**Comment 1:**

**School Trip Generation - the report indicates that there will be 4 schools (7 ultimately) on the site (Exhibit 6.11), but there is no detail on what is anticipated for the number of classrooms or students in order to calculate the trips to be generated from this activity - however, the school impact section (Section 5 - Public Facilities Impacts) shows that the ultimate number of schools will be 5 w/ no indication of what the initial number will be - even using the 5 classrooms as the figure, there would be at least 8000 daily trips generated from all the school levels - can you clarify the discrepancy between the 2 sections & give us what was used for the trip generation for this use (high school, middle, & elementary) in your analysis?? Also, what is an "enr." w/respect to schools (K to 12)?? This notation is at the bottom of Exhibit 6.11.**

**Response:**

The notation "enr." indicated in Exhibit 6.11 represents student "enrollment" at the schools. Student enrollment is an input parameter in the FSUTMS travel model. The number of students assumed is reflective of the economic phasing plan.

Please refer to Section II.F.3 and Exhibit 6.11 (Revised) of the attached traffic study and dated revised November 1, 2005.

**Comment 2:**

**General Trip Generation - what is the relationship between the trip generation estimates labeled as ITE (page 7) & the FSUTMS estimates (page 10)?? It is unclear as to how the trips were generated - our cursory review generated a similar total number for the 2020 projection, but a much higher number for the 2030 scenario - the internal capture ranges from 46% to 61% - this is quantum leap for a proposed development of this type w/very sketchy reference to how this will be accomplished - what is the justification for an ultimate internal capture from the FSUTMS which is estimated at 82%?? W/the limited information available, I would estimate the internal capture to be closer to 20% - there is no question that the developer proposes to encourage internal trip making, but w/its close proximity to Ft. Myers/No. Ft. Myers & all of Lee County, there will be a very strong attraction between these sites.**

**Response:**

As indicated in the original and revised traffic study, a strong internal traffic orientation can be expected for the proposed Babcock Ranch new town due to its location, diversity in land use mix and size.

Based on discussions with Staff, the internal capture rate was revised based on the article titled, "Traditional Development Trip Generation Characteristics"- FLITE September 2005, Vol. 46, No. 2 published by the Florida Section of the Institute of Transportation Engineers (ITE). For example, the ITE article established internal capture rates of fifty-seven (57) percent (Wellington, Palm Beach County) and fifty-two (52) percent (Weston, Broward County) for large-scale developments such as the Babcock Ranch CPA. The ITE article also states that:

> "In conclusion, the data available for use in the development of this paper supports the use of internal capture estimates produced using the ITE Trip Generation Handbook methodologies and the results ranging between 25% and 50% should not be questioned if the land use composition is favorable in size and diversity to supporting the estimated capture rate..."

Consistent with ITE, the internal capture rate assumed for the Babcock Ranch CPA is forty (40) percent at 2020 and fifty (50) percent at buildout (2030).

Please refer to Sections II.D.2 and II.E of the attached traffic study and dated revised November 1, 2005.

**Comment 3:**

**Socio-economic Data - what is the purpose of the discussion under socio-economic data on page 11 & how does it relate to the traffic projections?? It is not clear.**

**Response:**

The socio-economic data are the input assumptions for the travel model. The complete input parameters including population and employment estimates are documented in Appendix C of the revised traffic study.

Please refer to Section II.F.3 of the attached traffic study and dated revised November 1, 2005.

**Comment 4:**

**Traffic Volume/Demand Comparison - Exhibit 6.14 is does not provide sufficient information to determine the magnitude of the projected impacts - the existing ADT, the projected ADT under the Comprehensive Plan scenario, & the anticipated ADT for the 2020 development have all been omitted - there is not enough information to make a comparison & determine the true impacts.**

**Response:**

For Comprehensive Plan Amendment purposes, Exhibit 6.14 has been revised to indicate the following traffic information.

- 2020/2025 Financially-Feasible Plan Number of Lanes
- 2025/2030 Needs Plan Number of Lanes
- 2020 PSWDT Base Volumes without CPA
- 2020 PSWDT Volumes with CPA
- Buildout PSWDT Volumes with CPA
- 2020 Volume and Percentage Difference with CPA
- Buildout Volume and Percentage Difference with CPA

Please refer to Section II.G.3 and Exhibit 6.14 (Revised) of the attached traffic study and dated revised November 1, 2005.

**Comment 5:**

**Needs Network - the presentation of future transportation network needs is disjointed - there needs to be a tabulation of the existing network compared to the adopted 2020 cost feasible networks (Lee & Charlotte) compared to the needs brought on by the 2020 Babcock development & finally the impacts of build out - however, before this is provided, there must be a rational justification of the %'s of trip capture - this element has a tremendous impact on the outcome of the review.**

**Response:**

Exhibit 6.20 has been added to the revised traffic study to indicate needed roadway improvements beyond the adopted LRTP Needs Network for both Charlotte and Lee Counties.

Please refer to Section IV of the attached traffic study and dated revised November 1, 2005.

**Comment 6:**

**Transportation Improvement Costs - the road improvement costs are a bit confusing - it is not clear how the figures were calculated & what is in or out of the estimates(??) - there is no apparent cost included for other transportation elements such as transit, shuttles, bikeways, etc.**

**Response:**

The estimated roadway improvement costs of the recommended needs network with the CPA are documented in Appendix D of the revised traffic study.

Please refer to Section II.H.2 of the attached traffic study and dated revised November 1, 2005.

**Comment 7:**

**Traffic Mitigation Section - whoever prepared the "traffic mitigation" section is not aware that road impact fees are collected for the general use throughout the County & not necessarily designated to resolve transportation problem caused by the development, particularly a project of this magnitude - impact fees are used to implement the cost feasible plans & not new system requirements brought on by a developer - I suggest that they recalculate their requirements outside the road impact fees - this item relates directly to questions #4 & #5.**

**Response:**

For purposes of Comprehensive Plan Amendments, the potential sources of funding of the recommended needs roadway network may include the following strategies:

- Road Impact Fees
- Gas Taxes
- Ad Valorem Taxes
- MSTU/MSBU
- Special Assessment Districts/Overlays
- Community Redevelopment Areas (CRA)
- Developer Impact Charge
- Community Development Districts (CDD)

These strategies are further discussed in the economic section of the CPA package.

Please also refer to Section IV of the attached traffic study and dated revised November 1, 2005.

# BABCOCK RANCH COMPREHENSIVE PLAN AMENDMENT

# SUPPLEMENTAL TRAFFIC ANALYSIS

**Project #05680**

**March 3, 2006**

**Prepared by:**
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**Babcock Ranch Comprehensive Pan Amendment**
**Supplemental Traffic Analysis**

## Introduction

This supplemental traffic analysis has been prepared in response to several of the recommended conditions placed on the Babcock Ranch Comprehensive Plan Amendment (CPA) during its Board of County Commission transmittal hearing. Among other items, the transmittal conditions included requirements for the traffic analysis to be updated to reflect the most current travel model and long range transportation plans of Lee and Charlotte County; a tabulation of traffic volumes, levels of service, and needed improvements; and a tabulation of planned and unplanned improvements. This supplemental traffic analysis provides that information.

In addition, a tabular summary of existing traffic conditions in the general study area is provided. An interim year – 2015 – traffic analysis is also provided.

## Existing Traffic Conditions

Existing traffic conditions on a roadway segment basis, in the general study area, are summarized in Exhibit 1. Existing traffic volumes and roadway service volumes have been derived from the Charlotte County concurrency management report.

## 2030 Babcock Ranch CPA Traffic Analysis

Traffic Analysis of Various Scenarios:

The traffic analysis in support of the Babcock Ranch Comprehensive Plan Amendment for the year 2030 considered and evaluated a variety of development scenarios and roadway network scenarios. Those scenarios included the following.

1. Existing and committed roadway network, without the Babcock Ranch CPA.
2. Charlotte County 2030 Cost Feasible Plan transportation network, without Babcock Ranch CPA.
3. Charlotte County 2030 Transportation Needs network, without the Babcock Ranch CPA.
4. Charlotte County 2030 Coast Feasible Plan needed road network to achieve the County's stated level of service standards, without the Babcock Ranch CPA.
5. Charlotte County 2030 Cost Feasible Plan needed road network to achieve the County's stated level of service standards, without the Babcock Ranch CPA but with the allowable level of development on the Babcock Ranch per the current Comprehensive Plan.

6. Charlotte County 2030 Cost Feasible Plan needed road network to achieve the County's stated level of service standards, with the Babcock Ranch CPA.

The Charlotte County FSUTMS travel model was run under the various development scenarios and using the 2030 Cost Feasible roadway network. The traffic volumes were posted and put into spreadsheets detailing the traffic volumes by road segment, the roadway service volumes, resultant levels of service, and needed improvements to achieve the County's level of service standard. Those detailed spreadsheets are provided in Appendix A.

Exhibit 2 summarizes the results of the testing under the various development programs (with no Babcock Ranch development, with the allowable level of development, and with the CPA level of development) and the various road networks and improvements. The exhibit summarizes, by roadway segment, the following.

1. Existing and committed number of lanes.
2. Number of lanes per the Charlotte County 2030 Cost Feasible Plan.
3. Number of lanes per the Charlotte County 2030 Transportation Needs network.
4. Level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Cost Feasible Plan without any additional development on the Babcock Ranch beyond what was included in the County's 2030 travel model.
5. Level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Cost Feasible Plan with the level of development on the Babcock Ranch that is currently allowed under the Comprehensive Plan without a CPA.
6. Level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Cost Feasible Plan with the CPA but with the level of internal capture artificially limited to 22%. (The 22 % internal capture rate is the internal capture imposed on the CPA by the County and does not reflect the anticipated true capture of the Project.)

It is important to note that in addition to using a low internal capture rate of 22%, the analysis also reflects no additional transit service and reduction in trips due to transit. The transit adjustments in the future may be significant.

Exhibit 3 summarizes the above information for those road segments where the cumulative Babcock Ranch (the allowable and CPA level of development) has a significant impact at a 22% internal capture rate.

As shown in Exhibit 2, considerable roadway improvements are needed to support the County's level of service standards, even without the introduction of the allowable level of development on the Babcock Ranch and with the proposed CPA. Close inspection of Exhibit 2 and Exhibit 3 reveals that the actual road improvements that are needed beyond those necessary to achieve the County's level of service standards with the allowable level of development on the Babcock Ranch are limited.

Road Improvements – 22% Internal Capture:

2030 roadway improvement needed to support the CPA and where the CPA has a significant impact are presented in Exhibit 4, reflective of the 22% internal capture rate. The estimated cost of the improvements is also shown in that exhibit.

While there are numerous ways to review and consider the road improvements needed to support the CPA, the improvements reflected in Exhibit 4 represent two categories of improvements.

1. Category 1 - Those road improvements that are made necessary solely by the CPA. These are the improvements that are needed based on the CPA which are beyond those needed to support the allowable level of development under the current Comprehensive Plan.

2. Category 2 - Those road improvements that are needed to support the allowable level of development on the Babcock Ranch under the current Comprehensive Plan and which are beyond those improvements of the MPO's 2030 Cost Feasible Plan needed to achieve the County's level of service standard without the Babcock allowable or CPA level of development.

The above improvements reflect the impacts of the Babcock Ranch CPA. As is apparent in Exhibits 2 to 4, there are numerous deficiencies in the County's road network that will exist under the current MPO's 2030 Plan without the Babcock Ranch CPA and even without the level of development that could occur on the Babcock Ranch without a comprehensive plan amendment.

CPA Traffic Mitigation – 22% Internal Capture:

The suggested traffic mitigation program for the Babcock Ranch CPA includes the following.

1. The Babcock Ranch pays the full costs for all Category 1 road improvements. Those improvements are those that are needed to support the CPA that are beyond those needed to support the allowable level of development on the Babcock Ranch. The total cost of those improvements is estimated to be $163,636,000.

2. The Babcock Ranch pays its proportionate share of all Category 2 road improvements. Those improvements are those that are needed to support the allowable level of development under the current Comprehensive Plan and which are beyond those under the MPO's 2030 Cost Feasible Plan needed to achieve the County's stated level of service standard. The total proportionate share of those improvements is estimated to be $122,599,000.

The Babcock Ranch CPA traffic mitigation is summarized as follows.

Babcock Ranch CPA Traffic Mitigation – 22% Internal Capture

| Roadway Improvement Category | Estimated Cost |
|---|---|
| Category 1 | $163,636,000 |
| Category 2 | $122,599,000 |
| Total | $286,235,000 |
| Total Less Babcock N/S Road | $208,355,000 |

Road Improvements – 50% Internal Capture:

Charlotte County has insisted that an internal capture rate of 22% be used in the traffic analysis for buildout of the Babcock Ranch in 2030. The applicant believes that this internal capture rate is too low and does not adequately reflect the true character of the Community. A higher internal capture rate that reflects the size and mixture of uses within the Community is appropriate. Transportation data, based on Florida communities, has been provided that supports a higher internal capture rate of over 50%. Documentation to support the higher internal capture rate for comparable size communities similar to Babcock Ranch has already been provided in the previously submitted transmittal hearing documents.

The applicant does not agree with the use of the 22% internal capture rate, but, in an effort to be responsive to the review agencies, the traffic analysis has been done reflective of that rate. Additional analyses have been done to reflect a more realistic 50% internal capture rate. The 50% internal capture rate, while still low, more accurately reflects the true community character of the Project and considers both internal trip capture and intrazonal trip interaction within the overall Community. The applicant has committed to monitoring the internal capture rate for the Community in an effort to support this higher rate.

Exhibit 5 summarizes the level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Cost Feasible Plan with the CPA but with the level of internal capture increased to a more realistic rate of 50%. Again, it is important to note that the analysis does not reflect any adjustment for transit trips. Transit adjustments in the future may be significant.

Exhibit 6 summarizes the above information for those road segments where the cumulative Babcock Ranch (the allowable and CPA level of development) has a significant impact at a 50% internal capture rate.

2030 roadway improvement needed to support the CPA and where the CPA has a significant impact are presented in Exhibit 7, reflective of the 50% internal capture rate. The estimated cost of the improvements is also shown in that exhibit.

The improvements reflected in Exhibit 7 also represent two categories of improvements.

1. Category 1 - Those road improvements that are made necessary solely by the CPA. These are the improvements that are needed based on the CPA which are beyond those needed to support the allowable level of development under the current Comprehensive Plan.

2. Category 2 - Those road improvements that are needed to support the allowable level of development on the Babcock Ranch under the current Comprehensive Plan and which are beyond those improvements of the MPO's 2030 Cost Feasible Plan needed to achieve the County's level of service standard without the Babcock allowable or CPA level of development.

CPA Traffic Mitigation – 50% Internal Capture:

The suggested traffic mitigation program for the Babcock Ranch CPA includes the following.

1. The Babcock Ranch will pay the full costs for all Category 1 road improvements. Those improvements are those that are needed to support the CPA that are beyond those needed to support the allowable level of development on the Babcock Ranch. The total cost of those improvements is estimated to be $53,284,000.

2. The Babcock Ranch will pay its proportionate share of all Category 2 road improvements. Those improvements are those that are needed to support the allowable level of development under the current Comprehensive Plan and which are beyond those under the MPO's 2030 Cost Feasible Plan needed to achieve the County's stated level of service standard. The total proportionate share of those improvements is estimated to be $144,188,000.

The Babcock Ranch CPA traffic mitigation is summarized as follows.

Babcock Ranch CPA Traffic Mitigation – 50% Internal Capture

| Roadway Improvement Category | Estimated Cost |
|---|---|
| Category 1 | $ 53,284,000 |
| Category 2 | $144,188,000 |
| Total | $197,472,000 |
| Total Less Babcock N/S Road | $171,512,000 |

**2015 Babcock Ranch CPA Traffic Analysis**

Traffic Analysis:

The traffic analysis for the interim year 2015 evaluated the traffic impacts of the allowable level of development on the Babcock Ranch without a CPA and the anticipated level of development on the Babcock ranch in 2015 with the CPA. The Charlotte County FSUTMS travel model was run under the two development scenarios. Unlike the 2030 analysis, the model runs were made on the County's existing and committed road network.

The traffic volumes were posted and put into spreadsheets detailing the traffic volumes by road segment, the roadway service volumes, resultant levels of service, and needed improvements to achieve the County's level of service standard. Those detailed spreadsheets are provided in Appendix B.

Exhibit 8 summarizes the results of the testing under the allowable and proposed levels of development. Exhibit 9 summarizes the above information for those road segments where the cumulative Babcock Ranch (the allowable and CPA level of development) has a significant impact.

Road Improvements:

The 2015 roadway improvements needed to support the CPA and where the CPA has a significant impact are presented in Exhibit 10. The estimated cost of the improvements is also shown on that exhibit.

The improvements reflected in Exhibit 10 also represent the two categories of improvements.

1. Category 1 – Those road improvements that are made necessary solely by the CPA. These are the improvements that are needed based on the CPA which are beyond those needed to support the allowable level of development under the current Comprehensive Plan.

2. Category 2 – Those road improvements that are needed to support the allowable level of development on the Babcock Ranch under the current Comprehensive Plan and which are beyond, in this case, the E+C network.

Traffic Mitigation:

The suggested traffic mitigation program for the Babcock Ranch CPA includes the following.

1. The Babcock Ranch pays the full costs for all Category 1 road improvements. Those improvements are those that are needed to support the CPA that are beyond those needed to support the allowable level of development on the Babcock Ranch. For 2015 there are no Category 1 roads.

2. The Babcock Ranch pays its proportionate share of all Category 2 road improvements. Those improvements are those that are needed to support the allowable level of development under the current Comprehensive Plan and which, in this instance, are beyond the E+C network. The total proportionate share of those improvements is estimated to be $98,706,000.

The Babcock Ranch CPA traffic mitigation is summarized as follows.

Babcock Ranch CPA Traffic Mitigation – 2015

| Roadway Improvement Category | Estimated Cost |
|---|---|
| Category 1 | $ 0 |
| Category 2 | $98,706,000 |
| Total | $98,706,000 |

**Summary**

The above provides the estimated Babcock Ranch CPA 2030 needed road improvements and traffic mitigation. The improvements identified above in Exhibits 2 and 5 are those improvements needed to support the Babcock Ranch and all area development while achieving the County's level of service standard.

The improvements identified in Exhibits 3 and 4 are those improvements needed to support the Babcock Ranch CPA and which the Project will pay the full cost or its proportionate share of the costs of those improvements, at an unrealistically low internal trip capture rate of 22%. The improvements identified in Exhibits 6 and 7 are those improvements needed to support the Babcock Ranch CPA and which the Project will pay the full cost or its proportionate share of the costs of those improvements, at a more realistic internal trip capture rate of 50%.

Road improvements estimated to be needed coincident with the CPA in 2015 are also shown in Exhibits 8, 9, and 10.

It is also important to note that the analysis does not reflect any new transit adjustments. In the future, those adjustments may be significant.

It is understood that the Project will be developed as a DRI or a series of DRIs. The actual road improvements necessary to support the Project, the timing of those improvements, the Project's internal trip capture, and the Project's actual traffic mitigation will be established through the DRI process.

**EXHIBIT 1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**EXISTING TRAFFIC CONDITIONS**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON (1)**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | # of Lanes | LOS Std | TOTAL TRAFFIC: Two-way Peak Hr Volume | Peak Hr Volume DIR 1 | Peak Hr Volume DIR 2 | SERVICE VOLUME @ STD | LOS V/C DIR 1 | LOS V/C DIR 2 | LOS DIR 1 | LOS DIR 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | County Line | CR 74 | 2 | C | 212 | 0.53 | 0.47 | 112 | 100 | 690 | 0.16 | 0.14 | B | B |
| | CR 74 | North | 2 | C | 212 | 0.53 | 0.47 | 112 | 100 | 690 | 0.16 | 0.14 | B | B |
| I - 75 | County Line | Tucker's Grade | 4 | C | 3,813 | 0.53 | 0.47 | 2,015 | 1,798 | 2,890 | 0.70 | 0.62 | B | B |
| | Tucker's Grade | N Jones Loop Rd. | 4 | C | 3,813 | 0.53 | 0.47 | 2,015 | 1,798 | 2,890 | 0.70 | 0.62 | B | B |
| | N Jones Loop Rd. | US 17 | 4 | C | 3,488 | 0.53 | 0.47 | 1,843 | 1,645 | 2,890 | 0.64 | 0.57 | B | B |
| | US 17 | Harbor View Rd. | 4 | C | 4,092 | 0.53 | 0.47 | 2,163 | 1,929 | 2,890 | 0.75 | 0.67 | C | B |
| US 41 | County Line | Zemel Rd. | 4 | C | 1,919 | 0.53 | 0.47 | 1,014 | 905 | 1,730 | 0.59 | 0.52 | B | B |
| | Zemel Rd. | Oil Well Rd. | 4 | C | 1,288 | 0.53 | 0.47 | 681 | 607 | 1,730 | 0.39 | 0.35 | B | B |
| | Oil Well Rd. | Notre Dame Blvd. | 4 | C | 1,288 | 0.53 | 0.47 | 681 | 607 | 1,730 | 0.39 | 0.35 | B | B |
| | Notre Dame Blvd. | Taylor St. | 4 | C | 1,872 | 0.53 | 0.47 | 989 | 883 | 1,730 | 0.57 | 0.51 | B | B |
| | Taylor Rd. | Acline Rd. | 4 | C | 1,872 | 0.53 | 0.47 | 989 | 883 | 1,730 | 0.57 | 0.51 | B | B |
| | Acline Rd. | Burnt Store Rd. | 4 | C | 1,872 | 0.53 | 0.47 | 989 | 883 | 1,730 | 0.57 | 0.51 | B | B |
| | Burnt Store Rd. | Aqui Esta Dr. | 4 | C | 3,144 | 0.53 | 0.47 | 1,662 | 1,482 | 1,730 | 0.96 | 0.86 | C | C |
| | Aqui Esta Dr. | Airport Rd. | 4 | C | 3,284 | 0.53 | 0.47 | 1,736 | 1,548 | 1,730 | 1.00 | 0.90 | D | C |
| | Airport Rd. | Henry St. | 4 | C | 3,163 | 0.53 | 0.47 | 1,672 | 1,491 | 1,730 | 0.97 | 0.86 | C | C |
| | Henry St. | Northbound/Southbound Sp | 4 | C | 3,163 | 0.53 | 0.47 | 1,672 | 1,491 | 1,730 | 0.97 | 0.86 | C | C |
| US 41- NORTHBOUN | Northbound/Southbound S | Taylor St. | 2 | C | 2,014 | 1.00 | 0.00 | 2,014 | 0 | 1,730 | 1.16 | 0.00 | F | A |
| | Taylor St. | Barron Collier Bridge | 2 | C | 1,770 | 1.00 | 0.00 | 1,770 | 0 | 1,730 | 1.02 | 0.00 | D | A |
| US 41- SOUTHBOUN | A.W. Gilchrist Bridge | Northbound/Southbound Sp | 2 | C | 2,517 | 1.00 | 0.00 | 2,517 | 0 | 1,730 | 1.45 | 0.00 | F | A |
| BURNT STORE RD. | County Line | Zemel Rd. | 2 | C | 818 | 0.53 | 0.47 | 432 | 386 | 690 | 0.63 | 0.56 | C | C |
| | Zemel Rd. | Notre Dame Blvd. | 2 | C | 870 | 0.53 | 0.47 | 460 | 410 | 690 | 0.67 | 0.59 | C | C |
| | Notre Dame Blvd. | Acline Rd. | 2 | C | 870 | 0.53 | 0.47 | 460 | 410 | 690 | 0.67 | 0.59 | C | C |
| | Acline Rd. | US 41 | 2 | C | 1,216 | 0.53 | 0.47 | 643 | 573 | 690 | 0.93 | 0.83 | C | C |
| | US 41 | Taylor St. | 2 | C | 1,134 | 0.53 | 0.47 | 599 | 535 | 690 | 0.87 | 0.77 | C | C |
| TAYLOR ST. | US 41-South | Acline Rd. | 2 | C | 695 | 0.53 | 0.47 | 367 | 328 | 370 | 0.99 | 0.89 | C | C |
| | Acline Rd. | N Jones Loop Rd. | 2 | C | 695 | 0.53 | 0.47 | 367 | 328 | 370 | 0.99 | 0.89 | C | C |
| | N Jones Loop Rd. | Burnt Store Rd. | 2 | C | 695 | 0.53 | 0.47 | 367 | 328 | 370 | 0.99 | 0.89 | C | C |
| | Burnt Store Rd. | Airport Rd. | 2 | C | 691 | 0.53 | 0.47 | 365 | 326 | 370 | 0.99 | 0.88 | C | C |
| | Airport Rd. | US 41-North | 2 | C | 495 | 0.53 | 0.47 | 262 | 233 | 370 | 0.71 | 0.63 | C | C |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 2 | C | 351 | 0.53 | 0.47 | 186 | 165 | 370 | 0.50 | 0.45 | C | C |
| | Airport Rd. | CR 74 | 2 | C | 351 | 0.53 | 0.47 | 186 | 165 | 370 | 0.50 | 0.45 | C | C |

| ROADWAY | FROM | TO | # of Lanes | LOS Std | TOTAL TRAFFIC Two-way Peak Hr Volume | Peak Hr Volume DIR 1 | Peak Hr Volume DIR 2 | SERVICE VOLUME @ STD | LOS V/C DIR 1 | LOS V/C DIR 2 | LOS LOS DIR 1 | LOS LOS DIR 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CR 74 | Piper Rd. | SR 31 | 2 | C | 664 | 0.53 | 0.47 | 351 | 313 | 690 | 0.51 | 0.45 | C | C |
| | SR 31 | East | 2 | C | 664 | 0.53 | 0.47 | 351 | 313 | 690 | 0.51 | 0.45 | C | C |
| US 17 | Marion Ave. | I - 75 | 6 | C | 1,797 | 0.53 | 0.47 | 950 | 847 | 2,600 | 0.37 | 0.33 | B | B |
| | I - 75 | CR 74 | 6 | C | 2,203 | 0.53 | 0.47 | 1,164 | 1,039 | 2,600 | 0.45 | 0.40 | B | B |
| | CR 74 | Washington Loop Rd. | 4 | C | 1,689 | 0.53 | 0.47 | 893 | 796 | 1,730 | 0.52 | 0.46 | B | B |
| | Washington Loop Rd. | North | 2 | C | 1,096 | 0.53 | 0.47 | 579 | 517 | 690 | 0.84 | 0.75 | C | C |
| W MARION AVE. | Coronado Dr. | Garvin St. | 4 | C | N/A | 0.53 | 0.47 | N/A | N/A | 1,730 | N/A | N/A | N/A | N/A |
| | Garvin St. | US 41 | 3 | C | 676 | 1.00 | 0.00 | 676 | 0 | 2,600 | 0.26 | 0.00 | B | A |
| E MARION AVE. | US 41 | US 17 | 3 | C | 1,137 | 1.00 | 0.00 | 1,137 | 0 | 2,600 | 0.44 | 0.00 | B | A |
| W OLYMPIA AVE. | Garvin St. | US 41 | 3 | C | N/A | 1.00 | 0.00 | N/A | N/A | 1,730 | N/A | N/A | N/A | N/A |
| E OLYMPIA AVE. | US 41 | US 17 | 3 | C | 1,291 | 1.00 | 0.00 | 1,291 | 0 | 2,600 | 0.50 | 0.00 | B | A |
| HENRY ST. | W Marion Ave. | US 41 | 2 | C | 129 | 0.53 | 0.47 | 68 | 61 | 370 | 0.18 | 0.16 | C | C |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 2 | C | 1,098 | 0.53 | 0.47 | 580 | 518 | 370 | 1.57 | 1.40 | D | D |
| CARMALITA ST. | US 41 | Florida St. | 2 | C | 255 | 0.53 | 0.47 | 135 | 120 | 370 | 0.36 | 0.32 | C | C |
| AIRPORT RD. | US 41 | Taylor Rd. | 2 | C | 438 | 0.53 | 0.47 | 231 | 207 | 370 | 0.63 | 0.56 | C | C |
| | Taylor Rd. | I - 75 | 2 | C | 520 | 0.53 | 0.47 | 275 | 245 | 370 | 0.74 | 0.66 | C | C |
| | I - 75 | Piper Rd. | 2 | C | 274 | 0.53 | 0.47 | 145 | 129 | 370 | 0.39 | 0.35 | C | C |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4 | C | 1,138 | 0.53 | 0.47 | 601 | 537 | 1,730 | 0.35 | 0.31 | B | B |
| | Taylor Rd. | I - 75 | 4 | C | 769 | 0.53 | 0.47 | 406 | 363 | 1,730 | 0.23 | 0.21 | B | B |
| | I - 75 | S Jones Loop Rd. | 4 | C | 308 | 0.53 | 0.47 | 163 | 145 | 1,730 | 0.09 | 0.08 | A | A |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2 | C | N/A | 0.53 | 0.47 | N/A | N/A | 370 | N/A | N/A | N/A | N/A |
| | I - 75 | Taylor Rd. | 2 | C | 728 | 0.53 | 0.47 | 385 | 343 | 370 | 1.04 | 0.93 | D | C |
| | Taylor Rd. | US 41 | 2 | C | N/A | 0.53 | 0.47 | N/A | N/A | 370 | N/A | N/A | N/A | N/A |
| | US 41 | Burnt Store Rd. | 2 | C | 677 | 0.53 | 0.47 | 358 | 319 | 370 | 0.97 | 0.86 | C | C |
| NOTRE DAME BLVD | Burnt Store Rd. | US 41 | 2 | C | 77 | 0.53 | 0.47 | 41 | 36 | 370 | 0.11 | 0.10 | C | C |
| TUCKERS GRADE | US 41 | I - 75 | 4 | C | 744 | 0.53 | 0.47 | 393 | 351 | 1,730 | 0.23 | 0.20 | B | B |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2 | C | 241 | 0.53 | 0.47 | 127 | 114 | 370 | 0.34 | 0.31 | C | C |
| OILWELL RD. | US 41 | I - 75 | 2 | C | 6 | 0.53 | 0.47 | 3 | 3 | 370 | 0.01 | 0.01 | C | C |
| | I - 75 | East | 2 | C | 6 | 0.53 | 0.47 | 3 | 3 | 370 | 0.01 | 0.01 | C | C |

FOOTNOTES:

(1) Derived from Charlotte County Concurrency Spreadsheet, January 2006.

**EXHIBIT 2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS AND NEEDS SUMMARY WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 Cost Fbl # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Cost Feasible Plan (5) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With Allowable Development (6) Dir1 | Dir2 | Needs | Improvement | With CPA @ 22% Internal (6) Dir1 | Dir2 | Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 12 | Add 10 L |
| | Project Entrance | CR 74 | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | D | F | 4 | Add 2 L | F | F | 6 | Add 4 L |
| | CR 74 | DeSoto County Line | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 4F | 6F | 6F | C | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 4F | 6F | 6F | C | D | C | 8 | Add 2 L | C | C | 6 | Add 0 L | D | C | 8 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 4F | 6F | 6F | C | D | C | 8 | Add 2 L | D | D | 8 | Add 2 L | D | C | 8 | Add 2 L |
| | US 17 | Harbor View Rd. | 4F | 6F | 8F | C | E | D | 10 | Add 4 L | E | D | 8 | Add 2 L | E | D | 8 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | 4H | 6H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Zemel Rd. | Oil Well Rd. | 4H | 4H | 6H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | 4H | 6H | C | F | F | 8 | Add 4 L | F | F | 6 | Add 2 L | F | F | 8 | Add 4 L |
| | Notre Dame Blvd. | Taylor St. | 4H | 6H | 6H | C | F | F | 10 | Add 4 L | F | F | 8 | Add 2 L | F | F | 8 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 4H | 6H | 6H | C | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Acline Rd. | Burnt Store Rd. | 4H | 6H | 6H | C | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 4H | 6H | 6H | C | F | C | 8 | Add 2 L | F | D | 8 | Add 2 L | F | F | 8 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Airport Rd. | Henry St. | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 2O | 3O | 3O | C | C | A | 3 | Add 0 L | C | A | 3 | Add 0 L | C | B | 3 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 2O | 3O | 3O | C | C | A | 3 | Add 0 L | F | B | 4 | Add 1 L | C | B | 3 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 2O | 3O | 3O | C | B | A | 3 | Add 0 L | C | A | 3 | Add 0 L | B | B | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Acline Rd. | US 41 | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | US 41 | Taylor St. | 2H | 2H | 2H | C | F | F | 6 | Add 4 L | F | F | 6 | Add 4 L | F | F | 6 | Add 4 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | 4M | 4M | C | D | C | 6 | Add 2 L | C | C | 4 | Add 0 L | D | C | 6 | Add 2 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 2M | 4M | 4M | C | F | E | 6 | Add 2 L | F | E | 6 | Add 2 L | F | D | 6 | Add 2 L |
| | Airport Rd. | US 41-North | 2M | 4M | 4M | C | E | D | 6 | Add 2 L | D | C | 6 | Add 2 L | D | C | 6 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | 4H | 4H | C | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | 4H | 4H | C | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 6 | Add 4 L |
| | SR 31 | Glades County Line | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | 4H | 4H | C | C | C | 4 | Add 0 L | D | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Washington Loop Rd. | North | 4H | 4H | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | 4H | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | 2O | 2O | C | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L | B | B | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | 3O | 3O | C | B | A | 3 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | 2O | 2O | C | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | 3O | 3O | C | B | A | 3 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | B | 2 | Add 0 L | C | C | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | I - 75 | Piper Rd. | 2M | 4M | 4M | C | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | C | C | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4H | 6H | 6H | C | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | 4H | 4H | C | C | C | 4 | Add 0 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | 2M | 2M | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | 2M | 2M | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2M | 4M | 4M | C | A | A | 4 | Add 0 L | A | A | 2 | Add 0 L | A | A | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| OILWELL RD. | US 41 | I - 75 | 2M | 2M | 2M | C | D | C | 4 | Add 2 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | I - 75 | East | 2M | 2M | 2M | C | D | C | 4 | Add 2 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |

FOOTNOTES:

(1) Exisitng plus Committed Roadway Network.
(2) Adopted Charlotte County MPO 2030 Cost Feasible Plan - Highway Projects. December, 2005.
(3) Adopted Charlotte County MPO 2030 Needs Plan - Highway. December, 2005.
(4) Adopted Charlotte County LOS Standard.
(5) Roadway improvement consistent with or greater than the adopted Charlotte County 2030 Cost Feasible Plan.
(6) Roadway improvement to maintain adopted LOS standard as compared to the adopted Charlotte County 2030 Cost Feasible Plan.

EXHIBIT 3
BABCOCK RANCH PLAN AMENDMENT #05680
2030 RECOMMENDED ROADWAY IMPROVEMENTS WITH 22% INTERNAL CAPTURE
DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

CHARLOTTE COUNTY

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 Cost Fbl # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Cost Feasible Plan Dir1 | Dir2 | Needs Improvement | (5) | 2030 LOS With Allowable Development Dir1 | Dir2 | Needs Improvement | (6) | With CPA @ 22% Internal Network (7) Dir1 | Dir2 | Needs Improvement | Prop Share (8) Needs Improvement | Mitigate 100% (9) Needs Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | 2H | 2H | C | C | C | 2 Add 0 L | | F | F | 4 Add 2 L | | F | F | 12 Add 10 L | 4 Add 2 L | 8 Add 8 L |
| | Project Entrance | CR 74 | 2H | 2H | 2H | C | C | C | 2 Add 0 L | | D | F | 4 Add 2 L | | F | F | 6 Add 4 L | 4 Add 2 L | 2 Add 2 L |
| | CR 74 | DeSoto County Line | 2H | 2H | 2H | C | C | C | 2 Add 0 L | | C | C | 2 Add 0 L | | C | C | 2 Add 0 L | Add 0 L | Add 0 L |
| I-75 | US 17 | Harbor View Rd. | 4F | 6F | 8F | C | E | D | 10 Add 4 L | | E | D | 8 Add 2 L | | E | D | 8 Add 2 L | Add 0 L | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | 4H | 4H | C | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | Add 0 L | Add 0 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | 4H | 4H | C | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | Add 0 L | Add 0 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | 4H | 4H | C | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | Add 0 L | Add 0 L |
| | Acline Rd. | US 41 | 4H | 4H | 4H | C | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | | F | F | 6 Add 2 L | Add 0 L | Add 0 L |
| | US 41 | Taylor St. | 2H | 2H | 2H | C | F | F | 6 Add 4 L | | F | F | 6 Add 4 L | | F | F | 6 Add 4 L | Add 0 L | Add 0 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | 4M | 4M | C | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | Add 0 L | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | 4M | 4M | C | D | C | 6 Add 2 L | | C | C | 4 Add 0 L | | D | C | 6 Add 2 L | Add 0 L | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 2M | 4M | 4M | C | F | E | 6 Add 2 L | | F | E | 6 Add 2 L | | F | D | 6 Add 2 L | Add 0 L | Add 0 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | 4H | 4H | C | C | B | 4 Add 0 L | | B | B | 4 Add 0 L | | C | B | 4 Add 0 L | Add 0 L | Add 0 L |
| | Airport Rd. | CR 74 | 4H | 4H | 4H | C | B | B | 4 Add 0 L | | B | B | 2 Add 0 L | | B | B | 2 Add 0 L | Add 0 L | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | 2H | 2H | C | C | C | 2 Add 0 L | | F | D | 4 Add 2 L | | F | F | 6 Add 4 L | 4 Add 2 L | 2 Add 2 L |
| | SR 31 | Glades County Line | 2M | 2M | 2M | C | C | C | 2 Add 0 L | | C | C | 2 Add 0 L | | C | C | 2 Add 0 L | Add 0 L | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | 6H | 6H | C | B | B | 6 Add 0 L | | B | B | 4 Add 0 L | | B | B | 4 Add 0 L | Add 0 L | Add 0 L |
| | I - 75 | CR 74 | 6H | 6H | 6H | C | B | B | 6 Add 0 L | | B | B | 4 Add 0 L | | B | B | 6 Add 0 L | Add 0 L | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | 4H | 4H | C | C | C | 4 Add 0 L | | D | C | 6 Add 2 L | | F | C | 6 Add 2 L | 6 Add 2 L | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | 3O | 3O | C | B | A | 3 Add 0 L | | B | B | 2 Add 0 L | | B | B | 2 Add 0 L | Add 0 L | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | 3O | 3O | C | B | A | 3 Add 0 L | | B | B | 2 Add 0 L | | B | B | 2 Add 0 L | Add 0 L | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | 4M | 4M | C | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | Add 0 L | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 2M | 4M | 4M | C | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | Add 0 L | Add 0 L |
| | Taylor Rd. | I - 75 | 2M | 4M | 4M | C | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | | C | C | 4 Add 0 L | Add 0 L | Add 0 L |
| | I - 75 | Piper Rd. | 2M | 4M | 4M | C | B | B | 4 Add 0 L | | B | B | 2 Add 0 L | | C | C | 4 Add 0 L | Add 0 L | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4H | 6H | 6H | C | B | B | 6 Add 0 L | | B | B | 4 Add 0 L | | B | B | 2 Add 0 L | Add 0 L | Add 0 L |
| | Taylor Rd. | I - 75 | 4H | 6H | 6H | C | C | B | 6 Add 0 L | | B | B | 6 Add 0 L | | B | B | 4 Add 0 L | Add 0 L | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | 4H | 4H | C | C | C | 4 Add 0 L | | C | B | 4 Add 0 L | | C | B | 6 Add 0 L | Add 0 L | Add 0 L |

FOOTNOTES:

(1) Exisitng plus Committed Roadway Network.
(2) Adopted Charlotte County MPO 2030 Cost Feasible Plan - Highway Projects. December, 2005.
(3) Adopted Charlotte County MPO 2030 Needs Plan - Highway. December, 2005.
(4) Adopted Charlotte County LOS Standard.
(5) Roadway improvement attributed to adopted 2030 Cost Feasible Plan needs to maintain adopted LOS standard.
(6) Roadway improvement attributed to Allowable Development as compared to the adopted Charlotte County 2030 Cost Feasible Plan.
(7) County-wide roadway needs with CPA as compared to the adopted Charlotte County 2030 Cost Feasible Plan.
(8) Proportion Share mitigation for roadway improvement attribute to Allowable Development needs that are beyond 2030 Cost Feasible needs.
100% mitigation for roadway improvement beyond Allowable Development needs and beyond 2030 Cost Feasible needs.

Significant Impact @ 5%

**EXHIBIT 4**
**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROADWAY IMPROVEMENTS WITH 22% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**CHARLOTTE COUNTY**

| Roadway | From | To | (4) # Lanes | 2030 # Lanes | # of Lanes Added | Length (Miles) | Cost Per Lane Mile | | Total Cost | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | M Project Entrance | 2 | 4 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | 1.000000 | (2) | $21,560,000 |
| | Lee County Line | M Project Entrance | 4 | 6 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | 1.000000 | (3) | $21,560,000 |
| | | | | | | | | | | | | |
| | M Project Entrance | CR 74 | 2 | 4 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | 1.000000 | (2) | $31,724,000 |
| | M Project Entrance | CR 74 | 4 | 6 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | 1.000000 | (3) | $31,724,000 |
| | | | | | | | | | | | | |
| CR 74 | Piper Road | SR 31 | 2 | 4 | 2 | 14.76 | $2,200,000 | (1) | $64,944,000 | 1.000000 | (2) | $64,944,000 |
| | Piper Road | SR 31 | 4 | 6 | 2 | 7.38 | $2,200,000 | (1) | $32,472,000 | 1.000000 | (3) | $32,472,000 |
| | | | | | | | | | | | | |
| US 17 | CR 74 | Washington Loop Road | 4 | 6 | 2 | 2.98 | $2,200,000 | (1) | $13,112,000 | 0.333333 | (2) | $4,371,000 |
| | | | | | | | | | | | | |
| Babcock N/S Road | Lee County Line | M Project Entrance | 0 | 6 | 6 | 5.90 | $2,200,000 | (1) | $77,880,000 | 1.000000 | (3) | $77,880,000 |

| | |
|---|---|
| **Proportionate Share** | **$122,599,000** |
| **100% Mitigation** | **$163,636,000** |
| **Total** | **$286,235,000** |
| **Total Less Babcock N/S Road** | **$208,355,000** |

FOOTNOTES:

(1) Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(2) Proportionate Share - Project traffic as a percentage of capacity added.
(3) 100% mitigation.
(4) 2030 Cost Feasible Needs number of lanes.

**EXHIBIT 5**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS AND NEEDS SUMMARY WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 Cost Fbl # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Cost Feasible Plan Dir1 | Dir2 | Needs Improvement (5) | | 2030 LOS With Allowable Development (6) Dir1 | Dir2 | Needs Improvement | | With CPA @ 50% Internal (6) Dir1 | Dir2 | Needs Improvement | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 8 | Add 6 L |
| | Project Entrance | CR 74 | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | D | F | 4 | Add 2 L | F | F | 6 | Add 4 L |
| | CR 74 | DeSoto County Line | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 4F | 6F | 6F | C | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 4F | 6F | 6F | C | D | C | 8 | Add 2 L | C | C | 6 | Add 0 L | D | C | 8 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 4F | 6F | 6F | C | D | C | 8 | Add 2 L | D | D | 8 | Add 2 L | D | C | 8 | Add 2 L |
| | US 17 | Harbor View Rd. | 4F | 6F | 8F | C | E | D | 10 | Add 4 L | E | D | 8 | Add 2 L | E | D | 8 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | 4H | 6H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Zemel Rd. | Oil Well Rd. | 4H | 4H | 6H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | 4H | 6H | C | F | F | 8 | Add 4 L | F | F | 6 | Add 2 L | F | F | 8 | Add 4 L |
| | Notre Dame Blvd. | Taylor St. | 4H | 6H | 6H | C | F | F | 10 | Add 4 L | F | F | 8 | Add 2 L | F | F | 8 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 4H | 6H | 6H | C | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Acline Rd. | Burnt Store Rd. | 4H | 6H | 6H | C | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 4H | 6H | 6H | C | F | C | 8 | Add 2 L | F | D | 8 | Add 2 L | F | F | 8 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Airport Rd. | Henry St. | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 2O | 3O | 3O | C | C | A | 3 | Add 0 L | C | A | 3 | Add 0 L | C | B | 3 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 2O | 3O | 3O | C | C | A | 3 | Add 0 L | F | B | 4 | Add 1 L | C | B | 3 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 2O | 3O | 3O | C | B | A | 3 | Add 0 L | C | A | 3 | Add 0 L | B | B | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Acline Rd. | US 41 | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | US 41 | Taylor St. | 2H | 2H | 2H | C | F | F | 6 | Add 4 L | F | F | 6 | Add 4 L | F | F | 6 | Add 4 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | 4M | 4M | C | D | C | 6 | Add 2 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 2M | 4M | 4M | C | F | E | 6 | Add 2 L | F | E | 6 | Add 2 L | F | D | 6 | Add 2 L |
| | Airport Rd. | US 41-North | 2M | 4M | 4M | C | E | D | 6 | Add 2 L | D | C | 6 | Add 2 L | D | C | 6 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | 4H | 4H | C | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | 4H | 4H | C | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | SR 31 | Glades County Line | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | 4H | 4H | C | C | C | 4 | Add 0 L | D | C | 6 | Add 2 L | C | C | 4 | Add 0 L |
| | Washington Loop Rd. | North | 4H | 4H | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | 4H | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | 2O | 2O | C | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | 3O | 3O | C | B | A | 3 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | 2O | 2O | C | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | 3O | 3O | C | B | A | 3 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | B | 2 | Add 0 L | C | C | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | I - 75 | Piper Rd. | 2M | 4M | 4M | C | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | C | C | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4H | 6H | 6H | C | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | 4H | 4H | C | C | C | 4 | Add 0 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | 2M | 2M | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | 2M | 2M | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2M | 4M | 4M | C | A | A | 4 | Add 0 L | A | A | 2 | Add 0 L | A | A | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 4H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| OILWELL RD. | US 41 | I - 75 | 2M | 2M | 2M | C | D | C | 4 | Add 2 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | I - 75 | East | 2M | 2M | 2M | C | D | C | 4 | Add 2 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |

FOOTNOTES:

(1) Exisitng plus Committed Roadway Network.
(2) Adopted Charlotte County MPO 2030 Cost Feasible Plan - Highway Projects. December, 2005.
(3) Adopted Charlotte County MPO 2030 Needs Plan - Highway. December, 2005.
(4) Adopted Charlotte County LOS Standard.
(5) Roadway improvement consistent with or greater than the adopted Charlotte County 2030 Cost Feasible Plan.
(6) Roadway improvement to maintain adopted LOS standard as compared to the adopted Charlotte County 2030 Cost Feasible Plan.

**EXHIBIT 6**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**2030 RECOMMENDED ROADWAY IMPROVEMENTS WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 Cost Fbl # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | Per MPO 2030 Cost Feasible Plan Dir1 | Dir2 | Needs | Improvement (5) | 2030 LOS With Allowable Development Dir1 | Dir2 | Needs | Improvement (6) | 2030 LOS With CPA @ 50% Internal Network (7) Dir1 | Dir2 | Needs | Improvement | Prop Share (8) Needs | Improvement | Mitigate 100% (9) Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 8 | Add 6 L | 4 | Add 2 L | 4 | Add 4 L |
| | Project Entrance | CR 74 | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | D | F | 4 | Add 2 L | F | F | 6 | Add 4 L | 4 | Add 2 L | 2 | Add 2 L |
| | CR 74 | DeSoto County Line | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| I-75 | US 17 | Harbor View Rd. | 4F | 6F | 8F | C | E | D | 10 | Add 4 L | E | D | 8 | Add 2 L | E | D | 8 | Add 2 L | | Add 0 L | | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | Acline Rd. | US 41 | 4H | 4H | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | US 41 | Taylor St. | 2H | 2H | 2H | C | F | F | 6 | Add 4 L | F | F | 6 | Add 4 L | F | F | 6 | Add 4 L | | Add 0 L | | Add 0 L |
| `YLOR ST. | US 41-South | Acline Rd. | 2M | 4M | 4M | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | 4M | 4M | C | D | C | 6 | Add 2 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 2M | 4M | 4M | C | F | E | 6 | Add 2 L | F | E | 6 | Add 2 L | F | D | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | 4H | 4H | C | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | 2H | 2H | C | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 4 | Add 2 L | 4 | Add 2 L | 0 | Add 0 L |
| | SR 31 | Glades County Line | 2M | 2M | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | I - 75 | CR 74 | 6H | 6H | 6H | C | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | 4H | 4H | C | C | C | 4 | Add 0 L | D | C | 6 | Add 2 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |

FOOTNOTES:

(1) Exisitng plus Committed Roadway Network.
(2) Adopted Charlotte County MPO 2030 Cost Feasible Plan - Highway Projects. December, 2005.
(3) Adopted Charlotte County MPO 2030 Needs Plan - Highway. December, 2005.
(4) Adopted Charlotte County LOS Standard.
(5) Roadway improvement attributed to adopted 2030 Cost Feasible Plan needs to maintain adopted LOS standard.
(6) Roadway improvement attributed to Allowable Development as compared to the adopted Charlotte County 2030 Cost Feasible Plan.
(7) County-wide roadway needs with CPA as compared to the adopted Charlotte County 2030 Cost Feasible Plan.
(8) Proportion Share mitigation for roadway improvement attribute to Allowable Development needs that are beyond 2030 Cost Feasible needs.
(9) 100% mitigation for roadway improvement beyond Allowable Development needs and beyond 2030 Cost Feasible needs.

Significant Impact @ 5%

**EXHIBIT 7**
**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROADWAY IMPROVEMENTS WITH 50% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**CHARLOTTE COUNTY**

| Roadway | From | To | (4) # Lanes | 2030 # Lanes | # of Lanes Added | Length (Miles) | Cost Per Lane Mile | | Total Cost | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | M Project Entrance | 2 | 4 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | 1.000000 | (2) | $21,560,000 |
| | Lee County Line | M Project Entrance | 4 | 6 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | 1.000000 | (3) | $21,560,000 |
| | | | | | | | | | | | | |
| | M Project Entrance | CR 74 | 2 | 4 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | 1.000000 | (2) | $31,724,000 |
| | M Project Entrance | CR 74 | 4 | 6 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | 1.000000 | (3) | $31,724,000 |
| | | | | | | | | | | | | |
| CR 74 | Piper Road | SR 31 | 2 | 4 | 2 | 14.76 | $2,200,000 | (1) | $64,944,000 | 1.000000 | (2) | $64,944,000 |
| | | | | | | | | | | | | |
| Babcock N/S Road | Lee County Line | M Project Entrance | 0 | 2 | 2 | 5.90 | $2,200,000 | (1) | $25,960,000 | 1.000000 | (3) | $25,960,000 |

| | |
|---|---|
| **Proportionate Share** | **$144,188,000** |
| **100% Mitigation** | **$53,284,000** |
| **Total** | **$197,472,000** |
| **Total Less Babcock N/S Road** | **$171,512,000** |

FOOTNOTES:

(1) Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(2) Proportionate Share - Project traffic as a percentage of capacity added.
(3) 100% mitigation.
(4) 2030 Cost Feasible Needs number of lanes.

**EXHIBIT 8**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE 2015 TRAFFIC CONDITIONS SUMMARY**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (2) LOS Std | 2015 LOS With Allowable Dir1 | Dir2 | Needs | Improvement | 2015 LOS With CPA Dir1 | Dir2 | Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | C | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | Project Entrance | CR 74 | 2H | C | F | F | 6 | Add 4 L | D | F | 4 | Add 2 L |
| | CR 74 | DeSoto County Line | 2H | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| I- 75 | Lee County Line | Tucker's Grade | 4F | C | C | C | 4 | Add 0 L | D | C | 6 | Add 2 L |
| | Tucker's Grade | N Jones Loop Rd. | 4F | C | E | D | 6 | Add 2 L | E | D | 6 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 4F | C | F | E | 6 | Add 2 L | F | E | 6 | Add 2 L |
| | US 17 | Harbor View Rd. | 4F | C | F | E | 6 | Add 2 L | F | F | 6 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Notre Dame Blvd. | Taylor St. | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 4H | C | F | D | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Acline Rd. | Burnt Store Rd. | 4H | C | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 4H | C | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 4H | C | C | C | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Airport Rd. | Henry St. | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 4H | C | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 2O | C | C | B | 2 | Add 0 L | B | A | 2 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 2O | C | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 2O | C | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Acline Rd. | US 41 | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | US 41 | Taylor St. | 2H | C | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | C | D | D | 4 | Add 2 L | D | D | 4 | Add 2 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | C | D | D | 4 | Add 2 L | D | D | 4 | Add 2 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 2M | C | C | C | 2 | Add 0 L | D | D | 4 | Add 2 L |
| | Burnt Store Rd. | Airport Rd. | 2M | C | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | Airport Rd. | US 41-North | 2M | C | F | E | 4 | Add 2 L | F | F | 4 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | E | C | 4 | Add 2 L | E | C | 4 | Add 2 L |
| | SR 31 | Glades County Line | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Washington Loop Rd. | North | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | C | B | 2 | Add 0 L | C | B | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | B | A | 2 | Add 0 L | B | B | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | C | C | 2 | Add 0 L | C | B | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 2M | C | D | C | 4 | Add 2 L | D | C | 4 | Add 2 L |
| | Taylor Rd. | I - 75 | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | I - 75 | Piper Rd. | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4H | C | B | B | 2 | Add 0 L | B | B | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | A | A | 2 | Add 0 L | C | B | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | A | A | 2 | Add 0 L | C | B | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | C | B | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2M | C | C | C | 2 | Add 0 L | B | B | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 4H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | F | D | 4 | Add 2 L | F | E | 4 | Add 2 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | I - 75 | East | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Charlotte County Concurrency service volumes.

**EXHIBIT 9**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**2015 RECOMMEND ROADWAY IMPROVEMENTS SUMMARY**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (2) LOS Std | 2015 LOS With Allowable Dir1 | 2015 LOS With Allowable Dir2 | 2015 LOS With Allowable Needs | (3) Improvement | 2015 LOS With CPA @ 12% Internal Dir1 | 2015 LOS With CPA @ 12% Internal Dir2 | (7) Network Needs | (7) Network Improvement | (8) Prop Share Needs | (8) Prop Share Improvement | (9) Mitigate 100% Needs | (9) Mitigate 100% Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | C | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| | Project Entrance | CR 74 | 2H | C | F | F | 6 | Add 4 L | D | F | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| | CR 74 | DeSoto County Line | 2H | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| '5 | US 17 | Harbor View Rd. | 4F | C | F | E | 6 | Add 2 L | F | F | 6 | Add 2 L | 6 | Add 2 L | | Add 0 L |
| BURNT STORE RD. | US 41 | Taylor St. | 2H | C | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | C | D | D | 4 | Add 2 L | D | D | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | C | D | D | 4 | Add 2 L | D | D | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | E | C | 4 | Add 2 L | E | C | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| US 17 | I - 75 | CR 74 | 6H | C | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | C | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Roadway improvement to maintain adopted LOS standard as compared to the E+C network.

Significant Impact @ 5%

**EXHIBIT 10**
**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROADWAY IMPROVEMENTS**
**2015 COST ESTIMATES**

**CHARLOTTE COUNTY**

| Roadway | From | To | E+C # Lanes | 2015 # Lanes | | # of Lanes Added | Length (Miles) | Cost Per Lane Mile | | Total Cost | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | M Project Entrance | 2 | 4 | (4) | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | 1.000000 | (2) | $21,560,000 |
| | M Project Entrance | CR 74 | 2 | 4 | | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | 0.875000 | (2) | $27,759,000 |
| I-75 | US 17 | Harbor View Road | 4 | 6 | | 2 | 2.74 | $7,827,000 | (5) | $42,892,000 | 0.064626 | (2) | $2,772,000 |
| Burnt Store Road | US 41 | Taylor Street | 2 | 4 | | 2 | 1.10 | $2,200,000 | (1) | $4,840,000 | 0.055556 | (2) | $269,000 |
| Taylor Street | US 41 | Acline Road | 2 | 4 | | 2 | 0.68 | $2,200,000 | (1) | $2,992,000 | 0.050847 | (2) | $152,000 |
| | Acline Road | N Jones Loop Road | 2 | 4 | | 2 | 0.86 | $2,200,000 | (1) | $3,784,000 | 0.050847 | (2) | $192,000 |
| CR 74 | Piper Road | SR 31 | 2 | 4 | | 2 | 14.76 | $2,200,000 | (1) | $64,944,000 | 0.708333 | (2) | $46,002,000 |

| | |
|---|---|
| **Proportionate Share** | **$98,706,000** |
| **100% Mitigation** | **$0** |
| **Total** | **$98,706,000** |

FOOTNOTES:

(1) Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(2) Proportionate Share - Project traffic as a percentage of capacity added.
(3) 100% mitigation.
(4) Four lane need, actual construction may be six lanes.
(5) Per Charlotte County 2030 Long Range Transportation Plan Summary Report, December 2005, includes design, ROW, CEI and Construction.

# APPENDIX A

# 2030 TRAFFIC ANALYSIS

**EXHIBIT A-1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS Per MPO**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) K100 Factor | Backgnd Peak Hr Volume | D100 Dir1 | D100 Dir2 | Backgnd Dir. Volume Dir1 | Backgnd Dir. Volume Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | (2) SERVICE VOLUME @ STD | LOS V/C DIR | LOS V/C SW | 2030 LOS Dir1 | 2030 LOS Dir2 | Needed # of Lanes | Needed Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | Project Entrance | 2H | C | 8,192 | 8,192 | 1.087 | 7,500 | 0.1025 | 770 | 0.53 | 0.47 | 410 | 360 | 410 | 360 | 720 | 0.57 | 0.50 | C | C | 2 | Add 0 L |
| | Project Entrance | CR 74 | 2H | C | 8,192 | 8,192 | 1.087 | 7,500 | 0.1025 | 770 | 0.53 | 0.47 | 410 | 360 | 410 | 360 | 720 | 0.57 | 0.50 | C | C | 2 | Add 0 L |
| | CR 74 | DeSoto County Line | 2H | C | 6,010 | 6,010 | 1.087 | 5,500 | 0.1025 | 560 | 0.53 | 0.47 | 300 | 260 | 300 | 260 | 720 | 0.42 | 0.36 | C | C | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 6F | C | 83,905 | 83,905 | 1.087 | 77,200 | 0.1009 | 7,790 | 0.53 | 0.47 | 4,130 | 3,660 | 4,130 | 3,660 | 4,550 | 0.91 | 0.80 | C | C | 6 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 6F | C | 92,975 | 92,975 | 1.087 | 85,500 | 0.1009 | 8,630 | 0.53 | 0.47 | 4,570 | 4,060 | 4,570 | 4,060 | 4,550 | 1.00 | 0.89 | D | C | 8 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 6F | C | 102,707 | 102,707 | 1.087 | 94,500 | 0.1009 | 9,540 | 0.53 | 0.47 | 5,060 | 4,480 | 5,060 | 4,480 | 4,550 | 1.11 | 0.98 | D | C | 8 | Add 2 L |
| | US 17 | Harbor View Rd. | 6F | C | 120,493 | 120,493 | 1.087 | 110,800 | 0.1009 | 11,180 | 0.53 | 0.47 | 5,930 | 5,250 | 5,930 | 5,250 | 4,550 | 1.30 | 1.15 | E | D | 10 | Add 4 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | 50,051 | 50,051 | 1.087 | 46,000 | 0.1025 | 4,720 | 0.53 | 0.47 | 2,490 | 2,230 | 2,490 | 2,230 | 1,810 | 1.38 | 1.23 | F | F | 6 | Add 2 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | 51,888 | 51,888 | 1.087 | 47,700 | 0.1025 | 4,890 | 0.53 | 0.47 | 2,580 | 2,310 | 2,580 | 2,310 | 1,810 | 1.43 | 1.28 | F | F | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | 57,780 | 57,780 | 1.087 | 53,200 | 0.1025 | 5,450 | 0.53 | 0.47 | 2,880 | 2,570 | 2,880 | 2,570 | 1,810 | 1.59 | 1.42 | F | F | 8 | Add 4 L |
| | Notre Dame Blvd. | Taylor St. | 6H | C | 70,753 | 70,753 | 1.087 | 65,100 | 0.1025 | 6,670 | 0.53 | 0.47 | 3,530 | 3,140 | 3,530 | 3,140 | 2,720 | 1.30 | 1.15 | F | F | 10 | Add 4 L |
| | Taylor Rd. | Acline Rd. | 6H | C | 49,014 | 49,014 | 1.087 | 45,100 | 0.1025 | 4,620 | 0.53 | 0.47 | 2,440 | 2,180 | 2,440 | 2,180 | 2,720 | 0.90 | 0.80 | C | B | 6 | Add 0 L |
| | Acline Rd. | Burnt Store Rd. | 6H | C | 46,815 | 46,815 | 1.087 | 43,100 | 0.1025 | 4,420 | 0.53 | 0.47 | 2,340 | 2,080 | 2,340 | 2,080 | 2,720 | 0.86 | 0.76 | C | B | 6 | Add 0 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 6H | C | 57,918 | 57,918 | 1.087 | 53,300 | 0.1025 | 5,460 | 0.53 | 0.47 | 2,890 | 2,570 | 2,890 | 2,570 | 2,720 | 1.06 | 0.94 | F | C | 8 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 6H | C | 43,826 | 43,826 | 1.087 | 40,300 | 0.1025 | 4,130 | 0.53 | 0.47 | 2,180 | 1,950 | 2,180 | 1,950 | 2,720 | 0.80 | 0.72 | B | B | 6 | Add 0 L |
| | Airport Rd. | Henry St. | 6H | C | 42,593 | 42,593 | 1.087 | 39,200 | 0.1025 | 4,020 | 0.53 | 0.47 | 2,120 | 1,900 | 2,120 | 1,900 | 2,720 | 0.78 | 0.70 | B | B | 6 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 6H | C | 45,773 | 45,773 | 1.087 | 42,100 | 0.1025 | 4,320 | 0.53 | 0.47 | 2,280 | 2,040 | 2,280 | 2,040 | 2,720 | 0.84 | 0.75 | B | B | 6 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 3O | C | 22,608 | 22,608 | 1.087 | 20,800 | 0.1025 | 2,130 | 1.00 | 0.00 | 2,130 | 0 | 2,130 | 0 | 2,784 | 0.77 | 0.00 | C | A | 3 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 3O | C | 29,497 | 29,497 | 1.087 | 27,100 | 0.1025 | 2,780 | 1.00 | 0.00 | 2,780 | 0 | 2,780 | 0 | 2,784 | 1.00 | 0.00 | C | A | 3 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 3O | C | 19,293 | 19,293 | 1.087 | 17,700 | 0.1025 | 1,810 | 1.00 | 0.00 | 1,810 | 0 | 1,810 | 0 | 2,784 | 0.65 | 0.00 | B | A | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | 53,465 | 53,465 | 1.087 | 49,200 | 0.1025 | 5,040 | 0.53 | 0.47 | 2,660 | 2,380 | 2,660 | 2,380 | 1,810 | 1.47 | 1.31 | F | F | 6 | Add 2 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | 53,979 | 53,979 | 1.087 | 49,700 | 0.1025 | 5,090 | 0.53 | 0.47 | 2,690 | 2,400 | 2,690 | 2,400 | 1,810 | 1.49 | 1.33 | F | F | 6 | Add 2 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | 49,775 | 49,775 | 1.087 | 45,800 | 0.1025 | 4,690 | 0.53 | 0.47 | 2,480 | 2,210 | 2,480 | 2,210 | 1,810 | 1.37 | 1.22 | F | F | 6 | Add 2 L |
| | Acline Rd. | US 41 | 4H | C | 52,437 | 52,437 | 1.087 | 48,200 | 0.1025 | 4,940 | 0.53 | 0.47 | 2,610 | 2,330 | 2,610 | 2,330 | 1,810 | 1.44 | 1.29 | F | F | 6 | Add 2 L |
| | US 41 | Taylor St. | 2H | C | 48,620 | 48,620 | 1.087 | 44,700 | 0.1025 | 4,580 | 0.53 | 0.47 | 2,420 | 2,160 | 2,420 | 2,160 | 720 | 3.36 | 3.00 | F | F | 6 | Add 4 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 4M | C | 26,147 | 26,147 | 1.087 | 24,100 | 0.1025 | 2,470 | 0.53 | 0.47 | 1,310 | 1,160 | 1,310 | 1,160 | 1,360 | 0.96 | 0.85 | C | C | 4 | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 4M | C | 28,175 | 28,175 | 1.087 | 25,900 | 0.1025 | 2,650 | 0.53 | 0.47 | 1,400 | 1,250 | 1,400 | 1,250 | 1,360 | 1.03 | 0.92 | D | C | 6 | Add 2 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 4M | C | 9,419 | 9,419 | 1.087 | 8,700 | 0.1025 | 890 | 0.53 | 0.47 | 470 | 420 | 470 | 420 | 1,360 | 0.35 | 0.31 | C | C | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 4M | C | 38,735 | 38,735 | 1.087 | 35,600 | 0.1025 | 3,650 | 0.53 | 0.47 | 1,930 | 1,720 | 1,930 | 1,720 | 1,360 | 1.42 | 1.26 | F | E | 6 | Add 2 L |
| | Airport Rd. | US 41-North | 4M | C | 34,802 | 34,802 | 1.087 | 32,000 | 0.1025 | 3,280 | 0.53 | 0.47 | 1,730 | 1,550 | 1,730 | 1,550 | 1,360 | 1.27 | 1.14 | E | D | 6 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | 33,358 | 33,358 | 1.087 | 30,700 | 0.1025 | 3,150 | 0.53 | 0.47 | 1,660 | 1,490 | 1,660 | 1,490 | 1,810 | 0.92 | 0.82 | C | B | 4 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | 10,868 | 10,868 | 1.087 | 10,000 | 0.1025 | 1,030 | 0.53 | 0.47 | 540 | 490 | 540 | 490 | 1,810 | 0.30 | 0.27 | B | B | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | 11,561 | 11,561 | 1.087 | 10,600 | 0.1025 | 1,090 | 0.53 | 0.47 | 580 | 510 | 580 | 510 | 720 | 0.81 | 0.71 | C | C | 2 | Add 0 L |
| | SR 31 | Glades County Line | 2M | C | 11,157 | 11,157 | 1.087 | 10,300 | 0.1025 | 1,060 | 0.53 | 0.47 | 560 | 500 | 560 | 500 | 590 | 0.95 | 0.85 | C | C | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | 27,548 | 27,548 | 1.087 | 25,300 | 0.1025 | 2,590 | 0.53 | 0.47 | 1,370 | 1,220 | 1,370 | 1,220 | 2,720 | 0.50 | 0.45 | B | B | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | 40,749 | 40,749 | 1.087 | 37,500 | 0.1025 | 3,840 | 0.53 | 0.47 | 2,030 | 1,810 | 2,030 | 1,810 | 2,720 | 0.75 | 0.67 | B | B | 6 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | 35,493 | 35,493 | 1.087 | 32,700 | 0.1025 | 3,350 | 0.53 | 0.47 | 1,770 | 1,580 | 1,770 | 1,580 | 1,810 | 0.98 | 0.87 | C | C | 4 | Add 0 L |
| | Washington Loop Rd. | North | 4H | C | 22,213 | 22,213 | 1.087 | 20,400 | 0.1025 | 2,090 | 0.53 | 0.47 | 1,100 | 990 | 1,100 | 990 | 1,810 | 0.61 | 0.55 | B | B | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | 14,143 | 14,143 | 1.087 | 13,000 | 0.1025 | 1,330 | 0.53 | 0.47 | 700 | 630 | 700 | 630 | 1,810 | 0.39 | 0.35 | B | B | 2 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | 12,654 | 12,654 | 1.087 | 11,600 | 0.1025 | 1,190 | 1.00 | 0.00 | 1,190 | 0 | 1,190 | 0 | 1,848 | 0.64 | 0.00 | B | A | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | 14,950 | 14,950 | 1.087 | 13,800 | 0.1025 | 1,410 | 1.00 | 0.00 | 1,410 | 0 | 1,410 | 0 | 2,784 | 0.51 | 0.00 | B | A | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | 5,218 | 5,218 | 1.087 | 4,800 | 0.1025 | 490 | 1.00 | 0.00 | 490 | 0 | 490 | 0 | 1,848 | 0.27 | 0.00 | B | A | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | 15,500 | 15,500 | 1.087 | 14,300 | 0.1025 | 1,470 | 1.00 | 0.00 | 1,470 | 0 | 1,470 | 0 | 2,784 | 0.53 | 0.00 | B | A | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | 2,291 | 2,291 | 1.087 | 2,100 | 0.1025 | 220 | 0.53 | 0.47 | 120 | 100 | 120 | 100 | 590 | 0.20 | 0.17 | C | C | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 4M | C | 18,793 | 18,793 | 1.087 | 17,300 | 0.1025 | 1,770 | 0.53 | 0.47 | 940 | 830 | 940 | 830 | 1,360 | 0.69 | 0.61 | C | C | 4 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 4M | C | 7,765 | 7,765 | 1.087 | 7,100 | 0.1025 | 730 | 0.53 | 0.47 | 390 | 340 | 390 | 340 | 1,360 | 0.29 | 0.25 | C | C | 2 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 4M | C | 11,913 | 11,913 | 1.087 | 11,000 | 0.1025 | 1,130 | 0.53 | 0.47 | 600 | 530 | 600 | 530 | 1,360 | 0.44 | 0.39 | C | C | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4M | C | 14,581 | 14,581 | 1.087 | 13,400 | 0.1025 | 1,370 | 0.53 | 0.47 | 720 | 650 | 720 | 650 | 1,360 | 0.53 | 0.48 | C | C | 4 | Add 0 L |
| | I - 75 | Piper Rd. | 4M | C | 2,675 | 2,675 | 1.087 | 2,500 | 0.1025 | 260 | 0.53 | 0.47 | 140 | 120 | 140 | 120 | 1,360 | 0.10 | 0.09 | B | B | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 6H | C | 21,087 | 21,087 | 1.087 | 19,400 | 0.1025 | 1,990 | 0.53 | 0.47 | 1,050 | 940 | 1,050 | 940 | 2,720 | 0.39 | 0.35 | B | B | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 6H | C | 46,580 | 46,580 | 1.087 | 42,900 | 0.1025 | 4,400 | 0.53 | 0.47 | 2,330 | 2,070 | 2,330 | 2,070 | 2,720 | 0.86 | 0.76 | C | B | 6 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | 35,267 | 35,267 | 1.087 | 32,400 | 0.1025 | 3,320 | 0.53 | 0.47 | 1,750 | 1,570 | 1,750 | 1,570 | 1,810 | 0.97 | 0.87 | C | C | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | 0 | 0 | 1.087 | N/A | 0.1025 | N/A | 0.53 | 0.47 | 0 | 0 | 0 | 0 | 590 | 0.00 | 0.00 | B | B | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | 0 | 0 | 1.087 | N/A | 0.1025 | N/A | 0.53 | 0.47 | 0 | 0 | 0 | 0 | 590 | 0.00 | 0.00 | B | B | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | 3,058 | 3,058 | 1.087 | 2,800 | 0.1025 | 290 | 0.53 | 0.47 | 150 | 140 | 150 | 140 | 590 | 0.25 | 0.24 | C | C | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | 3,953 | 3,953 | 1.087 | 3,600 | 0.1025 | 370 | 0.53 | 0.47 | 200 | 170 | 200 | 170 | 590 | 0.34 | 0.29 | C | C | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 4M | C | 0 | 0 | 1.087 | N/A | 0.1025 | N/A | 0.53 | 0.47 | 0 | 0 | 0 | 0 | 1,360 | 0.00 | 0.00 | A | A | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 6H | C | 31,856 | 31,856 | 1.087 | 29,300 | 0.1025 | 3,000 | 0.53 | 0.47 | 1,590 | 1,410 | 1,590 | 1,410 | 2,720 | 0.58 | 0.52 | B | B | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | 8,929 | 8,929 | 1.087 | 8,200 | 0.1025 | 840 | 0.53 | 0.47 | 440 | 400 | 440 | 400 | 590 | 0.75 | 0.68 | C | C | 2 | Add 0 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | 12,529 | 12,529 | 1.087 | 11,500 | 0.1025 | 1,180 | 0.53 | 0.47 | 620 | 560 | 620 | 560 | 590 | 1.05 | 0.95 | D | C | 4 | Add 2 L |
| | I - 75 | East | 2M | C | 12,529 | 12,529 | 1.087 | 11,500 | 0.1025 | 1,180 | 0.53 | 0.47 | 620 | 560 | 620 | 560 | 590 | 1.05 | 0.95 | D | C | 4 | Add 2 L |

FOOTNOTES:

(1) 2030 Financially-Feasible number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Charlotte County roadway LOS standard.
I-75 based on FDOT FIHS standards.
(4) 2015 Peak season traffic distribution and assignment based on FSUTMS travel model assignment.
(5) PSADT/AADT factor based on 2004 Florida Traffic Information CD-Rom.
(6) K(100) factors the FDOT 2004 Florida Traffic Information CD-Rom.

**EXHIBIT A-2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH ALLOWABLE DEVELOPMENT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) K100 Factor | Backgnd Peak Hr Volume | D100 Dir1 | D100 Dir2 | Backgnd Dir. Volume Dir1 | Backgnd Dir. Volume Dir2 | (4) FSUTMS PSWDT | FSUTMS Assgn. Pcl. | E/E Adjust. +/- | (7) Adj. Assgn. Pcl. | (8) PSWDT @ 5% Internal | Two-Way Peak Hr Volume | In/Out Split Dir1 | In/Out Split Dir2 | Directional Pk. Hr. Vol. Dir1 | Directional Pk. Hr. Vol. Dir2 | Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | (2) SERVICE VOLUME @ STD | 2030 LOS Dir1 | 2030 LOS Dir2 | Project Traffic As % of LOS STD Dir1 | Project Traffic As % of LOS STD Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Sign. & Adv. Impact @ 5% Dir2 | Needed # of Lanes | Needed Improve-ment |
| | | | | | | | | | | | | | | | 35568 | | | 0.2 | 43500 | 0.0952 | | | | | | | | | | | | | | | | | |
| SR 31 | Lee County Line | Project Entrance | 2H | C | 8,192 | 8,162 | 1.087 | 7,500 | 0.1025 | 770 | 0.53 | 0.47 | 410 | 360 | 30 | 0.1% | 44.9% | 45.0% | 19600 | 1870 | 0.63 | 0.37 | 1180 | 690 | 1,590 | 1,050 | 720 | F | F | 164% | 96% | ** | ** | 4 | Add 2 L |
| | Project Entrance | CR 74 | 2H | C | 38,087 | 8,578 | 1.087 | 7,900 | 0.1025 | 810 | 0.53 | 0.47 | 430 | 380 | 29509 | 83.0% | -59.0% | 24.0% | 10400 | 990 | 0.37 | 0.63 | 370 | 620 | 800 | 1,000 | 720 | D | F | 51% | 86% | ** | ** | 4 | Add 2 L |
| | CR 74 | DeSoto County Line | 2H | C | 6,011 | 5,981 | 1.087 | 5,500 | 0.1025 | 560 | 0.53 | 0.47 | 300 | 260 | 30 | 0.1% | 3.9% | 4.0% | 1700 | 160 | 0.37 | 0.63 | 60 | 100 | 360 | 360 | 720 | C | C | 8% | 14% | * | * | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 6F | C | 84,097 | 83,467 | 1.087 | 76,800 | 0.1009 | 7,750 | 0.53 | 0.47 | 4,110 | 3,640 | 630 | 1.8% | -1.4% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 4,120 | 3,650 | 4,550 | C | C | 0% | 0% | | | 6 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 6F | C | 91,191 | 88,594 | 1.087 | 81,500 | 0.1009 | 8,220 | 0.53 | 0.47 | 4,360 | 3,860 | 2597 | 7.3% | -5.8% | 1.5% | 600 | 60 | 0.37 | 0.63 | 20 | 40 | 4,380 | 3,900 | 4,550 | C | C | 0% | 1% | | | 6 | Add 0 L |
| | N Jones Loop Rd. | US 17 | 6F | C | 107,903 | 103,765 | 1.087 | 95,500 | 0.1009 | 9,640 | 0.53 | 0.47 | 5,110 | 4,530 | 4138 | 11.6% | -9.3% | 2.3% | 1000 | 100 | 0.37 | 0.63 | 40 | 60 | 5,150 | 4,590 | 4,550 | D | D | 1% | 1% | | | 8 | Add 2 L |
| | US 17 | Harbor View Rd. | 6F | C | 122,824 | 112,670 | 1.087 | 103,700 | 0.1009 | 10,460 | 0.53 | 0.47 | 5,540 | 4,920 | 10154 | 28.5% | -22.8% | 5.7% | 2500 | 240 | 0.37 | 0.63 | 90 | 150 | 5,630 | 5,070 | 4,550 | E | D | 2% | 3% | | | 8 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | 53,480 | 52,078 | 1.087 | 47,900 | 0.1025 | 4,910 | 0.53 | 0.47 | 2,590 | 2,320 | 1402 | 3.9% | -3.2% | 0.8% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 2,600 | 2,340 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | 52,213 | 50,787 | 1.087 | 46,700 | 0.1025 | 4,790 | 0.53 | 0.47 | 2,530 | 2,260 | 1426 | 4.0% | -3.2% | 0.8% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 2,540 | 2,280 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | 55,638 | 54,212 | 1.087 | 49,900 | 0.1025 | 5,110 | 0.53 | 0.47 | 2,700 | 2,410 | 1426 | 4.0% | -3.2% | 0.8% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 2,710 | 2,430 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Notre Dame Blvd. | Taylor St. | 6H | C | 68,244 | 65,455 | 1.087 | 60,200 | 0.1025 | 6,170 | 0.53 | 0.47 | 3,260 | 2,910 | 2789 | 7.8% | -6.3% | 1.6% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 3,290 | 2,950 | 2,720 | F | F | 1% | 1% | | | 8 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 6H | C | 48,467 | 48,428 | 1.087 | 44,600 | 0.1025 | 4,570 | 0.53 | 0.47 | 2,420 | 2,150 | 39 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,420 | 2,150 | 2,720 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Acline Rd. | Burnt Store Rd. | 6H | C | 46,446 | 46,439 | 1.087 | 42,700 | 0.1025 | 4,380 | 0.53 | 0.47 | 2,310 | 2,070 | 7 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,310 | 2,070 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 6H | C | 62,685 | 61,924 | 1.087 | 57,000 | 0.1025 | 5,840 | 0.53 | 0.47 | 3,090 | 2,750 | 761 | 2.1% | -1.7% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 3,100 | 2,760 | 2,720 | F | D | 0% | 0% | | | 8 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 6H | C | 47,638 | 47,634 | 1.087 | 43,800 | 0.1025 | 4,490 | 0.53 | 0.47 | 2,370 | 2,120 | 4 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,370 | 2,120 | 2,720 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Airport Rd. | Henry St. | 6H | C | 47,248 | 47,224 | 1.087 | 43,400 | 0.1025 | 4,450 | 0.53 | 0.47 | 2,350 | 2,100 | 24 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,350 | 2,100 | 2,720 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 6H | C | 49,940 | 49,858 | 1.087 | 45,900 | 0.1025 | 4,700 | 0.53 | 0.47 | 2,480 | 2,220 | 82 | 0.2% | -0.2% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,480 | 2,220 | 2,720 | C | B | 0% | 0% | | | 6 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 3O | C | 25,447 | 25,379 | 1.087 | 23,300 | 0.1025 | 2,390 | 1.00 | 0.00 | 2,390 | 0 | 68 | 0.2% | -0.2% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,390 | 0 | 2,784 | C | A | 0% | 0% | | | 3 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 3O | C | 32,029 | 31,306 | 1.087 | 28,800 | 0.1025 | 2,950 | 1.00 | 0.00 | 2,950 | 0 | 723 | 2.0% | -1.6% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,960 | 10 | 2,784 | F | B | 0% | 0% | | | 4 | Add 1 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 3O | C | 22,450 | 22,405 | 1.087 | 20,600 | 0.1025 | 2,110 | 1.00 | 0.00 | 2,110 | 0 | 45 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,110 | 0 | 2,784 | C | A | 0% | 0% | | | 3 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | 53,690 | 53,268 | 1.087 | 49,000 | 0.1025 | 5,020 | 0.53 | 0.47 | 2,650 | 2,370 | 422 | 1.2% | -0.9% | 0.2% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 2,650 | 2,380 | 1,810 | F | F | 0% | 1% | | | 6 | Add 2 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | 54,158 | 53,724 | 1.087 | 49,400 | 0.1025 | 5,060 | 0.53 | 0.47 | 2,670 | 2,390 | 434 | 1.2% | -1.0% | 0.2% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 2,670 | 2,400 | 1,810 | F | F | 0% | 1% | | | 6 | Add 2 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | 54,143 | 51,062 | 1.087 | 47,000 | 0.1025 | 4,820 | 0.53 | 0.47 | 2,550 | 2,270 | 3081 | 8.7% | -7.9% | 0.7% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 2,560 | 2,290 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Acline Rd. | US 41 | 4H | C | 55,309 | 52,417 | 1.087 | 48,200 | 0.1025 | 4,940 | 0.53 | 0.47 | 2,610 | 2,330 | 2892 | 8.1% | -7.5% | 0.6% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 2,620 | 2,350 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | US 41 | Taylor St. | 2H | C | 46,805 | 44,559 | 1.087 | 41,000 | 0.1025 | 4,200 | 0.53 | 0.47 | 2,220 | 1,980 | 2246 | 6.3% | -5.1% | 1.3% | 500 | 50 | 0.37 | 0.63 | 20 | 30 | 2,240 | 2,010 | 720 | F | F | 3% | 4% | | | 6 | Add 4 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 4M | C | 25,215 | 22,306 | 1.087 | 20,500 | 0.1025 | 2,100 | 0.53 | 0.47 | 1,110 | 990 | 2909 | 8.2% | -6.5% | 1.6% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 1,140 | 1,030 | 1,360 | C | C | 2% | 3% | | | 4 | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 4M | C | 27,821 | 24,675 | 1.087 | 22,700 | 0.1025 | 2,330 | 0.53 | 0.47 | 1,230 | 1,100 | 3146 | 8.8% | -7.1% | 1.8% | 800 | 80 | 0.37 | 0.63 | 30 | 50 | 1,260 | 1,150 | 1,360 | C | C | 2% | 4% | | | 4 | Add 0 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 4M | C | 10,194 | 10,072 | 1.087 | 9,300 | 0.1025 | 950 | 0.53 | 0.47 | 500 | 450 | 122 | 0.3% | -0.3% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 500 | 450 | 1,360 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 4M | C | 39,888 | 37,883 | 1.087 | 34,900 | 0.1025 | 3,580 | 0.53 | 0.47 | 1,890 | 1,690 | 2005 | 5.6% | -4.5% | 1.1% | 500 | 50 | 0.37 | 0.63 | 20 | 30 | 1,910 | 1,720 | 1,360 | F | E | 1% | 2% | | | 6 | Add 2 L |
| | Airport Rd. | US 41-North | 4M | C | 29,511 | 29,511 | 1.087 | 27,100 | 0.1025 | 2,780 | 0.53 | 0.47 | 1,470 | 1,310 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 1,470 | 1,310 | 1,360 | D | C | 0% | 0% | | | 6 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | 32,535 | 27,156 | 1.087 | 25,000 | 0.1025 | 2,560 | 0.53 | 0.47 | 1,350 | 1,210 | 5379 | 15.1% | -12.1% | 3.0% | 1300 | 120 | 0.37 | 0.63 | 40 | 80 | 1,390 | 1,290 | 1,810 | B | B | 2% | 4% | | | 4 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | 10,365 | 6,936 | 1.087 | 6,400 | 0.1025 | 660 | 0.53 | 0.47 | 350 | 310 | 3429 | 9.6% | -7.7% | 1.9% | 800 | 80 | 0.37 | 0.63 | 30 | 50 | 380 | 360 | 1,810 | B | B | 2% | 3% | | | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | 38,421 | 10,274 | 1.087 | 9,500 | 0.1025 | 970 | 0.53 | 0.47 | 510 | 460 | 28147 | 79.1% | -60.1% | 19.0% | 8300 | 790 | 0.63 | 0.37 | 500 | 290 | 1,010 | 750 | 720 | F | D | 69% | 40% | ** | ** | 4 | Add 2 L |
| | SR 31 | Glades County Line | 2M | C | 11,423 | 10,091 | 1.087 | 9,300 | 0.1025 | 950 | 0.53 | 0.47 | 500 | 450 | 1332 | 3.7% | -2.7% | 1.0% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 510 | 480 | 590 | C | C | 2% | 5% | | * | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | 27,115 | 19,694 | 1.087 | 18,100 | 0.1025 | 1,860 | 0.53 | 0.47 | 980 | 880 | 7421 | 20.9% | -16.7% | 4.2% | 1800 | 170 | 0.63 | 0.37 | 110 | 60 | 1,090 | 940 | 2,720 | B | B | 4% | 2% | | | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | 47,002 | 31,672 | 1.087 | 29,100 | 0.1025 | 2,980 | 0.53 | 0.47 | 1,570 | 1,410 | 15330 | 43.1% | -34.5% | 8.6% | 3700 | 350 | 0.63 | 0.37 | 220 | 130 | 1,790 | 1,540 | 2,720 | B | B | 8% | 5% | * | | 4 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | 39,904 | 34,936 | 1.087 | 32,100 | 0.1025 | 3,290 | 0.53 | 0.47 | 1,740 | 1,550 | 4968 | 14.0% | -11.2% | 2.8% | 1200 | 110 | 0.63 | 0.37 | 70 | 40 | 1,810 | 1,590 | 1,810 | D | C | 4% | 2% | | | 6 | Add 2 L |
| | Washington Loop Rd. | North | 4H | C | 20,038 | 19,896 | 1.087 | 18,300 | 0.1025 | 1,880 | 0.53 | 0.47 | 990 | 890 | 142 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 990 | 890 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | 14,370 | 14,303 | 1.087 | 13,200 | 0.1025 | 1,350 | 0.53 | 0.47 | 720 | 630 | 67 | 0.2% | -0.2% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 720 | 630 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | 13,067 | 12,613 | 1.087 | 11,600 | 0.1025 | 1,190 | 1.00 | 0.00 | 1,190 | 0 | 454 | 1.3% | -1.0% | 0.3% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 1,200 | 0 | 1,848 | B | A | 1% | 0% | | | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | 15,622 | 11,696 | 1.087 | 10,800 | 0.1025 | 1,110 | 1.00 | 0.00 | 1,110 | 0 | 3926 | 11.0% | -8.8% | 2.2% | 1000 | 100 | 0.37 | 0.63 | 40 | 60 | 1,150 | 60 | 2,784 | B | B | 1% | 2% | | | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | 5,401 | 5,377 | 1.087 | 4,900 | 0.1025 | 500 | 1.00 | 0.00 | 500 | 0 | 24 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 500 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | 15,737 | 12,204 | 1.087 | 11,200 | 0.1025 | 1,150 | 1.00 | 0.00 | 1,150 | 0 | 3533 | 9.9% | -7.9% | 2.0% | 900 | 90 | 0.63 | 0.37 | 60 | 30 | 1,210 | 30 | 2,784 | B | B | 2% | 1% | | | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | 2,006 | 1,980 | 1.087 | 1,800 | 0.1025 | 180 | 0.53 | 0.47 | 100 | 80 | 26 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 100 | 80 | 590 | C | B | 0% | 0% | | | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 4M | C | 18,723 | 18,671 | 1.087 | 17,200 | 0.1025 | 1,760 | 0.53 | 0.47 | 930 | 830 | 52 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 930 | 830 | 1,360 | C | C | 0% | 0% | | | 4 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 4M | C | 14,107 | 11,147 | 1.087 | 10,300 | 0.1025 | 1,060 | 0.53 | 0.47 | 560 | 500 | 2960 | 8.3% | -6.7% | 1.7% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 600 | 530 | 1,360 | C | C | 3% | 2% | | | 4 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 4M | C | 14,190 | 13,266 | 1.087 | 12,200 | 0.1025 | 1,250 | 0.53 | 0.47 | 660 | 590 | 924 | 2.6% | -2.1% | 0.5% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 670 | 600 | 1,360 | C | C | 1% | 1% | | | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4M | C | 20,729 | 17,683 | 1.087 | 16,300 | 0.1025 | 1,670 | 0.53 | 0.47 | 880 | 790 | 3046 | 8.6% | -6.9% | 1.7% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 920 | 820 | 1,360 | C | C | 3% | 2% | | | 4 | Add 0 L |
| | I - 75 | Piper Rd. | 4M | C | 4,159 | 3,980 | 1.087 | 3,700 | 0.1025 | 380 | 0.53 | 0.47 | 200 | 180 | 179 | 0.5% | -0.4% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 200 | 180 | 1,360 | B | B | 0% | 0% | | | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 6H | C | 18,755 | 18,342 | 1.087 | 16,900 | 0.1025 | 1,730 | 0.53 | 0.47 | 910 | 820 | 413 | 1.2% | -0.9% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 920 | 820 | 2,720 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 6H | C | 46,598 | 43,051 | 1.087 | 39,600 | 0.1025 | 4,060 | 0.53 | 0.47 | 2,150 | 1,910 | 3547 | 10.0% | -8.0% | 2.0% | 900 | 90 | 0.63 | 0.37 | 60 | 30 | 2,210 | 1,940 | 2,720 | B | B | 2% | 1% | | | 6 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | 35,091 | 29,820 | 1.087 | 27,400 | 0.1025 | 2,810 | 0.53 | 0.47 | 1,490 | 1,320 | 5271 | 14.8% | -11.9% | 3.0% | 1300 | 120 | 0.63 | 0.37 | 80 | 40 | 1,570 | 1,360 | 1,810 | C | B | 4% | 2% | | | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | 9 | 9 | 1.087 | 0 | 0.1025 | 0 | 0.53 | 0.47 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 0 | 0 | 590 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | 9 | 9 | 1.087 | 0 | 0.1025 | 0 | 0.53 | 0.47 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 0 | 0 | 590 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | 3,581 | 3,271 | 1.087 | 3,000 | 0.1025 | 310 | 0.53 | 0.47 | 160 | 150 | 310 | 0.9% | -0.7% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 170 | 150 | 590 | C | C | 2% | 0% | | | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | 4,568 | 4,387 | 1.087 | 4,000 | 0.1025 | 410 | 0.53 | 0.47 | 220 | 190 | 181 | 0.5% | -0.4% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 220 | 190 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 4M | C | 600 | 600 | 1.087 | 600 | 0.1025 | 60 | 0.53 | 0.47 | 30 | 30 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 30 | 30 | 1,360 | A | A | 0% | 0% | | | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 6H | C | 31,898 | 29,805 | 1.087 | 27,400 | 0.1025 | 2,810 | 0.53 | 0.47 | 1,490 | 1,320 | 2093 | 5.9% | -4.7% | 1.2% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 1,520 | 1,340 | 2,720 | B | B | 1% | 1% | | | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | 8,723 | 8,699 | 1.087 | 8,000 | 0.1025 | 820 | 0.53 | 0.47 | 430 | 390 | 24 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 430 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | 10,601 | 10,601 | 1.087 | 9,800 | 0.1025 | 1,000 | 0.53 | 0.47 | 530 | 470 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 530 | 470 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | East | 2M | C | 10,601 | 10,601 | 1.087 | 9,800 | 0.1025 | 1,000 | 0.53 | 0.47 | 530 | 470 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 530 | 470 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |

FOOTNOTES:

(1) 2030 Financially-Feasible number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Charlotte County roadway LOS standard.
I-75 based on FDOT FIHS standards.
(4) 2015 Peak season traffic distribution and assignment based on FSUTMS travel model assignment.
(5) PSADT/AADT factor based on 2004 Florida Traffic Information CD-Rom.
(6) K(100) factors the FDOT 2004 Florida Traffic Information CD-Rom.
(7) Manually adjusted trip distribution and assignment to reflect 20% of total Babcock Ranch traffic to remain in Charlotte County.
(8) Manually adjusted to reflect 5% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**EXHIBIT A-3**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH PROJECT WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | TOTAL TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | (5) | | | | | | | | | | | | (7) | Adj. (8) | | | | | | (2) | | | | | | | | |
| | | | (1) | (3) | (4) | | PSWDT/ | | | (6) Backgnd | | | | Backgnd | | | | E/E | Adjusted | PSWDT | Two-Way | Directional | | Peak Hr | | SERVICE | 2030 | | Project | | Sign. | | | |
| | | | # of | LOS | FSUTMS | Backgnd | AADT | | K100 | Peak Hr | D100 | | Dir. Volume | | FSUTMS | FSUTMS | Adjusl. | Assgn. | @ 22% | Peak Hr | Pk. Hr. Vol. | | Volume | | VOLUME | LOS | | Traffic | | & Adv. | | | |
| ROADWAY | FROM | TO | Lanes | Std | PSWDT | Traffic | Factor | AADT | Factor | Volume | Dir1 | Dir2 | Dir1 | Dir2 | PSWDT | Assgn. Pct. | +/- | Pct. | Internal | Volume | Dir1 | Dir2 | Dir1 | Dir2 | @ STD | Dir1 | Dir2 | As % of LOS STD Dir1 | Dir2 | Impact @ 5% Dir1 | Dir2 | Needed # of Lanes | Needed Improve-ment |
| | | | | | | | | | | | | | | | 50568 | | | 0.2 | 201800 | 0.095 | | | | | | | | | | | | | |
| SR 31 | Lee County Line | Project Entrance | 2H | C | 8,192 | 7,722 | 1.087 | 7,100 | 0.1025 | 730 | 0.53 | 0.47 | 390 | 340 | 470 | 0.9% | 44.1% | 45.0% | 90800 | 8630 | 4400 | 4,230 | 4,790 | 4,570 | 720 | F | F | 611% | 588% | ** | ** | 12 | Add 10 L |
| | Project Entrance | CR 74 | 2H | C | 46,504 | 8,024 | 1.087 | 7,400 | 0.1025 | 760 | 0.53 | 0.47 | 400 | 360 | 38480 | 76.1% | -52.1% | 24.0% | 48400 | 4600 | 2250 | 2,350 | 2,650 | 2,710 | 720 | F | F | 313% | 326% | ** | ** | 6 | Add 4 L |
| | CR 74 | DeSolo County Line | 2H | C | 6,014 | 5,486 | 1.087 | 5,000 | 0.1025 | 510 | 0.53 | 0.47 | 270 | 240 | 528 | 1.0% | 3.0% | 4.0% | 8100 | 770 | 380 | 390 | 650 | 630 | 720 | C | C | 53% | 54% | * | * | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 6F | C | 83,669 | 83,441 | 1.087 | 76,800 | 0.1009 | 7,750 | 0.53 | 0.47 | 4,110 | 3,640 | 228 | 0.5% | -0.4% | 0.1% | 200 | 20 | 10 | 10 | 4,120 | 3,650 | 4,550 | C | C | 0% | 0% | | | 6 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 6F | C | 94,244 | 91,845 | 1.087 | 84,500 | 0.1009 | 8,530 | 0.53 | 0.47 | 4,520 | 4,010 | 2399 | 4.7% | -3.8% | 0.9% | 1900 | 180 | 90 | 90 | 4,610 | 4,100 | 4,550 | D | C | 2% | 2% | | | 8 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 6F | C | 103,733 | 97,990 | 1.087 | 90,100 | 0.1009 | 9,090 | 0.53 | 0.47 | 4,820 | 4,270 | 5743 | 11.4% | -9.1% | 2.3% | 4600 | 440 | 220 | 220 | 5,040 | 4,490 | 4,550 | D | C | 5% | 5% | | | 8 | Add 2 L |
| | US 17 | Harbor View Rd. | 6F | C | 117,658 | 108,243 | 1.087 | 99,600 | 0.1009 | 10,050 | 0.53 | 0.47 | 5,330 | 4,720 | 9415 | 18.6% | -14.9% | 3.7% | 7500 | 710 | 350 | 360 | 5,680 | 5,080 | 4,550 | E | D | 8% | 8% | ** | ** | 8 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | 52,441 | 51,925 | 1.087 | 47,800 | 0.1025 | 4,900 | 0.53 | 0.47 | 2,590 | 2,310 | 516 | 1.0% | -0.8% | 0.2% | 400 | 40 | 20 | 20 | 2,610 | 2,330 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | 51,339 | 50,799 | 1.087 | 46,700 | 0.1025 | 4,790 | 0.53 | 0.47 | 2,530 | 2,260 | 540 | 1.1% | -0.9% | 0.2% | 400 | 40 | 20 | 20 | 2,550 | 2,280 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | 54,973 | 54,433 | 1.087 | 50,100 | 0.1025 | 5,140 | 0.53 | 0.47 | 2,720 | 2,420 | 540 | 1.1% | -0.9% | 0.2% | 400 | 40 | 20 | 20 | 2,740 | 2,440 | 1,810 | F | F | 1% | 1% | | | 8 | Add 4 L |
| | Notre Dame Blvd. | Taylor St. | 6H | C | 68,253 | 65,672 | 1.087 | 60,400 | 0.1025 | 6,190 | 0.53 | 0.47 | 3,270 | 2,920 | 2581 | 5.1% | -4.1% | 1.0% | 2100 | 200 | 100 | 100 | 3,370 | 3,020 | 2,720 | F | F | 4% | 4% | | | 8 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 6H | C | 48,854 | 48,072 | 1.087 | 44,200 | 0.1025 | 4,530 | 0.53 | 0.47 | 2,390 | 2,140 | 782 | 1.5% | -1.2% | 0.3% | 600 | 60 | 30 | 30 | 2,420 | 2,170 | 2,720 | C | B | 1% | 1% | | | 6 | Add 0 L |
| | Acline Rd. | Burnt Store Rd. | 6H | C | 46,017 | 45,945 | 1.087 | 42,300 | 0.1025 | 4,340 | 0.53 | 0.47 | 2,290 | 2,050 | 72 | 0.1% | -0.1% | 0.0% | 100 | 10 | 0 | 10 | 2,290 | 2,060 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 6H | C | 63,374 | 61,822 | 1.087 | 56,900 | 0.1025 | 5,830 | 0.53 | 0.47 | 3,080 | 2,750 | 1552 | 3.1% | -2.5% | 0.6% | 1200 | 110 | 50 | 60 | 3,130 | 2,810 | 2,720 | F | F | 2% | 2% | | | 8 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 6H | C | 49,182 | 49,113 | 1.087 | 45,200 | 0.1025 | 4,630 | 0.53 | 0.47 | 2,450 | 2,180 | 69 | 0.1% | -0.1% | 0.0% | 100 | 10 | 0 | 10 | 2,450 | 2,190 | 2,720 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Airport Rd. | Henry St. | 6H | C | 44,755 | 44,689 | 1.087 | 41,100 | 0.1025 | 4,210 | 0.53 | 0.47 | 2,220 | 1,990 | 66 | 0.1% | -0.1% | 0.0% | 100 | 10 | 0 | 10 | 2,220 | 2,000 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 6H | C | 45,954 | 45,855 | 1.087 | 42,200 | 0.1025 | 4,330 | 0.53 | 0.47 | 2,290 | 2,040 | 99 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0 | 10 | 2,290 | 2,050 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 3O | C | 26,831 | 26,725 | 1.087 | 24,600 | 0.1025 | 2,520 | 1.00 | 0.00 | 2,520 | 0 | 106 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0 | 10 | 2,520 | 10 | 2,784 | C | B | 0% | 0% | | | 3 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 3O | C | 28,915 | 27,893 | 1.087 | 25,700 | 0.1025 | 2,630 | 1.00 | 0.00 | 2,630 | 0 | 1022 | 2.0% | -1.6% | 0.4% | 800 | 80 | 40 | 40 | 2,670 | 40 | 2,784 | C | B | 1% | 1% | | | 3 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 3O | C | 18,835 | 18,717 | 1.087 | 17,200 | 0.1025 | 1,760 | 1.00 | 0.00 | 1,760 | 0 | 118 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0 | 10 | 1,760 | 10 | 2,784 | B | B | 0% | 0% | | | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | 53,573 | 47,009 | 1.087 | 43,200 | 0.1025 | 4,430 | 0.53 | 0.47 | 2,340 | 2,090 | 6564 | 13.0% | -10.4% | 2.6% | 5200 | 490 | 240 | 250 | 2,580 | 2,340 | 1,810 | F | F | 13% | 14% | ** | ** | 6 | Add 2 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | 53,911 | 47,329 | 1.087 | 43,500 | 0.1025 | 4,460 | 0.53 | 0.47 | 2,360 | 2,100 | 6582 | 13.0% | -10.4% | 2.6% | 5300 | 500 | 250 | 250 | 2,610 | 2,350 | 1,810 | F | F | 14% | 14% | ** | ** | 6 | Add 2 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | 57,594 | 47,171 | 1.087 | 43,400 | 0.1025 | 4,450 | 0.53 | 0.47 | 2,350 | 2,100 | 10423 | 20.6% | -17.5% | 3.1% | 6300 | 600 | 290 | 310 | 2,640 | 2,410 | 1,810 | F | F | 16% | 17% | ** | ** | 6 | Add 2 L |
| | Acline Rd. | US 41 | 4H | C | 57,546 | 47,828 | 1.087 | 44,000 | 0.1025 | 4,510 | 0.53 | 0.47 | 2,380 | 2,130 | 9717 | 19.2% | -16.4% | 2.8% | 5700 | 540 | 260 | 280 | 2,640 | 2,410 | 1,810 | F | F | 14% | 15% | ** | ** | 6 | Add 2 L |
| | US 41 | Taylor St. | 2H | C | 46,491 | 38,155 | 1.087 | 35,100 | 0.1025 | 3,600 | 0.53 | 0.47 | 1,900 | 1,700 | 8336 | 16.5% | -13.2% | 3.3% | 6700 | 640 | 310 | 330 | 2,210 | 2,030 | 720 | F | F | 43% | 46% | ** | ** | 6 | Add 4 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 4M | C | 27,107 | 23,684 | 1.087 | 21,800 | 0.1025 | 2,230 | 0.53 | 0.47 | 1,180 | 1,050 | 3423 | 6.8% | -5.4% | 1.4% | 2700 | 260 | 130 | 130 | 1,310 | 1,180 | 1,360 | C | C | 10% | 10% | * | * | 4 | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 4M | C | 28,487 | 24,992 | 1.087 | 23,000 | 0.1025 | 2,360 | 0.53 | 0.47 | 1,250 | 1,110 | 3495 | 6.9% | -5.5% | 1.4% | 2800 | 270 | 130 | 140 | 1,380 | 1,250 | 1,360 | D | C | 10% | 10% | ** | * | 6 | Add 2 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 4M | C | 9,584 | 9,483 | 1.087 | 8,700 | 0.1025 | 890 | 0.53 | 0.47 | 470 | 420 | 101 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0 | 10 | 470 | 430 | 1,360 | C | C | 0% | 1% | | | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 4M | C | 38,603 | 34,270 | 1.087 | 31,500 | 0.1025 | 3,230 | 0.53 | 0.47 | 1,710 | 1,520 | 4333 | 8.6% | -6.9% | 1.7% | 3500 | 330 | 160 | 170 | 1,870 | 1,690 | 1,360 | F | D | 12% | 13% | ** | ** | 6 | Add 2 L |
| | Airport Rd. | US 41-North | 4M | C | 28,997 | 28,996 | 1.087 | 26,700 | 0.1025 | 2,740 | 0.53 | 0.47 | 1,450 | 1,290 | 1 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0 | 0 | 1,450 | 1,290 | 1,360 | D | C | 0% | 0% | | | 6 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | 33,557 | 25,986 | 1.087 | 23,900 | 0.1025 | 2,450 | 0.53 | 0.47 | 1,290 | 1,160 | 7571 | 15.0% | -12.0% | 3.0% | 6000 | 570 | 280 | 290 | 1,570 | 1,450 | 1,810 | C | B | 15% | 16% | * | * | 4 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | 10,855 | 6,909 | 1.087 | 6,400 | 0.1025 | 660 | 0.53 | 0.47 | 350 | 310 | 3946 | 7.8% | -6.2% | 1.6% | 3100 | 290 | 140 | 150 | 490 | 460 | 1,810 | B | B | 8% | 8% | * | * | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | 44,984 | 8,996 | 1.087 | 8,300 | 0.1025 | 850 | 0.53 | 0.47 | 450 | 400 | 35988 | 71.2% | -52.2% | 19.0% | 38300 | 3640 | 1860 | 1,780 | 2,310 | 2,180 | 720 | F | F | 258% | 247% | ** | ** | 6 | Add 4 L |
| | SR 31 | Glades County Line | 2M | C | 11,562 | 9,598 | 1.087 | 8,800 | 0.1025 | 900 | 0.53 | 0.47 | 480 | 420 | 1964 | 3.9% | -2.9% | 1.0% | 2000 | 190 | 90 | 100 | 570 | 520 | 590 | C | C | 15% | 17% | * | * | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | 29,972 | 20,781 | 1.087 | 19,100 | 0.1025 | 1,960 | 0.53 | 0.47 | 1,040 | 920 | 9191 | 18.2% | -14.5% | 3.6% | 7300 | 690 | 350 | 340 | 1,390 | 1,260 | 2,720 | B | B | 13% | 13% | * | * | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | 45,994 | 29,995 | 1.087 | 27,600 | 0.1025 | 2,830 | 0.53 | 0.47 | 1,500 | 1,330 | 15999 | 31.6% | -25.3% | 6.3% | 12800 | 1220 | 620 | 600 | 2,120 | 1,930 | 2,720 | B | B | 23% | 22% | * | * | 6 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | 38,592 | 32,477 | 1.087 | 29,900 | 0.1025 | 3,060 | 0.53 | 0.47 | 1,620 | 1,440 | 6115 | 12.1% | -9.7% | 2.4% | 4900 | 470 | 240 | 230 | 1,860 | 1,670 | 1,810 | F | C | 13% | 13% | ** | * | 6 | Add 2 L |
| | Washington Loop Rd. | North | 4H | C | 19,957 | 19,345 | 1.087 | 17,800 | 0.1025 | 1,820 | 0.53 | 0.47 | 960 | 860 | 612 | 1.2% | -1.0% | 0.2% | 500 | 50 | 30 | 20 | 990 | 880 | 1,810 | B | B | 2% | 1% | | | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | 14,602 | 14,274 | 1.087 | 13,100 | 0.1025 | 1,340 | 0.53 | 0.47 | 710 | 630 | 328 | 0.6% | -0.5% | 0.1% | 300 | 30 | 20 | 10 | 730 | 640 | 1,810 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | 13,950 | 13,699 | 1.087 | 12,600 | 0.1025 | 1,290 | 1.00 | 0.00 | 1,290 | 0 | 251 | 0.5% | -0.4% | 0.1% | 200 | 20 | 10 | 10 | 1,300 | 10 | 1,848 | B | B | 1% | 1% | | | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | 16,243 | 11,477 | 1.087 | 10,600 | 0.1025 | 1,090 | 1.00 | 0.00 | 1,090 | 0 | 4766 | 9.4% | -7.5% | 1.9% | 3800 | 360 | 180 | 180 | 1,270 | 180 | 2,784 | B | B | 6% | 6% | * | * | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | 3,815 | 3,730 | 1.087 | 3,400 | 0.1025 | 350 | 1.00 | 0.00 | 350 | 0 | 85 | 0.2% | -0.1% | 0.0% | 100 | 10 | 10 | 0 | 360 | 0 | 1,848 | B | A | 1% | 0% | | | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | 16,588 | 12,145 | 1.087 | 11,200 | 0.1025 | 1,150 | 1.00 | 0.00 | 1,150 | 0 | 4443 | 8.8% | -7.0% | 1.8% | 3500 | 330 | 170 | 160 | 1,320 | 160 | 2,784 | B | B | 6% | 6% | * | * | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | 2,848 | 2,744 | 1.087 | 2,500 | 0.1025 | 260 | 0.53 | 0.47 | 140 | 120 | 104 | 0.2% | -0.2% | 0.0% | 100 | 10 | 10 | 0 | 150 | 120 | 590 | C | C | 2% | 0% | | | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 4M | C | 18,624 | 18,332 | 1.087 | 16,900 | 0.1025 | 1,730 | 0.53 | 0.47 | 910 | 820 | 292 | 0.6% | -0.5% | 0.1% | 200 | 20 | 10 | 10 | 920 | 830 | 1,360 | C | C | 1% | 1% | | | 4 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 4M | C | 17,151 | 12,972 | 1.087 | 11,900 | 0.1025 | 1,220 | 0.53 | 0.47 | 640 | 580 | 4179 | 8.3% | -6.6% | 1.7% | 3300 | 310 | 160 | 150 | 800 | 730 | 1,360 | C | C | 12% | 11% | * | * | 4 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 4M | C | 13,646 | 11,730 | 1.087 | 10,800 | 0.1025 | 1,110 | 0.53 | 0.47 | 590 | 520 | 1916 | 3.8% | -3.0% | 0.8% | 1500 | 140 | 70 | 70 | 660 | 590 | 1,360 | C | C | 5% | 5% | * | * | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4M | C | 23,800 | 18,086 | 1.087 | 16,600 | 0.1025 | 1,700 | 0.53 | 0.47 | 900 | 800 | 5714 | 11.3% | -9.0% | 2.3% | 4600 | 440 | 220 | 220 | 1,120 | 1,020 | 1,360 | C | C | 16% | 16% | * | * | 4 | Add 0 L |
| | I - 75 | Piper Rd. | 4M | C | 7,785 | 5,324 | 1.087 | 4,900 | 0.1025 | 500 | 0.53 | 0.47 | 260 | 240 | 2461 | 4.9% | -3.9% | 1.0% | 2000 | 190 | 100 | 90 | 360 | 330 | 1,360 | C | C | 7% | 7% | * | * | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 6H | C | 19,409 | 15,266 | 1.087 | 14,000 | 0.1025 | 1,440 | 0.53 | 0.47 | 760 | 680 | 4143 | 8.2% | -6.6% | 1.6% | 3300 | 310 | 160 | 150 | 920 | 830 | 2,720 | B | B | 6% | 6% | * | * | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 6H | C | 41,873 | 34,231 | 1.087 | 31,500 | 0.1025 | 3,230 | 0.53 | 0.47 | 1,710 | 1,520 | 7642 | 15.1% | -12.1% | 3.0% | 6100 | 580 | 300 | 280 | 2,010 | 1,800 | 2,720 | B | B | 11% | 10% | * | * | 6 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | 35,426 | 27,981 | 1.087 | 25,700 | 0.1025 | 2,630 | 0.53 | 0.47 | 1,390 | 1,240 | 7445 | 14.7% | -11.8% | 2.9% | 5900 | 560 | 290 | 270 | 1,680 | 1,510 | 1,810 | C | B | 16% | 15% | * | * | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | 152 | 152 | 1.087 | 100 | 0.1025 | 10 | 0.53 | 0.47 | 10 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0 | 0 | 10 | 0 | 590 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | 152 | 152 | 1.087 | 100 | 0.1025 | 10 | 0.53 | 0.47 | 10 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0 | 0 | 10 | 0 | 590 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | 2,402 | 2,361 | 1.087 | 2,200 | 0.1025 | 230 | 0.53 | 0.47 | 120 | 110 | 41 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0 | 0 | 120 | 110 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | 4,127 | 4,103 | 1.087 | 3,800 | 0.1025 | 390 | 0.53 | 0.47 | 210 | 180 | 24 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0 | 0 | 210 | 180 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 4M | C | 514 | 514 | 1.087 | 500 | 0.1025 | 50 | 0.53 | 0.47 | 30 | 20 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0 | 0 | 30 | 20 | 1,360 | A | A | 0% | 0% | | | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 6H | C | 35,027 | 32,822 | 1.087 | 30,200 | 0.1025 | 3,100 | 0.53 | 0.47 | 1,640 | 1,460 | 2205 | 4.4% | -3.5% | 0.9% | 1800 | 170 | 90 | 80 | 1,730 | 1,540 | 2,720 | B | B | 3% | 3% | | | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | 8,844 | 8,820 | 1.087 | 8,100 | 0.1025 | 830 | 0.53 | 0.47 | 440 | 390 | 24 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0 | 0 | 440 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | 8,720 | 8,720 | 1.087 | 8,000 | 0.1025 | 820 | 0.53 | 0.47 | 430 | 390 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0 | 0 | 430 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | East | 2M | C | 8,720 | 8,720 | 1.087 | 8,000 | 0.1025 | 820 | 0.53 | 0.47 | 430 | 390 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0 | 0 | 430 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |

FOOTNOTES:

(1) 2030 Financially-Feasible number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Charlotte County roadway LOS standard.
I-75 based on FDOT FIHS standards.
(4) 2015 Peak season traffic distribution and assignment based on FSUTMS travel model assignment.
(5) PSADT/AADT factor based on 2004 Florida Traffic Information CD-Rom.
(6) K(100) factors the FDOT 2004 Florida Traffic Information CD-Rom.
(7) Manually adjusted trip distribution and assignment to reflect 20% of total Babcock Ranch traffic to remain in Charlotte County.
(8) Manually adjusted to reflect 22% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**EXHIBIT A-4**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH PROJECT WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (1) | (3) | (4) | | (5) | | (6) | | | | | | (4) | | | (7) | Adj. (8) | | | | | | | | (2) | | | | | | | | | | |
| | | | # of | LOS | FSUTMS | Backgnd | PSWDT/ AADT | | K100 | Backgnd Peak Hr | D100 | | Backgnd Dir. Volume | | FSUTMS | FSUTMS Assgn. | E/E Adjust. | Adjusted Assgn. | PSWDT @ 50% | Two-Way Peak Hr | In/Out Split | | Directional Pk. Hr. Vol. | | Peak Hr Volume | | SERVICE VOLUME @ | 2030 LOS | | Project Traffic As % of LOS STD | | Sign. & Adv. Impact @ 5% | | Needed | Needed |
| ROADWAY | FROM | TO | Lanes | Std | PSWDT | Traffic | Factor | AADT | Factor | Volume | Dir1 | Dir2 | Dir1 | Dir2 | PSWDT | Pcl. | +/- | Pct. | Internal | Volume | Dir1 | Dir2 | Dir1 | Dir2 | Dir1 | Dir2 | STD | Dir1 | Dir2 | Dir1 | Dir2 | Dir1 | Dir2 | # of Lanes | Improvement |
| | | | | | | | | | | | | | | | 50568 | | | 0.2 | 129400 | 0.095 | | | | | | | | | | | | | | | |
| SR 31 | Lee County Line | Project Entrance | 2H | C | 8,192 | 7,722 | 1.087 | 7,100 | 0.1025 | 730 | 0.53 | 0.47 | 390 | 340 | 470 | 0.9% | 44.1% | 45.0% | 58200 | 5530 | 0.51 | 0.49 | 2820 | 2,710 | 3,210 | 3,050 | 720 | F | F | 392% | 376% | ** | ** | 8 | Add 6 L |
| | Project Entrance | CR 74 | 2H | C | 46,504 | 8,024 | 1.087 | 7,400 | 0.1025 | 760 | 0.53 | 0.47 | 400 | 360 | 38480 | 76.1% | -52.1% | 24.0% | 31100 | 2950 | 0.49 | 0.51 | 1450 | 1,500 | 1,850 | 1,860 | 720 | F | F | 201% | 208% | ** | ** | 6 | Add 4 L |
| | CR 74 | DeSoto County Line | 2H | C | 6,014 | 5,486 | 1.087 | 5,000 | 0.1025 | 510 | 0.53 | 0.47 | 270 | 240 | 528 | 1.0% | 3.0% | 4.0% | 5200 | 490 | 0.49 | 0.51 | 240 | 250 | 510 | 490 | 720 | C | C | 33% | 35% | * | * | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 6F | C | 83,669 | 83,441 | 1.087 | 76,800 | 0.1009 | 7,750 | 0.53 | 0.47 | 4,110 | 3,640 | 228 | 0.5% | -0.4% | 0.1% | 100 | 10 | 0.49 | 0.51 | 0 | 10 | 4,110 | 3,650 | 4,550 | C | C | 0% | 0% | | | 6 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 6F | C | 94,244 | 91,845 | 1.087 | 84,500 | 0.1009 | 8,530 | 0.53 | 0.47 | 4,520 | 4,010 | 2399 | 4.7% | -3.8% | 0.9% | 1200 | 110 | 0.49 | 0.51 | 50 | 60 | 4,570 | 4,070 | 4,550 | D | C | 1% | 1% | | | 8 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 6F | C | 103,733 | 97,990 | 1.087 | 90,100 | 0.1009 | 9,090 | 0.53 | 0.47 | 4,820 | 4,270 | 5743 | 11.4% | -9.1% | 2.3% | 2900 | 280 | 0.49 | 0.51 | 140 | 140 | 4,960 | 4,410 | 4,550 | D | C | 3% | 3% | | | 8 | Add 2 L |
| | US 17 | Harbor View Rd. | 6F | C | 117,658 | 108,243 | 1.087 | 99,600 | 0.1009 | 10,050 | 0.53 | 0.47 | 5,330 | 4,720 | 9415 | 18.6% | -14.9% | 3.7% | 4800 | 460 | 0.49 | 0.51 | 230 | 230 | 5,560 | 4,950 | 4,550 | E | D | 5% | 5% | ** | ** | 8 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | 52,441 | 51,925 | 1.087 | 47,800 | 0.1025 | 4,900 | 0.53 | 0.47 | 2,590 | 2,310 | 516 | 1.0% | -0.8% | 0.2% | 300 | 30 | 0.49 | 0.51 | 10 | 20 | 2,600 | 2,330 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | 51,339 | 50,799 | 1.087 | 46,700 | 0.1025 | 4,790 | 0.53 | 0.47 | 2,530 | 2,260 | 540 | 1.1% | -0.9% | 0.2% | 300 | 30 | 0.49 | 0.51 | 10 | 20 | 2,540 | 2,280 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | 54,973 | 54,433 | 1.087 | 50,100 | 0.1025 | 5,140 | 0.53 | 0.47 | 2,720 | 2,420 | 540 | 1.1% | -0.9% | 0.2% | 300 | 30 | 0.49 | 0.51 | 10 | 20 | 2,730 | 2,440 | 1,810 | F | F | 1% | 1% | | | 8 | Add 4 L |
| | Notre Dame Blvd. | Taylor St. | 6H | C | 68,253 | 65,672 | 1.087 | 60,400 | 0.1025 | 6,190 | 0.53 | 0.47 | 3,270 | 2,920 | 2581 | 5.1% | -4.1% | 1.0% | 1300 | 120 | 0.49 | 0.51 | 60 | 60 | 3,330 | 2,980 | 2,720 | F | F | 2% | 2% | | | 8 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 6H | C | 48,854 | 48,072 | 1.087 | 44,200 | 0.1025 | 4,530 | 0.53 | 0.47 | 2,390 | 2,140 | 782 | 1.5% | -1.2% | 0.3% | 400 | 40 | 0.49 | 0.51 | 20 | 20 | 2,410 | 2,160 | 2,720 | C | B | 1% | 1% | | | 6 | Add 0 L |
| | Acline Rd. | Burnt Store Rd. | 6H | C | 46,017 | 45,945 | 1.087 | 42,300 | 0.1025 | 4,340 | 0.53 | 0.47 | 2,290 | 2,050 | 72 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.49 | 0.51 | 0 | 0 | 2,290 | 2,050 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 6H | C | 63,374 | 61,822 | 1.087 | 56,900 | 0.1025 | 5,830 | 0.53 | 0.47 | 3,080 | 2,750 | 1552 | 3.1% | -2.5% | 0.6% | 800 | 80 | 0.49 | 0.51 | 40 | 40 | 3,120 | 2,790 | 2,720 | F | F | 1% | 1% | | | 8 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 6H | C | 49,182 | 49,113 | 1.087 | 45,200 | 0.1025 | 4,630 | 0.53 | 0.47 | 2,450 | 2,180 | 69 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.49 | 0.51 | 0 | 0 | 2,450 | 2,180 | 2,720 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Airport Rd. | Henry St. | 6H | C | 44,755 | 44,689 | 1.087 | 41,100 | 0.1025 | 4,210 | 0.53 | 0.47 | 2,220 | 1,990 | 66 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.49 | 0.51 | 0 | 0 | 2,220 | 1,990 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 6H | C | 45,954 | 45,855 | 1.087 | 42,200 | 0.1025 | 4,330 | 0.53 | 0.47 | 2,290 | 2,040 | 99 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0.49 | 0.51 | 0 | 10 | 2,290 | 2,050 | 2,720 | B | B | 0% | 0% | | | 6 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 3O | C | 26,831 | 26,725 | 1.087 | 24,600 | 0.1025 | 2,520 | 1.00 | 0.00 | 2,520 | 0 | 105 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0.49 | 0.51 | 0 | 10 | 2,520 | 10 | 2,784 | C | B | 0% | 0% | | | 3 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 3O | C | 28,915 | 27,893 | 1.087 | 25,700 | 0.1025 | 2,630 | 1.00 | 0.00 | 2,630 | 0 | 1022 | 2.0% | -1.6% | 0.4% | 500 | 50 | 0.49 | 0.51 | 20 | 30 | 2,650 | 30 | 2,784 | C | B | 1% | 1% | | | 3 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 3O | C | 18,835 | 18,717 | 1.087 | 17,200 | 0.1025 | 1,760 | 1.00 | 0.00 | 1,760 | 0 | 118 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0.49 | 0.51 | 0 | 10 | 1,760 | 10 | 2,784 | B | B | 0% | 0% | | | 3 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | 53,573 | 47,009 | 1.087 | 43,200 | 0.1025 | 4,430 | 0.53 | 0.47 | 2,340 | 2,090 | 6564 | 13.0% | -10.4% | 2.6% | 3400 | 320 | 0.49 | 0.51 | 160 | 160 | 2,500 | 2,250 | 1,810 | F | F | 9% | 9% | ** | ** | 2 | Add 0 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | 53,911 | 47,329 | 1.087 | 43,500 | 0.1025 | 4,460 | 0.53 | 0.47 | 2,360 | 2,100 | 6582 | 13.0% | -10.4% | 2.6% | 3400 | 320 | 0.49 | 0.51 | 160 | 160 | 2,520 | 2,260 | 1,810 | F | F | 9% | 9% | ** | ** | 6 | Add 2 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | 57,594 | 47,171 | 1.087 | 43,400 | 0.1025 | 4,450 | 0.53 | 0.47 | 2,350 | 2,100 | 10423 | 20.6% | -17.5% | 3.1% | 4000 | 380 | 0.49 | 0.51 | 190 | 190 | 2,540 | 2,290 | 1,810 | F | F | 10% | 10% | ** | ** | 6 | Add 2 L |
| | Acline Rd. | US 41 | 4H | C | 57,545 | 47,828 | 1.087 | 44,000 | 0.1025 | 4,510 | 0.53 | 0.47 | 2,380 | 2,130 | 9717 | 19.2% | -16.4% | 2.8% | 3700 | 350 | 0.49 | 0.51 | 170 | 180 | 2,550 | 2,310 | 1,810 | F | F | 9% | 10% | ** | ** | 6 | Add 2 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 4M | C | 27,107 | 23,684 | 1.087 | 21,800 | 0.1025 | 2,230 | 0.53 | 0.47 | 1,180 | 1,050 | 3423 | 6.8% | -5.4% | 1.4% | 1800 | 170 | 0.49 | 0.51 | 80 | 90 | 1,260 | 1,140 | 1,360 | C | C | 6% | 7% | * | * | 4 | Add 0 L |
| | Acline Rd. | N Jones Loop Rd. | 4M | C | 28,487 | 24,992 | 1.087 | 23,000 | 0.1025 | 2,360 | 0.53 | 0.47 | 1,250 | 1,110 | 3495 | 6.9% | -5.5% | 1.4% | 1800 | 170 | 0.49 | 0.51 | 80 | 90 | 1,330 | 1,200 | 1,360 | C | C | 6% | 7% | * | * | 4 | Add 0 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 4M | C | 9,584 | 9,483 | 1.087 | 8,700 | 0.1025 | 890 | 0.53 | 0.47 | 470 | 420 | 101 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0.49 | 0.51 | 0 | 10 | 470 | 430 | 1,360 | C | C | 0% | 1% | | | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 4M | C | 38,603 | 34,270 | 1.087 | 31,500 | 0.1025 | 3,230 | 0.53 | 0.47 | 1,710 | 1,520 | 4333 | 8.6% | -6.9% | 1.7% | 2200 | 210 | 0.49 | 0.51 | 100 | 110 | 1,810 | 1,630 | 1,360 | F | D | 7% | 8% | ** | ** | 6 | Add 2 L |
| | Airport Rd. | US 41-North | 4M | C | 28,997 | 28,996 | 1.087 | 26,700 | 0.1025 | 2,740 | 0.53 | 0.47 | 1,450 | 1,290 | 1 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.49 | 0.51 | 0 | 0 | 1,450 | 1,290 | 1,360 | D | C | 0% | 0% | | | 6 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | 33,557 | 25,986 | 1.087 | 23,900 | 0.1025 | 2,450 | 0.53 | 0.47 | 1,290 | 1,160 | 7571 | 15.0% | -12.0% | 3.0% | 3900 | 370 | 0.49 | 0.51 | 180 | 190 | 1,470 | 1,350 | 1,810 | B | B | 10% | 10% | * | * | 4 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | 10,855 | 6,909 | 1.087 | 6,400 | 0.1025 | 660 | 0.53 | 0.47 | 350 | 310 | 3946 | 7.8% | -6.2% | 1.6% | 2000 | 190 | 0.49 | 0.51 | 90 | 100 | 440 | 410 | 1,810 | B | B | 5% | 6% | | * | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | 44,984 | 8,996 | 1.087 | 8,300 | 0.1025 | 850 | 0.53 | 0.47 | 450 | 400 | 35988 | 71.2% | -52.2% | 19.0% | 24600 | 2340 | 0.51 | 0.49 | 1190 | 1,150 | 1,640 | 1,550 | 720 | F | F | 165% | 160% | ** | ** | 4 | Add 2 L |
| | SR 31 | Glades County Line | 2M | C | 11,562 | 9,598 | 1.087 | 8,800 | 0.1025 | 900 | 0.53 | 0.47 | 480 | 420 | 1964 | 3.9% | -2.9% | 1.0% | 1300 | 120 | 0.49 | 0.51 | 60 | 60 | 540 | 480 | 590 | C | C | 10% | 10% | * | * | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | 29,972 | 20,781 | 1.087 | 19,100 | 0.1025 | 1,960 | 0.53 | 0.47 | 1,040 | 920 | 9191 | 18.2% | -14.5% | 3.6% | 4700 | 450 | 0.51 | 0.49 | 230 | 220 | 1,270 | 1,140 | 2,720 | B | B | 8% | 8% | * | * | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | 45,994 | 29,995 | 1.087 | 27,600 | 0.1025 | 2,830 | 0.53 | 0.47 | 1,500 | 1,330 | 15999 | 31.6% | -25.3% | 6.3% | 8200 | 780 | 0.51 | 0.49 | 400 | 380 | 1,900 | 1,710 | 2,720 | B | B | 15% | 14% | * | * | 6 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | 38,592 | 32,477 | 1.087 | 29,900 | 0.1025 | 3,060 | 0.53 | 0.47 | 1,620 | 1,440 | 6115 | 12.1% | -9.7% | 2.4% | 3100 | 290 | 0.51 | 0.49 | 150 | 140 | 1,770 | 1,580 | 1,810 | C | C | 8% | 8% | * | * | 4 | Add 0 L |
| | Washington Loop Rd. | North | 4H | C | 19,957 | 19,345 | 1.087 | 17,800 | 0.1025 | 1,820 | 0.53 | 0.47 | 960 | 860 | 612 | 1.2% | -1.0% | 0.2% | 300 | 30 | 0.51 | 0.49 | 20 | 10 | 980 | 870 | 1,810 | B | B | 1% | 1% | | | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | 14,602 | 14,274 | 1.087 | 13,100 | 0.1025 | 1,340 | 0.53 | 0.47 | 710 | 630 | 328 | 0.6% | -0.5% | 0.1% | 200 | 20 | 0.51 | 0.49 | 10 | 10 | 720 | 640 | 1,810 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | 13,950 | 13,699 | 1.087 | 12,600 | 0.1025 | 1,290 | 1.00 | 0.00 | 1,290 | 0 | 251 | 0.5% | -0.4% | 0.1% | 100 | 10 | 0.51 | 0.49 | 10 | 0 | 1,300 | 0 | 1,848 | B | A | 1% | 0% | | | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | 16,243 | 11,477 | 1.087 | 10,600 | 0.1025 | 1,090 | 1.00 | 0.00 | 1,090 | 0 | 4766 | 9.4% | -7.5% | 1.9% | 2400 | 230 | 0.49 | 0.51 | 110 | 120 | 1,200 | 120 | 2,784 | B | B | 4% | 4% | | | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | 3,815 | 3,730 | 1.087 | 3,400 | 0.1025 | 350 | 1.00 | 0.00 | 350 | 0 | 85 | 0.2% | -0.1% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 350 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | 16,588 | 12,145 | 1.087 | 11,200 | 0.1025 | 1,150 | 1.00 | 0.00 | 1,150 | 0 | 4443 | 8.8% | -7.0% | 1.8% | 2300 | 220 | 0.51 | 0.49 | 110 | 110 | 1,260 | 110 | 2,784 | B | B | 4% | 4% | | | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | 2,848 | 2,744 | 1.087 | 2,500 | 0.1025 | 260 | 0.53 | 0.47 | 140 | 120 | 104 | 0.2% | -0.2% | 0.0% | 100 | 10 | 0.51 | 0.49 | 10 | 0 | 150 | 120 | 590 | C | C | 2% | 0% | | | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 4M | C | 18,624 | 18,332 | 1.087 | 16,900 | 0.1025 | 1,730 | 0.53 | 0.47 | 910 | 820 | 292 | 0.6% | -0.5% | 0.1% | 100 | 10 | 0.51 | 0.49 | 10 | 0 | 920 | 820 | 1,360 | C | C | 1% | 0% | | | 4 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 4M | C | 17,151 | 12,972 | 1.087 | 11,900 | 0.1025 | 1,220 | 0.53 | 0.47 | 640 | 580 | 4179 | 8.3% | -6.6% | 1.7% | 2100 | 200 | 0.51 | 0.49 | 100 | 100 | 740 | 680 | 1,360 | C | C | 7% | 7% | * | * | 4 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 4M | C | 13,646 | 11,730 | 1.087 | 10,800 | 0.1025 | 1,110 | 0.53 | 0.47 | 590 | 520 | 1916 | 3.8% | -3.0% | 0.8% | 1000 | 100 | 0.51 | 0.49 | 50 | 50 | 640 | 570 | 1,360 | C | C | 4% | 4% | | | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4M | C | 23,800 | 18,086 | 1.087 | 16,600 | 0.1025 | 1,700 | 0.53 | 0.47 | 900 | 800 | 5714 | 11.3% | -9.0% | 2.3% | 2900 | 280 | 0.51 | 0.49 | 140 | 140 | 1,040 | 940 | 1,360 | C | C | 10% | 10% | * | * | 4 | Add 0 L |
| | I - 75 | Piper Rd. | 4M | C | 7,785 | 5,324 | 1.087 | 4,900 | 0.1025 | 500 | 0.53 | 0.47 | 260 | 240 | 2461 | 4.9% | -3.9% | 1.0% | 1300 | 120 | 0.51 | 0.49 | 60 | 60 | 320 | 300 | 1,360 | C | C | 4% | 4% | | | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 6H | C | 19,409 | 15,266 | 1.087 | 14,000 | 0.1025 | 1,440 | 0.53 | 0.47 | 760 | 680 | 4143 | 8.2% | -6.6% | 1.6% | 2100 | 200 | 0.51 | 0.49 | 100 | 100 | 860 | 780 | 2,720 | B | B | 4% | 4% | | | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 6H | C | 41,873 | 34,231 | 1.087 | 31,500 | 0.1025 | 3,230 | 0.53 | 0.47 | 1,710 | 1,520 | 7642 | 15.1% | -12.1% | 3.0% | 3900 | 370 | 0.51 | 0.49 | 190 | 180 | 1,900 | 1,700 | 2,720 | B | B | 7% | 7% | * | * | 6 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | 35,426 | 27,981 | 1.087 | 25,700 | 0.1025 | 2,630 | 0.53 | 0.47 | 1,390 | 1,240 | 7445 | 14.7% | -11.8% | 2.9% | 3800 | 360 | 0.51 | 0.49 | 180 | 180 | 1,570 | 1,420 | 1,810 | C | B | 10% | 10% | * | * | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | 152 | 152 | 1.087 | 100 | 0.1025 | 10 | 0.53 | 0.47 | 10 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 10 | 0 | 590 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | 152 | 152 | 1.087 | 100 | 0.1025 | 10 | 0.53 | 0.47 | 10 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 10 | 0 | 590 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | 2,402 | 2,361 | 1.087 | 2,200 | 0.1025 | 230 | 0.53 | 0.47 | 120 | 110 | 41 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 120 | 110 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | 4,127 | 4,103 | 1.087 | 3,800 | 0.1025 | 390 | 0.53 | 0.47 | 210 | 180 | 24 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 210 | 180 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 4M | C | 514 | 514 | 1.087 | 500 | 0.1025 | 50 | 0.53 | 0.47 | 30 | 20 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 30 | 20 | 1,360 | A | A | 0% | 0% | | | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 6H | C | 35,027 | 32,822 | 1.087 | 30,200 | 0.1025 | 3,100 | 0.53 | 0.47 | 1,640 | 1,460 | 2205 | 4.4% | -3.5% | 0.9% | 1100 | 100 | 0.51 | 0.49 | 50 | 50 | 1,690 | 1,510 | 2,720 | B | B | 2% | 2% | | | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | 8,844 | 8,820 | 1.087 | 8,100 | 0.1025 | 830 | 0.53 | 0.47 | 440 | 390 | 24 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 440 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | 8,720 | 8,720 | 1.087 | 8,000 | 0.1025 | 820 | 0.53 | 0.47 | 430 | 390 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 430 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | East | 2M | C | 8,720 | 8,720 | 1.087 | 8,000 | 0.1025 | 820 | 0.53 | 0.47 | 430 | 390 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.51 | 0.49 | 0 | 0 | 430 | 390 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |

FOOTNOTES:

(1) 2030 Financially-Feasible number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Charlotte County roadway LOS standard.
I-75 based on FDOT FIHS standards.
(4) 2015 Peak season traffic distribution and assignment based on FSUTMS travel model assignment.
(5) PSADT/AADT factor based on 2004 Florida Traffic Information CD-Rom.
(6) K(100) factors the FDOT 2004 Florida Traffic Information CD-Rom.
(7) Manually adjusted trip distribution and assignment to reflect 20% of total Babcock Ranch traffic to remain in Charlotte County.
(8) Manually adjusted to reflect 50% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**APPENDIX B**

**2015 TRAFFIC ANALYSIS**

**EXHIBIT B-1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2015) TRAFFIC CONDITIONS WITH ALLOWABLE DEVELOPMENT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | (5) | | | | | | | | | | | (7) | Adj. (8) | | | | | | | | | | | | (2) | | | | | | | | | | | |
| | | | (1) | (3) | (4) | | PSWDT/ | | | (6) | Backgnd | | | Backgnd | (4) | FSUTMS | | E/E | Adjusted | PSWDT | Two-Way | | | Directional | | Peak Hr | | SERVICE | 2030 | | Project Traffic | | Sign. & Adv. | | | | | | | |
| ROADWAY | FROM | TO | # of Lanes | LOS Std | FSUTMS PSWDT | Backgnd Traffic | AADT Factor | AADT | K100 Factor | Peak Hr Volume | D100 Dir1 | D100 Dir2 | Dir. Volume Dir1 | Dir. Volume Dir2 | PSWDT | Assgn. Pct. | Adjust. +/- | Assgn. Pct. | @ 5% Internal | Peak Hr Volume | In/Out Split Dir1 | In/Out Split Dir2 | Pk. Hr. Vol. Dir1 | Pk. Hr. Vol. Dir2 | Volume Dir1 | Volume Dir2 | @ STD | LOS Dir1 | LOS Dir2 | As % of LOS STD Dir1 | As % of LOS STD Dir2 | Impact @ 5% Dir1 | Impact @ 5% Dir2 | Needed # of Lanes | Needed Improvement |
| | | | | | | | | | | | | | | | 34738 | | | 0.2 | 44000 | 0.0952 | | | | | | | | | | | | | | | |
| SR 31 | Lee County Line | Project Entrance | 2H | C | 6,460 | 6,424 | 1.087 | 5,900 | 0.1025 | 600 | 0.53 | 0.47 | 320 | 280 | 36 | 0.1% | 44.9% | 45.0% | 19800 | 1880 | 0.63 | 0.37 | 1180 | 700 | 1,500 | 980 | 720 | F | F | 164% | 97% | ** | ** | 4 | Add 2 L |
| | Project Entrance | CR 74 | 2H | C | 37,516 | 33,640 | 1.087 | 30,900 | 0.1025 | 3,170 | 0.53 | 0.47 | 1,680 | 1,490 | 3876 | 11.2% | 13.8% | 25.0% | 11000 | 1050 | 0.37 | 0.63 | 390 | 660 | 2,070 | 2,150 | 720 | F | F | 54% | 92% | ** | ** | 6 | Add 4 L |
| | CR 74 | DeSoto County Line | 2H | C | 4,888 | 4,848 | 1.087 | 4,500 | 0.1025 | 460 | 0.53 | 0.47 | 240 | 220 | 40 | 0.1% | 3.9% | 4.0% | 1800 | 170 | 0.37 | 0.63 | 60 | 110 | 300 | 330 | 720 | C | C | 8% | 15% | * | * | 2 | Add 0 L |
| I - 75 | Lee County Line | Tucker's Grade | 4F | C | 59,940 | 59,138 | 1.087 | 54,400 | 0.1009 | 5,490 | 0.53 | 0.47 | 2,910 | 2,580 | 802 | 2.3% | -1.8% | 0.5% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,920 | 2,590 | 2,940 | C | C | 0% | 0% | | | 4 | Add 0 L |
| | Tucker's Grade | N Jones Loop Rd. | 4F | C | 77,603 | 74,425 | 1.087 | 68,500 | 0.1009 | 6,910 | 0.53 | 0.47 | 3,660 | 3,250 | 3178 | 9.1% | -7.3% | 1.8% | 800 | 80 | 0.37 | 0.63 | 30 | 50 | 3,690 | 3,300 | 2,940 | E | D | 1% | 2% | | | 6 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 4F | C | 87,388 | 82,253 | 1.087 | 75,700 | 0.1009 | 7,640 | 0.53 | 0.47 | 4,050 | 3,590 | 5135 | 14.8% | -11.8% | 3.0% | 1300 | 120 | 0.37 | 0.63 | 40 | 80 | 4,090 | 3,670 | 2,940 | F | E | 1% | 3% | | | 6 | Add 2 L |
| | US 17 | Harbor View Rd. | 4F | C | 94,928 | 82,697 | 1.087 | 76,100 | 0.1009 | 7,680 | 0.53 | 0.47 | 4,070 | 3,610 | 12231 | 35.2% | -28.2% | 7.0% | 3100 | 300 | 0.37 | 0.63 | 110 | 190 | 4,180 | 3,800 | 2,940 | F | E | 4% | 6% | | ** | 6 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | 36,210 | 34,902 | 1.087 | 32,100 | 0.1025 | 3,290 | 0.53 | 0.47 | 1,740 | 1,550 | 1308 | 3.8% | -3.0% | 0.8% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 1,750 | 1,570 | 1,810 | C | C | 1% | 1% | | | 4 | Add 0 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | 46,448 | 44,935 | 1.087 | 41,300 | 0.1025 | 4,230 | 0.53 | 0.47 | 2,240 | 1,990 | 1513 | 4.4% | -3.5% | 0.9% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 2,250 | 2,020 | 1,810 | F | F | 1% | 2% | | | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | 48,064 | 46,551 | 1.087 | 42,800 | 0.1025 | 4,390 | 0.53 | 0.47 | 2,320 | 2,070 | 1513 | 4.4% | -3.5% | 0.9% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 2,330 | 2,100 | 1,810 | F | F | 1% | 2% | | | 6 | Add 2 L |
| | Notre Dame Blvd. | Taylor St. | 4H | C | 54,395 | 51,205 | 1.087 | 47,100 | 0.1025 | 4,830 | 0.53 | 0.47 | 2,550 | 2,280 | 3190 | 9.2% | -7.3% | 1.8% | 800 | 80 | 0.37 | 0.63 | 30 | 50 | 2,580 | 2,330 | 1,810 | F | F | 2% | 3% | | | 6 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 4H | C | 41,773 | 41,161 | 1.087 | 37,900 | 0.1025 | 3,880 | 0.53 | 0.47 | 2,050 | 1,830 | 612 | 1.8% | -1.4% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,060 | 1,840 | 1,810 | F | D | 1% | 1% | | | 6 | Add 2 L |
| | Acline Rd. | Burnt Store Rd. | 4H | C | 40,688 | 40,104 | 1.087 | 36,900 | 0.1025 | 3,780 | 0.53 | 0.47 | 2,000 | 1,780 | 584 | 1.7% | -1.3% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 2,000 | 1,790 | 1,810 | F | C | 0% | 1% | | | 6 | Add 2 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 4H | C | 47,924 | 47,279 | 1.087 | 43,500 | 0.1025 | 4,460 | 0.53 | 0.47 | 2,360 | 2,100 | 645 | 1.9% | -1.5% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,370 | 2,110 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 4H | C | 34,528 | 34,419 | 1.087 | 31,700 | 0.1025 | 3,250 | 0.53 | 0.47 | 1,720 | 1,530 | 109 | 0.3% | -0.3% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 1,720 | 1,530 | 1,810 | C | C | 0% | 0% | | | 4 | Add 0 L |
| | Airport Rd. | Henry St. | 4H | C | 30,391 | 30,261 | 1.087 | 27,800 | 0.1025 | 2,850 | 0.53 | 0.47 | 1,510 | 1,340 | 130 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 1,510 | 1,340 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 4H | C | 31,657 | 31,478 | 1.087 | 29,000 | 0.1025 | 2,970 | 0.53 | 0.47 | 1,570 | 1,400 | 179 | 0.5% | -0.4% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 1,570 | 1,400 | 1,810 | C | B | 0% | 0% | | | 4 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 2O | C | 15,668 | 14,397 | 1.087 | 13,200 | 0.1025 | 1,350 | 1.00 | 0.00 | 1,350 | 0 | 1271 | 3.7% | -2.9% | 0.7% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 1,360 | 20 | 1,848 | C | B | 1% | 1% | | | 2 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 2O | C | 11,854 | 11,838 | 1.087 | 10,900 | 0.1025 | 1,120 | 1.00 | 0.00 | 1,120 | 0 | 16 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 1,120 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 2O | C | 13,372 | 13,335 | 1.087 | 12,300 | 0.1025 | 1,260 | 1.00 | 0.00 | 1,260 | 0 | 37 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 1,260 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | 32,546 | 32,094 | 1.087 | 29,500 | 0.1025 | 3,020 | 0.53 | 0.47 | 1,600 | 1,420 | 452 | 1.3% | -1.0% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 1,600 | 1,430 | 1,810 | C | B | 0% | 1% | | | 4 | Add 0 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | 24,449 | 24,102 | 1.087 | 22,200 | 0.1025 | 2,280 | 0.53 | 0.47 | 1,200 | 1,080 | 347 | 1.0% | -0.8% | 0.2% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 1,200 | 1,090 | 1,810 | B | B | 0% | 1% | | | 4 | Add 0 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | 20,987 | 20,578 | 1.087 | 18,900 | 0.1025 | 1,940 | 0.53 | 0.47 | 1,030 | 910 | 409 | 1.2% | -0.9% | 0.2% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 1,030 | 920 | 1,810 | B | B | 0% | 1% | | | 4 | Add 0 L |
| | Acline Rd. | US 41 | 4H | C | 22,934 | 22,449 | 1.087 | 20,700 | 0.1025 | 2,120 | 0.53 | 0.47 | 1,120 | 1,000 | 485 | 1.4% | -1.1% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 1,120 | 1,010 | 1,810 | B | B | 0% | 1% | | | 4 | Add 0 L |
| | US 41 | Taylor St. | 2H | C | 24,604 | 24,020 | 1.087 | 22,100 | 0.1025 | 2,270 | 0.53 | 0.47 | 1,200 | 1,070 | 584 | 1.7% | -1.3% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 1,200 | 1,080 | 720 | F | F | 0% | 1% | | | 4 | Add 2 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | C | 15,306 | 12,659 | 1.087 | 11,600 | 0.1025 | 1,190 | 0.53 | 0.47 | 630 | 560 | 2647 | 7.6% | -6.1% | 1.5% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 660 | 600 | 590 | D | D | 5% | 7% | ** | ** | 4 | Add 2 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | C | 15,296 | 12,601 | 1.087 | 11,600 | 0.1025 | 1,190 | 0.53 | 0.47 | 630 | 560 | 2695 | 7.8% | -6.2% | 1.6% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 660 | 600 | 590 | D | D | 5% | 7% | ** | ** | 4 | Add 2 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 2M | C | 11,798 | 10,806 | 1.087 | 9,900 | 0.1025 | 1,010 | 0.53 | 0.47 | 530 | 480 | 992 | 2.9% | -2.3% | 0.6% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 540 | 500 | 590 | C | C | 2% | 3% | | | 2 | Add 0 L |
| | Burnt Store Rd. | Airport Rd. | 2M | C | 22,328 | 21,271 | 1.087 | 19,600 | 0.1025 | 2,010 | 0.53 | 0.47 | 1,060 | 950 | 1057 | 3.0% | -2.4% | 0.6% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 1,070 | 970 | 590 | F | F | 2% | 3% | | | 4 | Add 2 L |
| | Airport Rd. | US 41-North | 2M | C | 19,028 | 17,955 | 1.087 | 16,500 | 0.1025 | 1,690 | 0.53 | 0.47 | 890 | 800 | 1073 | 3.1% | -2.5% | 0.6% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 900 | 820 | 590 | F | E | 2% | 3% | | | 4 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | 14,762 | 10,487 | 1.087 | 9,600 | 0.1025 | 980 | 0.53 | 0.47 | 520 | 460 | 4275 | 12.3% | -9.8% | 2.5% | 1100 | 100 | 0.37 | 0.63 | 40 | 60 | 560 | 520 | 1,810 | B | B | 2% | 3% | | | 2 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | 10,656 | 7,404 | 1.087 | 6,800 | 0.1025 | 700 | 0.53 | 0.47 | 370 | 330 | 3252 | 9.4% | -7.5% | 1.9% | 800 | 80 | 0.37 | 0.63 | 30 | 50 | 400 | 380 | 1,810 | B | B | 2% | 3% | | | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | 37,014 | 7,064 | 1.087 | 6,500 | 0.1025 | 670 | 0.53 | 0.47 | 350 | 320 | 29950 | 86.2% | -66.2% | 20.0% | 8800 | 840 | 0.63 | 0.37 | 530 | 310 | 880 | 630 | 720 | E | C | 74% | 43% | ** | * | 4 | Add 2 L |
| | SR 31 | Glades County Line | 2M | C | 7,582 | 6,696 | 1.087 | 6,200 | 0.1025 | 640 | 0.53 | 0.47 | 340 | 300 | 886 | 2.6% | -1.6% | 1.0% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 350 | 330 | 590 | C | C | 2% | 5% | | * | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | 28,645 | 19,792 | 1.087 | 18,200 | 0.1025 | 1,870 | 0.53 | 0.47 | 990 | 880 | 8853 | 25.5% | -20.4% | 5.1% | 2200 | 210 | 0.63 | 0.37 | 130 | 80 | 1,120 | 960 | 2,720 | B | B | 5% | 3% | | | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | 46,768 | 28,608 | 1.087 | 26,300 | 0.1025 | 2,700 | 0.53 | 0.47 | 1,430 | 1,270 | 18160 | 52.3% | -41.8% | 10.5% | 4600 | 440 | 0.63 | 0.37 | 280 | 160 | 1,710 | 1,430 | 2,720 | B | B | 10% | 6% | * | * | 4 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | 28,632 | 23,629 | 1.087 | 21,700 | 0.1025 | 2,220 | 0.53 | 0.47 | 1,170 | 1,050 | 5003 | 14.4% | -11.5% | 2.9% | 1300 | 120 | 0.63 | 0.37 | 80 | 40 | 1,250 | 1,090 | 1,810 | B | B | 4% | 2% | | | 4 | Add 0 L |
| | Washington Loop Rd. | North | 4H | C | 15,737 | 15,601 | 1.087 | 14,400 | 0.1025 | 1,480 | 0.53 | 0.47 | 780 | 700 | 136 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 780 | 700 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | 16,263 | 16,198 | 1.087 | 14,900 | 0.1025 | 1,530 | 0.53 | 0.47 | 810 | 720 | 65 | 0.2% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 810 | 720 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | 18,366 | 15,555 | 1.087 | 14,300 | 0.1025 | 1,470 | 1.00 | 0.00 | 1,470 | 0 | 2811 | 8.1% | -6.5% | 1.6% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 1,510 | 30 | 1,848 | C | B | 2% | 2% | | | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | 15,643 | 11,502 | 1.087 | 10,600 | 0.1025 | 1,090 | 1.00 | 0.00 | 1,090 | 0 | 4141 | 11.9% | -9.5% | 2.4% | 1000 | 100 | 0.37 | 0.63 | 40 | 60 | 1,130 | 60 | 2,784 | B | B | 1% | 2% | | | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | 6,689 | 6,553 | 1.087 | 6,000 | 0.1025 | 620 | 1.00 | 0.00 | 620 | 0 | 136 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 620 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | 17,760 | 11,402 | 1.087 | 10,500 | 0.1025 | 1,080 | 1.00 | 0.00 | 1,080 | 0 | 6358 | 18.3% | -14.6% | 3.7% | 1600 | 150 | 0.63 | 0.37 | 90 | 60 | 1,170 | 60 | 2,784 | B | B | 3% | 2% | | | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | 2,627 | 2,622 | 1.087 | 2,400 | 0.1025 | 250 | 0.53 | 0.47 | 130 | 120 | 5 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 130 | 120 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 2M | C | 11,432 | 11,407 | 1.087 | 10,500 | 0.1025 | 1,080 | 0.53 | 0.47 | 570 | 510 | 25 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 570 | 510 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | C | 10,267 | 5,890 | 1.087 | 5,400 | 0.1025 | 550 | 0.53 | 0.47 | 290 | 260 | 4377 | 12.6% | -10.1% | 2.5% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 350 | 300 | 590 | C | C | 10% | 7% | * | * | 2 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 2M | C | 12,378 | 12,327 | 1.087 | 11,300 | 0.1025 | 1,160 | 0.53 | 0.47 | 610 | 550 | 51 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 610 | 550 | 590 | D | C | 0% | 0% | | | 4 | Add 2 L |
| | Taylor Rd. | I - 75 | 2M | C | 5,549 | 5,448 | 1.087 | 5,000 | 0.1025 | 510 | 0.53 | 0.47 | 270 | 240 | 101 | 0.3% | -0.2% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 270 | 240 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | Piper Rd. | 2M | C | 6,164 | 4,860 | 1.087 | 4,500 | 0.1025 | 460 | 0.53 | 0.47 | 240 | 220 | 1304 | 3.8% | -3.0% | 0.8% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 260 | 230 | 590 | C | C | 3% | 2% | | | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4H | C | 14,456 | 13,896 | 1.087 | 12,800 | 0.1025 | 1,310 | 0.53 | 0.47 | 690 | 620 | 560 | 1.6% | -1.3% | 0.3% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 700 | 620 | 1,810 | B | B | 1% | 0% | | | 2 | Add 0 L |
| | Taylor Rd. | I - 75 | 4H | C | 29,731 | 25,556 | 1.087 | 23,500 | 0.1025 | 2,410 | 0.53 | 0.47 | 1,270 | 1,140 | 4175 | 12.0% | -9.6% | 2.4% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 1,330 | 1,180 | 1,810 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | 20,345 | 16,093 | 1.087 | 14,800 | 0.1025 | 1,520 | 0.53 | 0.47 | 800 | 720 | 4252 | 12.2% | -9.8% | 2.4% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 860 | 760 | 1,810 | B | B | 3% | 2% | | | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | 5 | 5 | 1.087 | 0 | 0.1025 | 0 | 0.53 | 0.47 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 0 | 0 | 590 | A | A | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | 5 | 5 | 1.087 | 0 | 0.1025 | 0 | 0.53 | 0.47 | 0 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 0 | 0 | 590 | A | A | 0% | 0% | | | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | 2,005 | 1,971 | 1.087 | 1,800 | 0.1025 | 180 | 0.53 | 0.47 | 100 | 80 | 34 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 100 | 80 | 590 | C | B | 0% | 0% | | | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | 4,898 | 4,822 | 1.087 | 4,400 | 0.1025 | 450 | 0.53 | 0.47 | 240 | 210 | 76 | 0.2% | -0.2% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 240 | 210 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2M | C | 2,536 | 2,536 | 1.087 | 2,300 | 0.1025 | 240 | 0.53 | 0.47 | 130 | 110 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 130 | 110 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 4H | C | 26,754 | 24,378 | 1.087 | 22,400 | 0.1025 | 2,300 | 0.53 | 0.47 | 1,220 | 1,080 | 2376 | 6.8% | -5.5% | 1.4% | 600 | 60 | 0.63 | 0.37 | 40 | 20 | 1,260 | 1,100 | 1,810 | B | B | 2% | 1% | | | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | 17,050 | 16,845 | 1.087 | 15,500 | 0.1025 | 1,590 | 0.53 | 0.47 | 840 | 750 | 205 | 0.6% | -0.5% | 0.1% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 850 | 750 | 590 | F | D | 2% | 0% | | | 4 | Add 2 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | 6,084 | 6,084 | 1.087 | 5,600 | 0.1025 | 570 | 0.53 | 0.47 | 300 | 270 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 300 | 270 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | East | 2M | C | 6,084 | 6,084 | 1.087 | 5,600 | 0.1025 | 570 | 0.53 | 0.47 | 300 | 270 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 300 | 270 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Charlotte County roadway LOS standard.
I-75 based on FDOT FIHS standards.
(4) 2015 Peak season traffic distribution and assignment based on FSUTMS travel model assignment.
(5) PSADT/AADT factor based on 2004 Florida Traffic Information CD-Rom.
(6) K(100) factors the FDOT 2004 Florida Traffic Information CD-Rom.
(7) Manually adjusted trip distribution and assignment to reflect 20% of total Babcock Ranch traffic to remain in Charlotte County.
(8) Manually adjusted to reflect 5% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**EXHIBIT B-2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2015) TRAFFIC CONDITIONS WITH PROJECT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**CHARLOTTE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | TOTAL TRAFFIC | | | | (2) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) K100 Factor | Backgnd Peak Hr Volume | D100 Dir1 | D100 Dir2 | Backgnd Dir. Volume Dir1 | Backgnd Dir. Volume Dir2 | (4) FSUTMS PSWDT | FSUTMS Assgn. Pct. | E/E Adjust. +/- | (7) Adjusted Assgn. Pct. | (8) PSWDT @ 12% Internal | Two-Way Peak Hr Volume | In/Out Split Dir1 | In/Out Split Dir2 | Directional Pk. Hr. Vol. Dir1 | Directional Pk. Hr. Vol. Dir2 | Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | SERVICE VOLUME @ STD | 2030 LOS Dir1 | 2030 LOS Dir2 | Project Traffic As % of LOS STD Dir1 | Project Traffic As % of LOS STD Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Sign. & Adv. Impact @ 5% Dir2 | Needed # of Lanes | Needed Improve-ment |
| SR 31 | Lee County Line | Project Entrance | 2H | C | 6,460 | 6,390 | 1.087 | 5,900 | 0.1025 | 600 | 0.53 | 0.47 | 320 | 280 | 70 | 0.3% | 44.7% | 45.0% | 19800 | 1950 | 0.59 | 0.41 | 1140 | 810 | 1,460 | 1,090 | 720 | F | F | 158% | 113% | ** | ** | 4 | Add 2 L |
| | Project Entrance | CR 74 | 2H | C | 29,244 | 6,606 | 1.087 | 6,100 | 0.1025 | 630 | 0.53 | 0.47 | 330 | 300 | 22638 | 84.2% | -59.2% | 25.0% | 11000 | 1080 | 0.41 | 0.59 | 450 | 630 | 780 | 930 | 720 | D | F | 63% | 88% | ** | ** | 4 | Add 2 L |
| I - 75 | CR 74 | DeSoto County Line | 2H | C | 4,888 | 4,812 | 1.087 | 4,400 | 0.1025 | 450 | 0.53 | 0.47 | 240 | 210 | 76 | 0.3% | 3.7% | 4.0% | 1800 | 180 | 0.41 | 0.59 | 70 | 110 | 310 | 320 | 720 | C | C | 10% | 15% | * | * | 2 | Add 0 L |
| | Lee County Line | Tucker's Grade | 4F | C | 59,922 | 59,418 | 1.087 | 54,700 | 0.1009 | 5,520 | 0.53 | 0.47 | 2,930 | 2,590 | 504 | 1.9% | -1.5% | 0.4% | 200 | 20 | 0.41 | 0.59 | 10 | 10 | 2,940 | 2,600 | 2,940 | D | C | 0% | 0% | | | 6 | Add 2 L |
| | Tucker's Grade | N Jones Loop Rd. | 4F | C | 77,311 | 73,518 | 1.087 | 67,600 | 0.1009 | 6,820 | 0.53 | 0.47 | 3,610 | 3,210 | 3793 | 14.1% | -11.3% | 2.8% | 1200 | 120 | 0.41 | 0.59 | 50 | 70 | 3,660 | 3,280 | 2,940 | E | D | 2% | 2% | | | 6 | Add 2 L |
| | N Jones Loop Rd. | US 17 | 4F | C | 89,097 | 83,782 | 1.087 | 77,100 | 0.1009 | 7,780 | 0.53 | 0.47 | 4,120 | 3,660 | 5315 | 19.8% | -15.8% | 4.0% | 1700 | 170 | 0.41 | 0.59 | 70 | 100 | 4,190 | 3,760 | 2,940 | F | E | 2% | 3% | | | 6 | Add 2 L |
| | US 17 | Harbor View Rd. | 4F | C | 98,144 | 87,888 | 1.087 | 80,900 | 0.1009 | 8,160 | 0.53 | 0.47 | 4,320 | 3,840 | 10256 | 38.2% | -30.5% | 7.6% | 3400 | 330 | 0.41 | 0.59 | 140 | 190 | 4,460 | 4,030 | 2,940 | F | F | 5% | 6% | | ** | 6 | Add 2 L |
| US 41 | Lee County Line | Zemel Rd. | 4H | C | 36,058 | 35,212 | 1.087 | 32,400 | 0.1025 | 3,320 | 0.53 | 0.47 | 1,750 | 1,570 | 846 | 3.1% | -2.5% | 0.6% | 300 | 30 | 0.41 | 0.59 | 10 | 20 | 1,760 | 1,590 | 1,810 | C | C | 1% | 1% | | | 4 | Add 0 L |
| | Zemel Rd. | Oil Well Rd. | 4H | C | 48,160 | 47,068 | 1.087 | 43,300 | 0.1025 | 4,440 | 0.53 | 0.47 | 2,350 | 2,090 | 1092 | 4.1% | -3.3% | 0.8% | 400 | 40 | 0.41 | 0.59 | 20 | 20 | 2,370 | 2,110 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Oil Well Rd. | Notre Dame Blvd. | 4H | C | 49,710 | 48,618 | 1.087 | 44,700 | 0.1025 | 4,580 | 0.53 | 0.47 | 2,420 | 2,160 | 1092 | 4.1% | -3.3% | 0.8% | 400 | 40 | 0.41 | 0.59 | 20 | 20 | 2,440 | 2,180 | 1,810 | F | F | 1% | 1% | | | 6 | Add 2 L |
| | Notre Dame Blvd. | Taylor St. | 4H | C | 57,039 | 53,080 | 1.087 | 48,800 | 0.1025 | 5,000 | 0.53 | 0.47 | 2,640 | 2,360 | 3959 | 14.7% | -11.8% | 2.9% | 1300 | 130 | 0.41 | 0.59 | 50 | 80 | 2,690 | 2,440 | 1,810 | F | F | 3% | 4% | | | 6 | Add 2 L |
| | Taylor Rd. | Acline Rd. | 4H | C | 44,894 | 42,288 | 1.087 | 38,900 | 0.1025 | 3,990 | 0.53 | 0.47 | 2,110 | 1,880 | 2606 | 9.7% | -7.8% | 1.9% | 900 | 90 | 0.41 | 0.59 | 40 | 50 | 2,150 | 1,930 | 1,810 | F | F | 2% | 3% | | | 6 | Add 2 L |
| | Acline Rd. | Burnt Store Rd. | 4H | C | 41,602 | 39,046 | 1.087 | 35,900 | 0.1025 | 3,680 | 0.53 | 0.47 | 1,940 | 1,740 | 2556 | 9.5% | -7.6% | 1.9% | 800 | 80 | 0.41 | 0.59 | 30 | 50 | 1,970 | 1,790 | 1,810 | F | C | 2% | 3% | | | 6 | Add 2 L |
| | Burnt Store Rd. | Aqui Esta Dr. | 4H | C | 47,184 | 45,770 | 1.087 | 42,100 | 0.1025 | 4,320 | 0.53 | 0.47 | 2,280 | 2,040 | 1414 | 5.3% | -4.2% | 1.1% | 500 | 50 | 0.41 | 0.59 | 20 | 30 | 2,300 | 2,070 | 1,810 | F | F | 1% | 2% | | | 6 | Add 2 L |
| | Aqui Esta Dr. | Airport Rd. | 4H | C | 33,339 | 33,338 | 1.087 | 30,700 | 0.1025 | 3,150 | 0.53 | 0.47 | 1,660 | 1,490 | 1 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,660 | 1,490 | 1,810 | C | B | 0% | 0% | | | 4 | Add 0 L |
| | Airport Rd. | Henry St. | 4H | C | 30,286 | 30,274 | 1.087 | 27,900 | 0.1025 | 2,860 | 0.53 | 0.47 | 1,510 | 1,350 | 12 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,510 | 1,350 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Henry St. | Northbound/Southbound Split | 4H | C | 34,320 | 34,262 | 1.087 | 31,500 | 0.1025 | 3,230 | 0.53 | 0.47 | 1,710 | 1,520 | 58 | 0.2% | -0.2% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,710 | 1,520 | 1,810 | C | B | 0% | 0% | | | 4 | Add 0 L |
| US 41- NORTHBOUND | Northbound/Southbound Split | Taylor St. | 2O | C | 12,536 | 12,502 | 1.087 | 11,500 | 0.1025 | 1,180 | 1.00 | 0.00 | 1,180 | 0 | 34 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,180 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| | Taylor St. | Barron Collier Bridge | 2O | C | 11,912 | 11,899 | 1.087 | 10,900 | 0.1025 | 1,120 | 1.00 | 0.00 | 1,120 | 0 | 13 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,120 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| US 41- SOUTHBOUND | A.W. Gilchrist Bridge | Northbound/Southbound Split | 2O | C | 10,646 | 10,613 | 1.087 | 9,800 | 0.1025 | 1,000 | 1.00 | 0.00 | 1,000 | 0 | 33 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,000 | 0 | 1,848 | B | A | 0% | 0% | | | 2 | Add 0 L |
| BURNT STORE RD. | Lee County Line | Zemel Rd. | 4H | C | 32,558 | 31,886 | 1.087 | 29,300 | 0.1025 | 3,000 | 0.53 | 0.47 | 1,590 | 1,410 | 672 | 2.5% | -2.0% | 0.5% | 200 | 20 | 0.41 | 0.59 | 10 | 10 | 1,600 | 1,420 | 1,810 | C | B | 1% | 1% | | | 4 | Add 0 L |
| | Zemel Rd. | Notre Dame Blvd. | 4H | C | 22,149 | 21,651 | 1.087 | 19,900 | 0.1025 | 2,040 | 0.53 | 0.47 | 1,080 | 960 | 498 | 1.9% | -1.5% | 0.4% | 200 | 20 | 0.41 | 0.59 | 10 | 10 | 1,090 | 970 | 1,810 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Notre Dame Blvd. | Acline Rd. | 4H | C | 20,809 | 20,269 | 1.087 | 18,600 | 0.1025 | 1,910 | 0.53 | 0.47 | 1,010 | 900 | 540 | 2.0% | -1.6% | 0.4% | 200 | 20 | 0.41 | 0.59 | 10 | 10 | 1,020 | 910 | 1,810 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Acline Rd. | US 41 | 4H | C | 25,507 | 24,833 | 1.087 | 22,800 | 0.1025 | 2,340 | 0.53 | 0.47 | 1,240 | 1,100 | 674 | 2.5% | -2.0% | 0.5% | 200 | 20 | 0.41 | 0.59 | 10 | 10 | 1,250 | 1,110 | 1,810 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | US 41 | Taylor St. | 2H | C | 30,879 | 29,009 | 1.087 | 26,700 | 0.1025 | 2,740 | 0.53 | 0.47 | 1,450 | 1,290 | 1870 | 7.0% | -5.6% | 1.4% | 600 | 60 | 0.41 | 0.59 | 20 | 40 | 1,470 | 1,330 | 720 | F | F | 3% | 6% | | ** | 4 | Add 2 L |
| TAYLOR ST. | US 41-South | Acline Rd. | 2M | C | 14,811 | 13,411 | 1.087 | 12,300 | 0.1025 | 1,260 | 0.53 | 0.47 | 670 | 590 | 1400 | 5.2% | -4.2% | 1.0% | 500 | 50 | 0.41 | 0.59 | 20 | 30 | 690 | 620 | 590 | D | D | 3% | 5% | | ** | 4 | Add 2 L |
| | Acline Rd. | N Jones Loop Rd. | 2M | C | 14,726 | 13,289 | 1.087 | 12,200 | 0.1025 | 1,250 | 0.53 | 0.47 | 660 | 590 | 1437 | 5.3% | -4.3% | 1.1% | 500 | 50 | 0.41 | 0.59 | 20 | 30 | 680 | 620 | 590 | D | D | 3% | 5% | | ** | 4 | Add 2 L |
| | N Jones Loop Rd. | Burnt Store Rd. | 2M | C | 14,781 | 14,587 | 1.087 | 13,400 | 0.1025 | 1,370 | 0.53 | 0.47 | 720 | 650 | 194 | 0.7% | -0.6% | 0.1% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 720 | 660 | 590 | D | D | 0% | 2% | | | 4 | Add 2 L |
| | Burnt Store Rd. | Airport Rd. | 2M | C | 25,860 | 25,609 | 1.087 | 23,600 | 0.1025 | 2,420 | 0.53 | 0.47 | 1,280 | 1,140 | 251 | 0.9% | -0.7% | 0.2% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 1,280 | 1,150 | 590 | F | F | 0% | 2% | | | 4 | Add 2 L |
| | Airport Rd. | US 41-North | 2M | C | 20,883 | 20,777 | 1.087 | 19,100 | 0.1025 | 1,960 | 0.53 | 0.47 | 1,040 | 920 | 106 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 1,040 | 920 | 590 | F | F | 0% | 0% | | | 4 | Add 2 L |
| PIPER RD. | N Jones Loop Rd. | Airport Rd. | 4H | C | 15,591 | 11,147 | 1.087 | 10,300 | 0.1025 | 1,060 | 0.53 | 0.47 | 560 | 500 | 4444 | 16.5% | -13.2% | 3.3% | 1500 | 150 | 0.41 | 0.59 | 60 | 90 | 620 | 590 | 1,810 | B | B | 3% | 5% | | | 2 | Add 0 L |
| | Airport Rd. | CR 74 | 4H | C | 12,005 | 8,073 | 1.087 | 7,400 | 0.1025 | 760 | 0.53 | 0.47 | 400 | 360 | 3932 | 14.6% | -11.7% | 2.9% | 1300 | 130 | 0.41 | 0.59 | 50 | 80 | 450 | 440 | 1,810 | B | B | 3% | 4% | | | 2 | Add 0 L |
| CR 74 | Piper Rd. | SR 31 | 2H | C | 28,676 | 6,984 | 1.087 | 6,400 | 0.1025 | 660 | 0.53 | 0.47 | 350 | 310 | 21692 | 80.7% | -60.7% | 20.0% | 8800 | 870 | 0.59 | 0.41 | 510 | 360 | 860 | 670 | 720 | E | C | 71% | 50% | ** | * | 4 | Add 2 L |
| | SR 31 | Glades County Line | 2M | C | 7,556 | 6,686 | 1.087 | 6,200 | 0.1025 | 640 | 0.53 | 0.47 | 340 | 300 | 870 | 3.2% | -2.2% | 1.0% | 400 | 40 | 0.41 | 0.59 | 20 | 20 | 360 | 320 | 590 | C | C | 3% | 3% | | | 2 | Add 0 L |
| US 17 | Marion Ave. | I - 75 | 6H | C | 28,586 | 21,726 | 1.087 | 20,000 | 0.1025 | 2,050 | 0.53 | 0.47 | 1,080 | 970 | 6860 | 25.5% | -20.4% | 5.1% | 2200 | 220 | 0.59 | 0.41 | 130 | 90 | 1,210 | 1,060 | 2,720 | B | B | 5% | 3% | | | 4 | Add 0 L |
| | I - 75 | CR 74 | 6H | C | 40,996 | 27,354 | 1.087 | 25,200 | 0.1025 | 2,580 | 0.53 | 0.47 | 1,360 | 1,220 | 13642 | 50.8% | -40.6% | 10.2% | 4500 | 440 | 0.59 | 0.41 | 260 | 180 | 1,620 | 1,400 | 2,720 | B | B | 10% | 7% | * | * | 4 | Add 0 L |
| | CR 74 | Washington Loop Rd. | 4H | C | 22,037 | 20,475 | 1.087 | 18,800 | 0.1025 | 1,930 | 0.53 | 0.47 | 1,020 | 910 | 1562 | 5.8% | -4.6% | 1.2% | 500 | 50 | 0.59 | 0.41 | 30 | 20 | 1,050 | 930 | 1,810 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Washington Loop Rd. | North | 4H | C | 17,136 | 17,007 | 1.087 | 15,600 | 0.1025 | 1,600 | 0.53 | 0.47 | 850 | 750 | 129 | 0.5% | -0.4% | 0.1% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 850 | 750 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| W MARION AVE. | Coronado Dr. | Gravin St. | 4H | C | 16,082 | 15,997 | 1.087 | 14,700 | 0.1025 | 1,510 | 0.53 | 0.47 | 800 | 710 | 85 | 0.3% | -0.3% | 0.1% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 800 | 710 | 1,810 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Gravin St. | US 41 | 2O | C | 20,612 | 18,423 | 1.087 | 16,900 | 0.1025 | 1,730 | 1.00 | 0.00 | 1,730 | 0 | 2189 | 8.1% | -6.5% | 1.6% | 700 | 70 | 0.59 | 0.41 | 40 | 30 | 1,770 | 30 | 1,848 | C | B | 2% | 2% | | | 2 | Add 0 L |
| E MARION AVE. | US 41 | US 17 | 3O | C | 15,551 | 11,898 | 1.087 | 10,900 | 0.1025 | 1,120 | 1.00 | 0.00 | 1,120 | 0 | 3653 | 13.6% | -10.9% | 2.7% | 1200 | 120 | 0.41 | 0.59 | 50 | 70 | 1,170 | 70 | 2,784 | B | B | 2% | 3% | | | 2 | Add 0 L |
| W OLYMPIA AVE. | Gravin St. | US 41 | 2O | C | 6,561 | 5,736 | 1.087 | 5,300 | 0.1025 | 540 | 1.00 | 0.00 | 540 | 0 | 825 | 3.1% | -2.5% | 0.6% | 300 | 30 | 0.59 | 0.41 | 20 | 10 | 560 | 10 | 1,848 | B | B | 1% | 1% | | | 2 | Add 0 L |
| E OLYMPIA AVE. | US 41 | US 17 | 3O | C | 15,703 | 12,470 | 1.087 | 11,500 | 0.1025 | 1,180 | 1.00 | 0.00 | 1,180 | 0 | 3233 | 12.0% | -9.6% | 2.4% | 1100 | 110 | 0.59 | 0.41 | 60 | 50 | 1,240 | 50 | 2,784 | B | B | 2% | 2% | | | 2 | Add 0 L |
| HENRY ST. | W Marion Ave. | US 41 | 2M | C | 2,123 | 2,116 | 1.087 | 1,900 | 0.1025 | 190 | 0.53 | 0.47 | 100 | 90 | 7 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 100 | 90 | 590 | C | B | 0% | 0% | | | 2 | Add 0 L |
| AQUI ESTA DR. | Coronado Dr. | US 41 | 2M | C | 11,500 | 11,473 | 1.087 | 10,600 | 0.1025 | 1,090 | 0.53 | 0.47 | 580 | 510 | 27 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 580 | 510 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| CARMALITA ST. | US 41 | Florida St. | 2M | C | 10,154 | 8,056 | 1.087 | 7,400 | 0.1025 | 760 | 0.53 | 0.47 | 400 | 360 | 2098 | 7.8% | -6.2% | 1.6% | 700 | 70 | 0.59 | 0.41 | 40 | 30 | 440 | 390 | 590 | C | C | 7% | 5% | * | * | 2 | Add 0 L |
| AIRPORT RD. | US 41 | Taylor Rd. | 2M | C | 12,392 | 12,358 | 1.087 | 11,400 | 0.1025 | 1,170 | 0.53 | 0.47 | 620 | 550 | 34 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 620 | 550 | 590 | D | C | 0% | 0% | | | 4 | Add 2 L |
| | Taylor Rd. | I - 75 | 2M | C | 8,703 | 8,018 | 1.087 | 7,400 | 0.1025 | 760 | 0.53 | 0.47 | 400 | 360 | 685 | 2.5% | -2.0% | 0.5% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 410 | 370 | 590 | C | C | 2% | 2% | | | 2 | Add 0 L |
| | I - 75 | Piper Rd. | 2M | C | 5,831 | 5,115 | 1.087 | 4,700 | 0.1025 | 480 | 0.53 | 0.47 | 250 | 230 | 716 | 2.7% | -2.1% | 0.5% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 260 | 240 | 590 | C | C | 2% | 2% | | | 2 | Add 0 L |
| N JONES LOOP RD. | US 41 | Taylor Rd. | 4H | C | 20,473 | 18,612 | 1.087 | 17,100 | 0.1025 | 1,750 | 0.53 | 0.47 | 920 | 830 | 1861 | 6.9% | -5.5% | 1.4% | 600 | 60 | 0.59 | 0.41 | 40 | 20 | 960 | 850 | 1,810 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Taylor Rd. | I - 75 | 4H | C | 20,377 | 17,187 | 1.087 | 15,800 | 0.1025 | 1,620 | 0.53 | 0.47 | 860 | 760 | 3190 | 11.9% | -9.5% | 2.4% | 1000 | 100 | 0.59 | 0.41 | 60 | 40 | 920 | 800 | 1,810 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | I - 75 | S Jones Loop Rd. | 4H | C | 29,319 | 24,887 | 1.087 | 22,900 | 0.1025 | 2,350 | 0.53 | 0.47 | 1,240 | 1,110 | 4432 | 16.5% | -13.2% | 3.3% | 1400 | 140 | 0.59 | 0.41 | 80 | 60 | 1,320 | 1,170 | 1,810 | B | B | 4% | 3% | | | 4 | Add 0 L |
| S JONES LOOP RD. | N Jones Loop Rd. | I - 75 | 2M | C | 2,514 | 1,849 | 1.087 | 1,700 | 0.1025 | 170 | 0.53 | 0.47 | 90 | 80 | 665 | 2.5% | -2.0% | 0.5% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 100 | 90 | 590 | C | B | 2% | 2% | | | 2 | Add 0 L |
| | I - 75 | Taylor Rd. | 2M | C | 2,514 | 1,628 | 1.087 | 1,500 | 0.1025 | 150 | 0.53 | 0.47 | 80 | 70 | 886 | 3.3% | -2.6% | 0.7% | 300 | 30 | 0.59 | 0.41 | 20 | 10 | 100 | 80 | 590 | C | B | 3% | 2% | | | 2 | Add 0 L |
| | Taylor Rd. | US 41 | 2M | C | 2,152 | 2,124 | 1.087 | 2,000 | 0.1025 | 210 | 0.53 | 0.47 | 110 | 100 | 28 | 0.1% | -0.1% | 0.0% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 110 | 100 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | US 41 | Burnt Store Rd. | 2M | C | 8,720 | 8,593 | 1.087 | 7,900 | 0.1025 | 810 | 0.53 | 0.47 | 430 | 380 | 127 | 0.5% | -0.4% | 0.1% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 430 | 380 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| NOTRE DAME BLVD. | Burnt Store Rd. | US 41 | 2M | C | 751 | 529 | 1.087 | 500 | 0.1025 | 50 | 0.53 | 0.47 | 30 | 20 | 222 | 0.8% | -0.7% | 0.2% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 40 | 20 | 590 | B | B | 2% | 0% | | | 2 | Add 0 L |
| TUCKERS GRADE | US 41 | I - 75 | 4H | C | 26,419 | 23,130 | 1.087 | 21,300 | 0.1025 | 2,180 | 0.53 | 0.47 | 1,150 | 1,030 | 3289 | 12.2% | -9.8% | 2.4% | 1100 | 110 | 0.59 | 0.41 | 60 | 50 | 1,210 | 1,080 | 1,810 | B | B | 3% | 3% | | | 4 | Add 0 L |
| ZEMEL RD. | Burnt Store Rd. | US 41 | 2M | C | 18,934 | 18,688 | 1.087 | 17,200 | 0.1025 | 1,760 | 0.53 | 0.47 | 930 | 830 | 246 | 0.9% | -0.7% | 0.2% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 940 | 830 | 590 | F | E | 2% | 0% | | | 4 | Add 2 L |
| OILWELL RD. | US 41 | I - 75 | 2M | C | 5,630 | 5,530 | 1.087 | 5,100 | 0.1025 | 520 | 0.53 | 0.47 | 270 | 250 | 100 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 270 | 250 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |
| | I - 75 | East | 2M | C | 5,630 | 5,530 | 1.087 | 5,100 | 0.1025 | 520 | 0.53 | 0.47 | 270 | 250 | 100 | 0.4% | -0.3% | 0.1% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 270 | 250 | 590 | C | C | 0% | 0% | | | 2 | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Charlotte County Concurrency service volumes.
(3) Charlotte County roadway LOS standard.
I-75 based on FDOT FIHS standards.
(4) 2015 Peak season traffic distribution and assignment based on FSUTMS travel model assignment.
(5) PSADT/AADT factor based on 2004 Florida Traffic Information CD-Rom.
(6) K(100) factors the FDOT 2004 Florida Traffic Information CD-Rom.
(7) Manually adjusted trip distribution and assignment to reflect 20% of total Babcock Ranch traffic to remain in Charlotte County.
(8) Manually adjusted to reflect 12% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

# DAVID PLUMMER & ASSOCIATES

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

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March 10, 2006

Mr. David M. Loveland
Manager, Transportation Planning
Lee County Dept. of Transportation
1500 Monroe Street
Fort Myers, FL 33901

**RE: Babcock Ranch Comprehensive Plan Amendment, #05680**

Dear Mr. Loveland,

Please find enclosed one copy of the report titled Babcock Ranch Comprehensive Plan Amendment Supplemental Traffic Analysis, Lee County Impact Assessment and dated March 10, 2006. We look forward to reviewing this report with you in person.

This report also addresses several issues that were raised at our meeting on March 3, 2006 in Charlotte County.

1. An exhibit summarizing the Babcock Ranch trip assignment was requested. That assignment is presented as Exhibits A and B.

2. More detail regarding the integration of the travel models, the modeling effort undertaken for the Project, and the adjustments made to the model to reflect the trip interaction between Counties was requested. That explanation is provided on page 2.

3. Clarification was requested regarding the proposed north / south internal roadway. That clarification is provided on page 5.

4. Finally, copies of the model runs undertaken for the Project were requested. The model runs are provided in the attached.

If you should have any questions concerning the report, please do not hesitate to contact these offices. We look forward to your review.

Very truly yours,

Stephen Leung

CC: Tom O'Kane
Mike Konefal
Wes Millard
Mark Gumula
Johnny Limbaugh
Tiffany Homler
Chuck DeSanti
Terry Holihan

# BABCOCK RANCH COMPREHENSIVE PLAN AMENDMENT

# SUPPLEMENTAL TRAFFIC ANALYSIS

# LEE COUNTY IMPACT ASSESSMENT

**Project #05680**

**March 10, 2006**

**Prepared by:**
**DAVID PLUMMER & ASSOCIATES, INC.**
**1531 Hendry Street**
**Fort Myers, FL. 33901**

**Babcock Ranch Comprehensive Pan Amendment**
**Supplemental Traffic Analysis**
**Lee County Impact Assessment**

## Introduction

This supplemental traffic analysis has been prepared in response to several of the recommended conditions placed on the Babcock Ranch Comprehensive Plan Amendment (CPA) during its Board of County Commission transmittal hearing. Among other items, the transmittal conditions included requirements for the traffic analysis to be updated to reflect the most current travel model and long range transportation plans of Lee and Charlotte County; a tabulation of traffic volumes, levels of service, and needed improvements; and a tabulation of planned and unplanned improvements. This supplemental traffic analysis provides that information.

In addition, a tabular summary of existing traffic conditions in the general study area is provided. An interim year – 2015 – traffic analysis is also provided.

A supplemental traffic analysis was prepared covering the Charlotte County impact assessment. That assessment was summarized in the report titled Babcock Ranch Comprehensive Pan Amendment Supplemental Traffic Analysis and dated March 3, 2006. This supplemental traffic analysis addresses the impact assessment of the Babcock Ranch within Lee County.

## Existing Traffic Conditions

Existing traffic conditions on a roadway segment basis, in the general Lee County study area, are summarized in Exhibit 1. Existing traffic volumes and roadway service volumes have been derived from the Lee County concurrency management report and traffic volume reports.

## 2030 Babcock Ranch CPA Traffic Analysis

Traffic Analysis of Various Scenarios:

The traffic analysis in support of the Babcock Ranch Comprehensive Plan Amendment for the year 2030 considered and evaluated a variety of development scenarios and roadway network scenarios. Those scenarios included the following.

1. Existing and committed roadway network, without the Babcock Ranch CPA.
2. Lee County 2030 Financially Feasible Plan transportation network, without Babcock Ranch CPA.
3. Lee County 2030 Needs Assessment network, without the Babcock Ranch CPA.
4. Lee County 2030 Financially Feasible Plan needed road network to achieve the County's stated level of service standards, without the Babcock Ranch CPA.

5. Lee County 2030 Financially Feasible Plan needed road network to achieve the County's stated level of service standards, without the Babcock Ranch CPA but with the allowable level of development on the Babcock Ranch per the current Comprehensive Plan.
6. Lee County 2030 Financially Feasible Plan needed road network to achieve the County's stated level of service standards, with the Babcock Ranch CPA.

The adopted Lee County MPO Long Range Transportation Plan (LRTP) travel model and the adopted Charlotte County MPO LRTP travel model were run independently under the various development scenarios and using their respected MPO's adopted 2030 Financially/Cost Feasible roadway network. As directed by the CPA transmittal hearing recommendations, both the currently adopted Lee and Charlotte models were used. Unfortunately, the boundary limits in the two models stop at the Lee/Charlotte County line.

In an effort to integrate the results of the two models and to reflect adequate Project trip interactions between Lee, Charlotte, Hendry, Desoto and Glades Counties, adjustments to the models were undertaken. With the aid of the previous 2020 Lee County travel model (which included south Charlotte County) and consultations with the Florida DOT, the external trip distribution and assignment percentages were adjusted and were assumed as follows.

Babcock Ranch CPA
Trip Distribution/Assignment

| County | Percent |
|---|---|
| Lee | 60% |
| Charlotte | 20% |
| Hendry | 15% |
| Desoto | 4% |
| Glades | 1% |
| Total | 100% |

Project trips destined for areas within Charlotte County and to Desoto and Glades County would generally travel north on SR 31 and then east-west on CR 74. Project trips destined for Lee and Hendry County would generally travel south on SR 31 and then east-west along CR 78 (North River Road), SR 78 (Bayshore Road) and SR 80 (Palm Beach Boulevard).

The model derived traffic volumes in the Lee County model were manually adjusted to reflect 75% (60% for Lee County and 15% for Hendry County) of the total external Project trips. Likewise, the Charlotte County model derived traffic volumes were manually adjusted to reflect the remaining 25% (20% for Charlotte County, 4% for Desoto County and 1% for Glades County) of the total external Project trips.

The resultant external Project trip assignment percents are depicted in Exhibits A and B.

The traffic volumes for the various development scenarios were posted and put into spreadsheets detailing the traffic volumes by road segment, the roadway service volumes, resultant levels of service, and needed improvements to achieve the County's level of service standard. Those detailed spreadsheets are provided in Appendix A.

Exhibit 2 summarizes the results of the testing under the various development programs (with no Babcock Ranch development, with the allowable level of development, and with the CPA level of development) and the various road networks and improvements. The exhibit summarizes, by roadway segment, the following.

1. Existing and committed number of lanes.
2. Number of lanes per the Lee County 2030 Financially Feasible Plan.
3. Number of lanes per the Lee County 2030 Needs Assessment network.
4. Level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Financially Feasible Plan without any additional development on the Babcock Ranch beyond what was included in the County's 2030 travel model.
5. Level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Financially Feasible Plan with the level of development on the Babcock Ranch that is currently allowed under the Comprehensive Plan without a CPA.
6. Level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Financially Feasible Plan with the CPA but with the level of internal capture artificially limited to 22%. (The 22 % internal capture rate is the internal capture imposed on the CPA by the County and does not reflect the anticipated true capture of the Project.)

It is important to note that in addition to using a low internal capture rate of 22%, the analysis also reflects no additional transit service and reduction in trips due to transit. The transit adjustments in the future may be significant.

Exhibit 3 summarizes the above information for those road segments where the cumulative Babcock Ranch (the allowable and CPA level of development) has a significant impact at a 22% internal capture rate.

As shown in Exhibit 2, considerable roadway improvements are needed to support the County's level of service standards, even without the introduction of the allowable level of development on the Babcock Ranch and with the proposed CPA. Close inspection of Exhibit 2 and Exhibit 3 reveals that the actual road improvements that are needed beyond those necessary to achieve the County's level of service standards with the allowable level of development on the Babcock Ranch are limited.

Road Improvements – 22% Internal Capture:

2030 roadway improvements needed to support the CPA and where the CPA has a significant impact are presented in Exhibit 4, reflective of the 22% internal capture rate. The estimated cost of the improvements is also shown in that exhibit.

While there are numerous ways to review and consider the road improvements needed to support the CPA, the improvements reflected in Exhibit 4 represent two categories of improvements.

1. Category 1 - Those road improvements that are made necessary solely by the CPA. These are the improvements that are needed based on the CPA which are beyond those needed to support the allowable level of development under the current Comprehensive Plan.

2. Category 2 - Those road improvements that are needed to support the allowable level of development on the Babcock Ranch under the current Comprehensive Plan and which are beyond those improvements of the MPO's 2030 Financially Feasible Plan needed to achieve the County's level of service standard without the Babcock allowable or CPA level of development.

The above improvements reflect the impacts of the Babcock Ranch CPA. As is apparent in Exhibits 2 to 4, there are numerous deficiencies in the County's road network that will exist under the current MPO's 2030 Plan without the Babcock Ranch CPA and even without the level of development that could occur on the Babcock Ranch without a comprehensive plan amendment.

CPA Traffic Mitigation – 22% Internal Capture:

The suggested traffic mitigation program for the Babcock Ranch CPA includes the following.

1. The Babcock Ranch pays the full costs for all Category 1 road improvements. Those improvements are those that are needed to support the CPA that are beyond those needed to support the allowable level of development on the Babcock Ranch. The total cost of those improvements is estimated to be $241,200,000.

2. The Babcock Ranch pays its proportionate share of all Category 2 road improvements. Those improvements are those that are needed to support the allowable level of development under the current Comprehensive Plan and which are beyond those under the MPO's 2030 Financially Feasible Plan needed to achieve the County's stated level of service standard. The total proportionate share of those improvements is estimated to be $90,416,000.

The Babcock Ranch CPA potential traffic mitigation is summarized below. Again, the Project will be developed as a DRI or series of DRIs. The actual road improvements necessary to

support the Project, the timing of the improvements, the Project's internal trip capture, and the Project's actual traffic mitigation and commitments will be established at that time through the DRI process.

Included in the summary is the Lee County portion of the internal north / south road that will run from North River Road to the northern Project Entrance in Charlotte County. This road will accommodate both internal and intrazonal trips but also the longer distance thru trips. This will keep some of the Babcock Ranch external volumes off of segments of SR 31. To be consistent with the Charlotte County assessment, it is being called out separately in the subtotal, but is included in the total.

Babcock Ranch CPA Traffic Mitigation – 22% Internal Capture

| Roadway Improvement Category | Estimated Cost |
|---|---|
| Category 1 | $241,200,000 |
| Category 2 | $ 90,416,000 |
| Total | $331,616,000 |
| Total Less Babcock N/S Road | $309,216,000 |

Road Improvements – 50% Internal Capture:

Charlotte County has insisted that an internal capture rate of 22% be used in the traffic analysis for buildout of the Babcock Ranch in 2030. The applicant believes that this internal capture rate is too low and does not adequately reflect the true character of the Community. A higher internal capture rate that reflects the size and mixture of uses within the Community is appropriate. Transportation data, based on Florida communities, has been provided that supports a higher internal capture rate of over 50%. Documentation to support the higher internal capture rate for comparable size communities similar to Babcock Ranch has already been provided in the previously submitted transmittal hearing documents.

The applicant does not agree with the use of the 22% internal capture rate, but, in an effort to be responsive to the review agencies, the traffic analysis has been done reflective of that rate. Additional analyses have been done to reflect a more realistic 50% internal capture rate. The 50% internal capture rate, while still low, more accurately reflects the true community character of the Project and considers both internal trip capture and intrazonal trip interaction within the overall Community. The applicant has committed to monitoring the internal capture rate for the Community in an effort to support this higher rate.

Exhibit 5 summarizes the level of service, needed number of lanes to achieve the County's stated LOS standard, and the resultant road improvements beyond the 2030 Financially Feasible Plan with the CPA but with the level of internal capture increased to a more realistic rate of 50%.

Again, it is important to note that the analysis does not reflect any adjustment for transit trips. Transit adjustments in the future may be significant.

Exhibit 6 summarizes the above information for those road segments where the cumulative Babcock Ranch (the allowable and CPA level of development) has a significant impact at a 50% internal capture rate.

2030 roadway improvements needed to support the CPA and where the CPA has a significant impact are presented in Exhibit 7, reflective of the 50% internal capture rate. The estimated cost of the improvements is also shown in that exhibit.

The improvements reflected in Exhibit 7 also represent two categories of improvements.

1. Category 1 - Those road improvements that are made necessary solely by the CPA. These are the improvements that are needed based on the CPA which are beyond those needed to support the allowable level of development under the current Comprehensive Plan.

2. Category 2 - Those road improvements that are needed to support the allowable level of development on the Babcock Ranch under the current Comprehensive Plan and which are beyond those improvements of the MPO's 2030 Financially Feasible Plan needed to achieve the County's level of service standard without the Babcock allowable or CPA level of development.

CPA Traffic Mitigation – 50% Internal Capture:

The suggested traffic mitigation program for the Babcock Ranch CPA includes the following.

1. The Babcock Ranch will pay the full costs for all Category 1 road improvements. Those improvements are those that are needed to support the CPA that are beyond those needed to support the allowable level of development on the Babcock Ranch. The total cost of those improvements is estimated to be $158,800,000.

2. The Babcock Ranch will pay its proportionate share of all Category 2 road improvements. Those improvements are those that are needed to support the allowable level of development under the current Comprehensive Plan and which are beyond those under the MPO's 2030 Financially Feasible Plan needed to achieve the County's stated level of service standard. The total proportionate share of those improvements is estimated to be $72,109,000.

The Babcock Ranch CPA potential traffic mitigation is summarized as follows. Again, the Project will be developed as a DRI or series of DRIs. The actual road improvements necessary to support the Project, the timing of the improvements, the Project's internal trip capture, and the Project's actual traffic mitigation and commitments will be established at that time through the DRI process.

Babcock Ranch CPA Traffic Mitigation – 50% Internal Capture

| Roadway Improvement Category | Estimated Cost |
|---|---|
| Category 1 | $158,800,000 |
| Category 2 | $ 72,109,000 |
| Total | $230,909,000 |
| Total Less Babcock N/S Road | $217,209,000 |

**2015 Babcock Ranch CPA Traffic Analysis**

Traffic Analysis:

The traffic analysis for the interim year 2015 evaluated the traffic impacts of the allowable level of development on the Babcock Ranch without a CPA and the anticipated level of development on the Babcock ranch in 2015 with the CPA. The Lee County FSUTMS travel model was run under the two development scenarios. Unlike the 2030 analysis, the model runs were made on the County's existing and committed road network.

The traffic volumes were posted and put into spreadsheets detailing the traffic volumes by road segment, the roadway service volumes, resultant levels of service, and needed improvements to achieve the County's level of service standard. Those detailed spreadsheets are provided in Appendix B.

Exhibit 8 summarizes the results of the testing under the allowable and proposed levels of development. Exhibit 9 summarizes the above information for those road segments where the cumulative Babcock Ranch (the allowable and CPA level of development) has a significant impact.

Road Improvements:

The 2015 roadway improvements needed to support the CPA and where the CPA has a significant impact are presented in Exhibit 10. The estimated cost of the improvements is also shown on that exhibit.

The improvements reflected in Exhibit 10 also represent the two categories of improvements.

1. Category 1 – Those road improvements that are made necessary solely by the CPA. These are the improvements that are needed based on the CPA which are beyond those needed to support the allowable level of development under the current Comprehensive Plan.

2. Category 2 – Those road improvements that are needed to support the allowable level of development on the Babcock Ranch under the current Comprehensive Plan and which are beyond, in this case, the E+C network.

Traffic Mitigation:

The suggested traffic mitigation program for the Babcock Ranch CPA includes the following.

1. The Babcock Ranch pays the full costs for all Category 1 road improvements. Those improvements are those that are needed to support the CPA that are beyond those needed to support the allowable level of development on the Babcock Ranch. For 2015 there are no Category 1 roads.

2. The Babcock Ranch pays its proportionate share of all Category 2 road improvements. Those improvements are those that are needed to support the allowable level of development under the current Comprehensive Plan and which, in this instance, are beyond the E+C network. The total proportionate share of those improvements is estimated to be $48,811,000.

The Babcock Ranch CPA potential traffic mitigation is summarized as follows. Again, the Project will be developed as a DRI or series of DRIs. The actual road improvements necessary to support the Project, the timing of the improvements, the Project's internal trip capture, and the Project's actual traffic mitigation and commitments will be established at that time through the DRI process.

Babcock Ranch CPA Traffic Mitigation – 2015

| Roadway Improvement Category | Estimated Cost |
|---|---|
| Category 1 | $ 0 |
| Category 2 | $48,811,000 |
| Total | $48,811,000 |

**Summary**

The above provides the estimated Babcock Ranch CPA 2030 needed road improvements and traffic mitigation. The improvements identified above in Exhibits 2 and 5 are those improvements needed to support the Babcock Ranch and all area development while achieving the County's level of service standard.

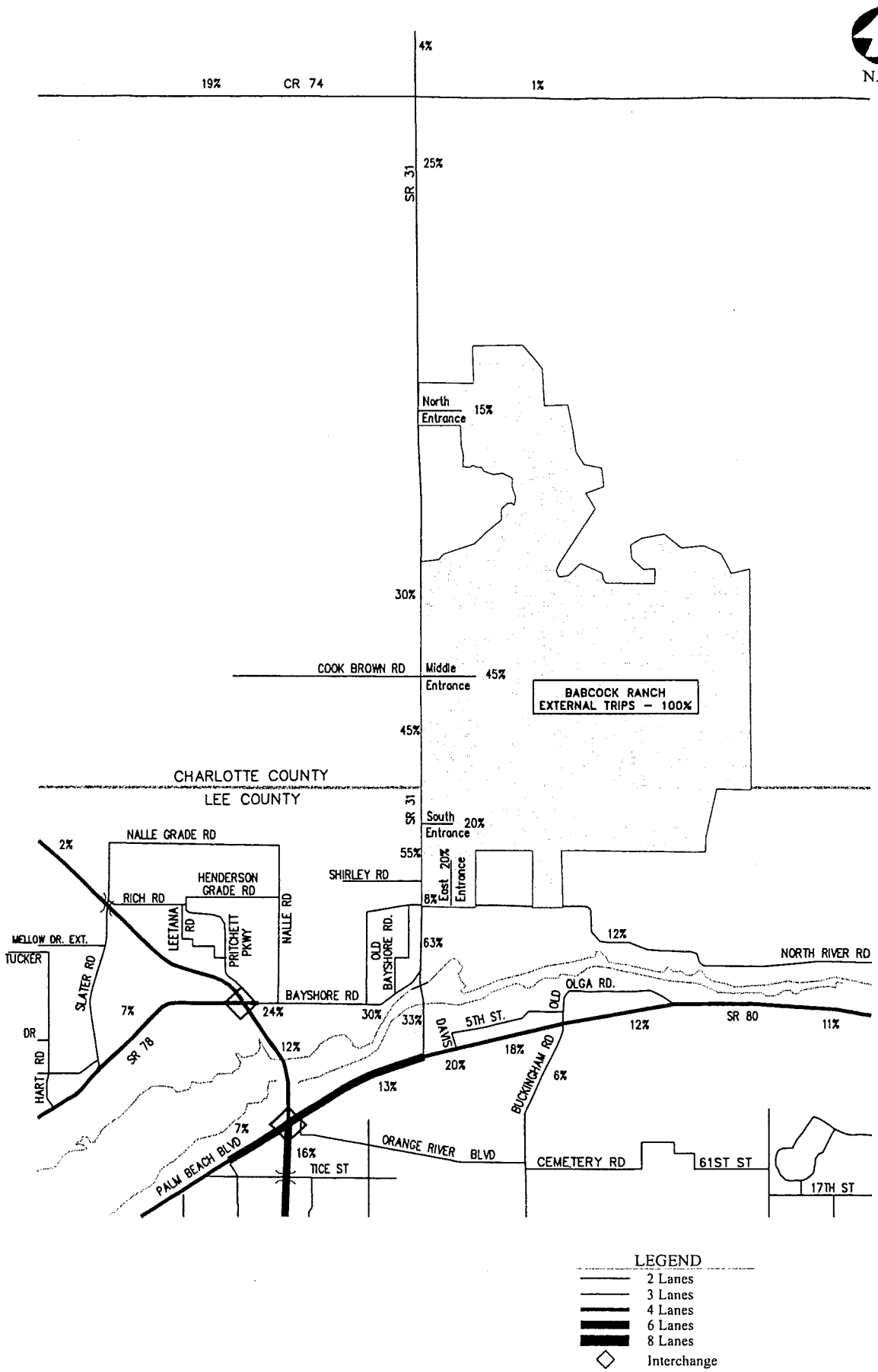
The improvements identified in Exhibits 3 and 4 are those improvements needed to support the Babcock Ranch CPA and which the Project will pay the full cost or its proportionate share of the costs of those improvements, at an unrealistically low internal trip capture rate of 22%. The

improvements identified in Exhibits 6 and 7 are those improvements needed to support the Babcock Ranch CPA and which the Project will pay the full cost or its proportionate share of the costs of those improvements, at a more realistic internal trip capture rate of 50%.

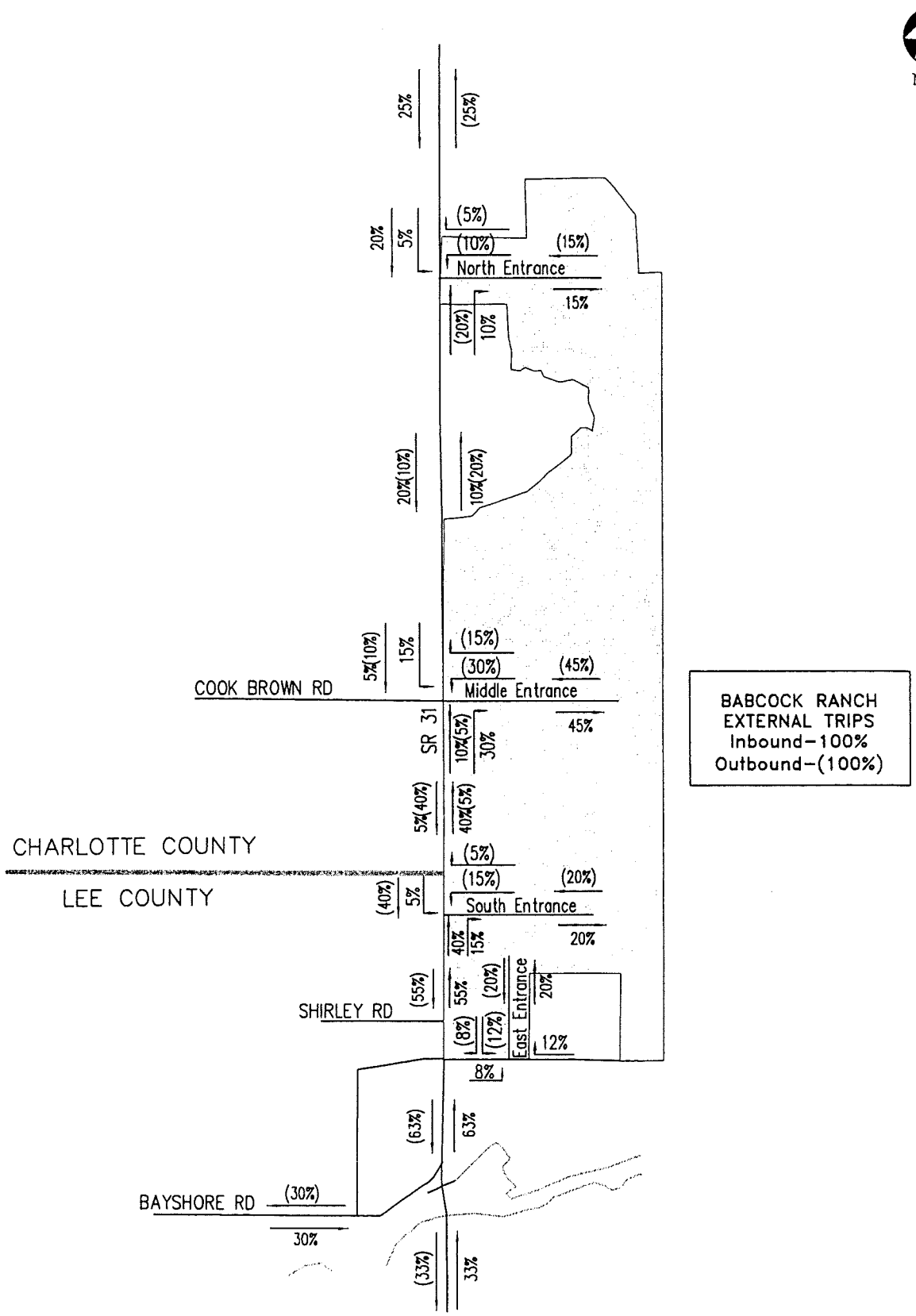
Road improvements estimated to be needed coincident with the CPA in 2015 are also shown in Exhibits 8, 9, and 10.

It is also important to note that the analysis does not reflect any new transit adjustments. In the future, those adjustments may be significant.

It is understood that the Project will be developed as a DRI or a series of DRIs. The actual road improvements necessary to support the Project, the timing of the improvements, the Project's internal trip capture, and the Project's actual traffic mitigation and commitments will be established at that time through the DRI process.




| | | | | | |
|---|---|---|---|---|---|
| Babcock Community<br>Lee County, Charlotte County, Florida | dpa | DAVID PLUMMER & ASSOCIATES, INC.<br>1531 HENDRY STREET<br>FORT MYERS, FL 33901<br>(941) 332-2617 | BABCOCK RANCH<br>GENERAL TRIP ASSIGNMENT % | | |
| | | | DATE: 03/06 | PROJECT NO.: 05680 | FILE NO.: 28A/0306 |
| | | | SCALE: N.T.S. | EXHIBIT: A | |




| | | | |
|---|---|---|---|
| Babcock Community<br>Lee County, Charlotte County, Florida | dpa | DAVID PLUMMER & ASSOCIATES, INC.<br>1531 HENDRY STREET<br>FORT MYERS, FL 33901<br>(941) 332-2617 | BABCOCK RANCH<br>GENERAL TRIP ASSIGNMENT % |

| DATE | PROJECT NO. | FILE NO. | SCALE | EXHIBIT |
|---|---|---|---|---|
| 03/06 | 05680 | 29A/0306 | N.T.S. | B |

**EXHIBIT 1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**EXISTING TRAFFIC CONDITIONS**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | LC PCS | (4) AADT | (5) K100 Factor | (5) Two-Way Peak Hr Volume | (6) Dir. Split DIR 1 | (6) Dir. Split DIR 2 | Directional Peak Hour Volume DIR 1 | Directional Peak Hour Volume DIR 2 | (2) SERVICE VOLUME @ STDDIR 1 | V/C DIR 1 | V/C DIR 2 | LOS DIR 1 | LOS DIR 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 4 | 37,800 | 0.09 | 3,550 | 0.49 | 0.51 | 1,740 | 1,811 | 1950 | 0.89 | 0.93 | C | C |
| | Business 41 | Hart Rd. | 4LD | E | 4 | 37,800 | 0.09 | 3,550 | 0.49 | 0.51 | 1,740 | 1,811 | 1950 | 0.89 | 0.93 | C | C |
| | Hart Rd. | Slater Rd. | 4LD | E | 4 | 28,700 | 0.09 | 2,700 | 0.49 | 0.51 | 1,323 | 1,377 | 1950 | 0.68 | 0.71 | B | B |
| | Slater Rd | I-75 | 4LD | E | 4 | 22,300 | 0.09 | 2,100 | 0.49 | 0.51 | 1,029 | 1,071 | 1950 | 0.53 | 0.55 | B | B |
| | I-75 | Nalle Rd. | 2LU | E | 4 | 11,900 | 0.09 | 1,120 | 0.49 | 0.51 | 549 | 571 | 920 | 0.60 | 0.62 | C | C |
| | Nalle Rd. | SR 31 | 2LU | E | 4 | 11,900 | 0.09 | 1,120 | 0.49 | 0.51 | 549 | 571 | 920 | 0.60 | 0.62 | C | C |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 11 | 8,700 | 0.10 | 900 | 0.53 | 0.47 | 477 | 423 | 920 | 0.52 | 0.46 | C | C |
| | Orange River Blvd. | SR 80 | 2LU | D | 11 | 8,700 | 0.10 | 900 | 0.53 | 0.47 | 477 | 423 | 920 | 0.52 | 0.46 | C | C |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 41 | 9,300 | 0.12 | 1,080 | 0.59 | 0.41 | 637 | 443 | 1950 | 0.33 | 0.23 | B | A |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 41 | 22,100 | 0.12 | 2,560 | 0.59 | 0.41 | 1,510 | 1,050 | 1950 | 0.77 | 0.54 | B | B |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 41 | 27,700 | 0.12 | 3,210 | 0.59 | 0.41 | 1,894 | 1,316 | 2920 | 0.65 | 0.45 | B | B |
| | Pondella Rd. | SR 80 | 6LD | E | 41 | 33,600 | 0.12 | 3,900 | 0.59 | 0.41 | 2,301 | 1,599 | 2920 | 0.79 | 0.55 | B | B |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 14 | 55,500 | 0.08 | 4,610 | 0.43 | 0.57 | 1,982 | 2,628 | 2920 | 0.68 | 0.90 | B | C |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 14 | 59,900 | 0.08 | 4,970 | 0.43 | 0.57 | 2,137 | 2,833 | 2920 | 0.73 | 0.97 | B | C |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 31 | 53,300 | 0.09 | 4,690 | 0.52 | 0.48 | 2,439 | 2,251 | 2920 | 0.84 | 0.77 | B | B |
| | Palmetto Ave. | Winkler. | 6LD | E | 31 | 53,300 | 0.09 | 4,690 | 0.52 | 0.48 | 2,439 | 2,251 | 2920 | 0.84 | 0.77 | B | B |
| | Winkler. | Ortiz | 6LD | E | 20 | 62,000 | 0.09 | 5,700 | 0.58 | 0.42 | 3,306 | 2,394 | 2920 | 1.13 | 0.82 | F | B |
| | Ortiz Ave. | I-75 | 6LD | E | 20 | 65,700 | 0.09 | 6,040 | 0.58 | 0.42 | 3,503 | 2,537 | 2920 | 1.20 | 0.87 | F | C |
| | I-75 | Treeline Ave. | 4LD | E | 22 | 34,900 | 0.09 | 3,250 | 0.58 | 0.42 | 1,885 | 1,365 | 1950 | 0.97 | 0.70 | C | B |
| | Treeline Ave. | SR 82 | 4LD | E | 22 | 34,900 | 0.09 | 3,250 | 0.58 | 0.42 | 1,885 | 1,365 | 1950 | 0.97 | 0.70 | C | B |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 24 | 4,800 | 0.10 | 480 | 0.50 | 0.50 | 240 | 240 | 920 | 0.26 | 0.26 | B | B |
| | Hart Rd. | US 41 | 2LU | E | 24 | 4,800 | 0.10 | 480 | 0.50 | 0.50 | 240 | 240 | 920 | 0.26 | 0.26 | B | B |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 24 | 18,100 | 0.10 | 1,790 | 0.50 | 0.50 | 895 | 895 | 1950 | 0.46 | 0.46 | B | B |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 24 | 18,100 | 0.10 | 1,790 | 0.50 | 0.50 | 895 | 895 | 1950 | 0.46 | 0.46 | B | B |
| EVANS AVE. | SR 80 | SR 82 | 2LU | E | 28 | 5,900 | 0.09 | 550 | 0.50 | 0.50 | 275 | 275 | 920 | 0.30 | 0.30 | B | B |
| | SR 82 | Metro Pkwy Ext. | 2LU | E | 28 | 5,900 | 0.09 | 550 | 0.50 | 0.50 | 275 | 275 | 920 | 0.30 | 0.30 | B | B |
| FOWLER AVE. | SR 80 | SR 82 | 4LD | E | 28 | N/A | 0.09 | N/A | 0.50 | 0.50 | N/A | N/A | 1950 | N/A | N/A | N/A | N/A |
| | SR 82 | Metro Pkwy Ext. | 4LD | E | 28 | 23,600 | 0.09 | 2,190 | 0.50 | 0.50 | 1,095 | 1,095 | 1950 | 0.56 | 0.56 | B | B |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 28 | 26,600 | 0.09 | 2,470 | 0.50 | 0.50 | 1,235 | 1,235 | 1950 | 0.63 | 0.63 | B | B |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 28 | 26,400 | 0.09 | 2,460 | 0.50 | 0.50 | 1,230 | 1,230 | 1950 | 0.63 | 0.63 | B | B |

**EXHIBIT 1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**EXISTING TRAFFIC CONDITIONS**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | LC PCS | (4) AADT | (5) K100 Factor | Two-Way Peak Hr Volume | (6) Dir. Split DIR 1 | DIR 2 | Directional Peak Hour Volume DIR 1 | DIR 2 | (2) SERVICE VOLUME @ STDDIR 1 | V/C DIR 1 | V/C DIR 2 | LOS DIR 1 | LOS DIR 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-75 | Daniels Pkwy. | Colonial Blvd. | 4F | D | FDOT | 66,500 | 0.09 | 5,840 | 0.53 | 0.47 | 3,095 | 2,745 | 3,240 | 0.96 | 0.85 | D | C |
| | Colonial Blvd. | SR 82 | 4F | D | FDOT | 69,000 | 0.09 | 6,060 | 0.53 | 0.47 | 3,212 | 2,848 | 3,240 | 0.99 | 0.88 | D | C |
| | SR 82 | Luckett Rd. | 4F | D | FDOT | 77,000 | 0.09 | 6,760 | 0.53 | 0.47 | 3,583 | 3,177 | 3,240 | 1.11 | 0.98 | E | D |
| | Luckett Rd. | SR 80 | 4F | D | FDOT | 75,000 | 0.09 | 6,590 | 0.53 | 0.47 | 3,493 | 3,097 | 3,240 | 1.08 | 0.96 | E | D |
| | SR 80 | Bayshore Rd. | 4F | D | FDOT | 55,500 | 0.09 | 4,870 | 0.53 | 0.47 | 2,581 | 2,289 | 3,240 | 0.80 | 0.71 | C | C |
| | Bayshore Rd. | County Line | 4F | D | FDOT | 38,000 | 0.09 | 3,340 | 0.53 | 0.47 | 1,770 | 1,570 | 3,240 | 0.55 | 0.48 | B | B |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 22 | 40,200 | 0.09 | 3,740 | 0.58 | 0.42 | 2,169 | 1,571 | 2920 | 0.74 | 0.54 | B | B |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 22 | 26,800 | 0.09 | 2,490 | 0.58 | 0.42 | 1,444 | 1,046 | 2920 | 0.49 | 0.36 | B | B |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 22 | 26,800 | 0.09 | 2,490 | 0.58 | 0.42 | 1,444 | 1,046 | 2920 | 0.49 | 0.36 | B | B |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 22 | 38,500 | 0.09 | 3,580 | 0.58 | 0.42 | 2,076 | 1,504 | 2920 | 0.71 | 0.51 | B | B |
| LITTLETON RD. | Slater Rd. | Hart Rd. | | E | 41 | N/A | 0.12 | 0 | 0.59 | 0.41 | N/A | N/A | 920 | N/A | N/A | N/A | N/A |
| | Hart Rd. | Business 41 | | E | 41 | N/A | 0.12 | 0 | 0.59 | 0.41 | N/A | N/A | 920 | N/A | N/A | N/A | N/A |
| | Business 41 | US 41 | 2LU | E | 41 | 6,500 | 0.12 | 750 | 0.59 | 0.41 | 443 | 308 | 920 | 0.48 | 0.33 | C | C |
| | US 41 | Corbett Rd. | 2LU | E | 34 | 7,500 | 0.10 | 710 | 0.45 | 0.55 | 320 | 391 | 920 | 0.35 | 0.42 | C | C |
| | Corbett Rd. | NE 24th Ave. | 2LU | E | 34 | 7,300 | 0.10 | 690 | 0.45 | 0.55 | 311 | 380 | 920 | 0.34 | 0.41 | C | C |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 4 | 1,500 | 0.09 | 140 | 0.49 | 0.51 | 69 | 71 | 920 | 0.07 | 0.08 | B | B |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 5 | 2,900 | 0.10 | 300 | 0.57 | 0.43 | 171 | 129 | 920 | 0.19 | 0.14 | B | B |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | E | 18 | 9,500 | 0.11 | 1,000 | 0.52 | 0.48 | 520 | 480 | 920 | 0.57 | 0.52 | C | C |
| | Ballard Street | SR 82 | 2LU | E | 18 | 17,000 | 0.11 | 1,790 | 0.52 | 0.48 | 931 | 859 | 920 | 1.01 | 0.93 | F | D |
| | SR 82 | Hanson St. | 2LU | E | 18 | 18,300 | 0.11 | 1,920 | 0.52 | 0.48 | 998 | 922 | 920 | 1.09 | 1.00 | F | F |
| | Hanson St. | Colonial Blvd. | 2LU | E | 18 | 18,300 | 0.11 | 1,920 | 0.52 | 0.48 | 998 | 922 | 920 | 1.09 | 1.00 | F | F |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 5 | 8,100 | 0.10 | 830 | 0.57 | 0.43 | 473 | 357 | 920 | 0.51 | 0.39 | C | C |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 3 | 25,900 | 0.10 | 2,510 | 0.48 | 0.52 | 1,205 | 1,305 | 1950 | 0.62 | 0.67 | B | B |
| SIX MILE CYPRESS PKV | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 18 | 15,500 | 0.11 | 1,630 | 0.52 | 0.48 | 848 | 782 | 3040 | 0.28 | 0.26 | B | B |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 18 | 15,500 | 0.11 | 1,630 | 0.52 | 0.48 | 848 | 782 | 2030 | 0.42 | 0.39 | B | B |
| | Winkler Ave. | Daniels Pkwy. | 2LUc | E | 18 | 19,800 | 0.11 | 2,080 | 0.52 | 0.48 | 1,082 | 998 | 960 | 1.13 | 1.04 | F | F |

**EXHIBIT 1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**EXISTING TRAFFIC CONDITIONS**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | LC PCS | (4) AADT | (5) K100 Factor | (5) Two-Way Peak Hr Volume | (6) Dir. Split DIR 1 | (6) Dir. Split DIR 2 | Directional Peak Hour Volume DIR 1 | Directional Peak Hour Volume DIR 2 | (2) SERVICE VOLUME @ STDDIR 1 | V/C DIR 1 | V/C DIR 2 | LOS DIR 1 | LOS DIR 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 4 | 6,700 | 0.09 | 630 | 0.49 | 0.51 | 309 | 321 | 920 | 0.34 | 0.35 | C | C |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 4 | 6,700 | 0.09 | 630 | 0.49 | 0.51 | 309 | 321 | 920 | 0.34 | 0.35 | C | C |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 5 | 11,100 | 0.10 | 1,130 | 0.57 | 0.43 | 644 | 486 | 920 | 0.70 | 0.53 | C | C |
| | Bayshore Rd. | North River Rd. | 2LU | E | 5 | 11,100 | 0.10 | 1,130 | 0.57 | 0.43 | 644 | 486 | 920 | 0.70 | 0.53 | C | C |
| | North River Rd. | Project Entrance | 2LU | E | 4 | 7,900 | 0.09 | 740 | 0.49 | 0.51 | 363 | 377 | 920 | 0.39 | 0.41 | C | C |
| | Project Entrance | County Line | 2LU | E | 4 | 7,900 | 0.09 | 740 | 0.49 | 0.51 | 363 | 377 | 920 | 0.39 | 0.41 | C | C |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 22 | 28,600 | 0.09 | 2,660 | 0.58 | 0.42 | 1,543 | 1,117 | 1950 | 0.79 | 0.57 | B | B |
| | Palmetto Ave. | Michigan Link | 4LD | E | 22 | 23,600 | 0.09 | 2,190 | 0.58 | 0.42 | 1,270 | 920 | 1950 | 0.65 | 0.47 | B | B |
| | Michigan Link | Ortiz Ave. | 4LD | E | 22 | 35,000 | 0.09 | 3,260 | 0.58 | 0.42 | 1,891 | 1,369 | 1950 | 0.97 | 0.70 | C | B |
| | Ortiz Ave. | I-75 | 4LD | E | 22 | 31,900 | 0.09 | 2,970 | 0.58 | 0.42 | 1,723 | 1,247 | 1950 | 0.88 | 0.64 | C | B |
| | I-75 | Buckingham Rd. | 2LU | E | 22 | 28,200 | 0.09 | 2,620 | 0.58 | 0.42 | 1,520 | 1,100 | 920 | 1.65 | 1.20 | F | F |
| | Buckingham Rd. | Lee Blvd. | 2LU | E | 22 | 22,300 | 0.09 | 2,070 | 0.58 | 0.42 | 1,201 | 869 | 920 | 1.31 | 0.95 | F | D |
| | Lee Blvd. | Gunnery Rd. | 2LU | E | 22 | 19,400 | 0.09 | 1,800 | 0.58 | 0.42 | 1,044 | 756 | 920 | 1.13 | 0.82 | F | C |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 5 | 29,100 | 0.10 | 2,970 | 0.57 | 0.43 | 1,693 | 1,277 | 1950 | 0.87 | 0.65 | C | B |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 5 | 29,100 | 0.10 | 2,970 | 0.57 | 0.43 | 1,693 | 1,277 | 1950 | 0.87 | 0.65 | C | B |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 5 | 29,100 | 0.10 | 2,970 | 0.57 | 0.43 | 1,693 | 1,277 | 1950 | 0.87 | 0.65 | C | B |
| | Oritz Blvd. | I-75 | 6LD | E | 5 | 26,000 | 0.10 | 2,650 | 0.57 | 0.43 | 1,511 | 1,140 | 2920 | 0.52 | 0.39 | B | B |
| | I-75 | SR 31 | 6LD | D | 5 | 23,900 | 0.10 | 2,440 | 0.57 | 0.43 | 1,391 | 1,049 | 2920 | 0.48 | 0.36 | B | B |
| | SR 31 | Tropic Ave. | 4LD | D | 5 | 31,700 | 0.10 | 3,230 | 0.57 | 0.43 | 1,841 | 1,389 | 1950 | 0.94 | 0.71 | C | B |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 5 | 31,700 | 0.10 | 3,230 | 0.57 | 0.43 | 1,841 | 1,389 | 1950 | 0.94 | 0.71 | C | B |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 5 | 21,900 | 0.10 | 2,230 | 0.57 | 0.43 | 1,271 | 959 | 1950 | 0.65 | 0.49 | B | B |
| | South Olga Drive | Hickey Creek | 4LD | D | 5 | 21,900 | 0.10 | 2,230 | 0.57 | 0.43 | 1,271 | 959 | 1950 | 0.65 | 0.49 | B | B |
| | Hickey Creek | Joel Blvd. | 4LD | D | 5 | 21,900 | 0.10 | 2,230 | 0.57 | 0.43 | 1,271 | 959 | 1950 | 0.65 | 0.49 | B | B |
| | Joel Blvd. | County Line | 2LU | D | 5 | 15,700 | 0.10 | 1,600 | 0.57 | 0.43 | 912 | 688 | 900 | 1.01 | 0.76 | E | C |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | E | 18 | N/A | 0.11 | N/A | 0.52 | 0.48 | N/A | N/A | 1950 | N/A | N/A | N/A | N/A |

**EXHIBIT 1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**EXISTING TRAFFIC CONDITIONS**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | LC PCS | (4) AADT | (5) K100 Factor | Two-Way Peak Hr Volume | (6) Dir. Split DIR 1 | DIR 2 | Directional Peak Hour Volume DIR 1 | DIR 2 | (2) SERVICE VOLUME @ STDDIR 1 | V/C DIR 1 | V/C DIR 2 | LOS DIR 1 | LOS DIR 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 41 | Hanson St. | SR 82 | 6LD | E | 9 | 45,600 | 0.08 | 3,600 | 0.49 | 0.51 | 1,764 | 1,836 | 2920 | 0.60 | 0.63 | B | B |
| | SR 82 | Hancock Bridge Pkwy | 4LD | E | 1 | 52,100 | 0.09 | 4,790 | 0.56 | 0.44 | 2,682 | 2,108 | 1950 | 1.38 | 1.08 | F | F |
| | Hancock Bridge Pkwy | Pondella Rd. | 4LD | E | 1 | 34,400 | 0.09 | 3,160 | 0.56 | 0.44 | 1,770 | 1,390 | 1950 | 0.91 | 0.71 | C | B |
| | Pondella Rd. | Pine Island Rd. | 4LD | E | 1 | 27,800 | 0.09 | 2,560 | 0.56 | 0.44 | 1,434 | 1,126 | 1950 | 0.74 | 0.58 | B | B |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 1 | 25,700 | 0.09 | 2,360 | 0.56 | 0.44 | 1,322 | 1,038 | 1950 | 0.68 | 0.53 | B | B |
| | Littleton Rd. | Business 41 | 4LD | E | 1 | 20,400 | 0.09 | 1,880 | 0.56 | 0.44 | 1,053 | 827 | 1950 | 0.54 | 0.42 | B | B |
| | Business 41 | Del Prado Extension | 4LD | E | 1 | 18,700 | 0.09 | 1,720 | 0.56 | 0.44 | 963 | 757 | 1950 | 0.49 | 0.39 | B | B |
| | Del Prado Extension | County Line | 4LD | E | 1 | 18,700 | 0.09 | 1,720 | 0.56 | 0.44 | 963 | 757 | 1950 | 0.49 | 0.39 | B | B |

FOOTNOTES:

(1) Existing number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) AADT from Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(4) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(5) D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.

**EXHIBIT 2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS AND NEEDS SUMMARY WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 F- F # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Financially Feasible Plan (5) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With Allowable Development (6) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With CPA @ 22% Internal (7) Dir1 | Dir2 | Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | F | F | 6 | Add 2 L |
| | I-75 | Nalle Rd. | 2LU | 2LU | 2LU | E | D | D | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 6 | Add 4 L |
| | Nalle Rd. | SR 31 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | C | 4 | Add 2 L | F | F | 8 | Add 6 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | 2LU | 4LD | D | E | D | 2 | Add 0 L | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | 2LU | 4LD | D | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | 4LD | 4LD | E | F | F | 6 | Add 2 L | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | 6LD | 6LD | E | F | C | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | 6LD | 6LD | E | F | F | 6 | Add 0 L | F | F | 10 | Add 4 L | F | F | 12 | Add 6 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | 6LD | 10LD | E | B | C | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | 6LD | 10LD | E | F | C | 8 | Add 2 L | F | B | 8 | Add 2 L | F | C | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | 6LD | 10LD | E | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | 6LD | 10LD | E | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Treeline Ave. | SR 82 | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 4 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | 3LO | 3LO | E | F | A | 4 | Add 1 L | B | A | 3 | Add 0 L | B | A | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 2LO | 3LO | 3LO | E | B | A | 3 | Add 0 L | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | 3LO | 3LO | E | A | C | 3 | Add 0 L | A | B | 3 | Add 0 L | A | B | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 4LD | 3LO | 3LO | E | A | B | 3 | Add 0 L | A | B | 2 | Add 0 L | A | B | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | F | E | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | F | E | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | 6F | 8F | D | D | D | 6 | Add 0 L | D | C | 4 | Add 0 L | E | D | 6 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | 6F | 8F | D | D | C | 6 | Add 0 L | D | C | 4 | Add 0 L | E | D | 6 | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | 8F | 8F | D | C | B | 8 | Add 0 L | C | B | 4 | Add 0 L | C | C | 6 | Add 0 L |
| | Bayshore Rd. | County Line | 4F | 6F | 8F | D | C | B | 6 | Add 0 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | 6LD | 6LD | E | C | B | 6 | Add 0 L | D | B | 6 | Add 0 L | F | B | 8 | Add 2 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Hart Rd. | Business 41 | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Business 41 | US 41 | 2LU | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | US 41 | Corbett Rd. | 2LU | 4LD | 4LD | E | B | D | 4 | Add 0 L | B | C | 4 | Add 0 L | B | C | 4 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | SR 82 | Hanson St. | 2LU | 4LD | 4LD | E | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | 2LU | 2LU | E | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | C | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | 6LDc | 6LDc | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | 4LDc | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | 4LDc | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |

**EXHIBIT 2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS AND NEEDS SUMMARY WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 F- F # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Financially Feasible Plan (5) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With Allowable Development (6) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With CPA @ 22% Internal (7) Dir1 | Dir2 | Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | SR 80 | Bayshore Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 8 | Add 6 L |
| | Bayshore Rd. | North River Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 14 | Add 12 L |
| | North River Rd. | Project Entrance | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 12 | Add 10 L |
| | Project Entrance | County Line | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 10 | Add 8 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | 4LD | 4LD | E | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | 4LD | 4LD | E | D | B | 4 | Add 0 L | F | B | 6 | Add 2 L | F | B | 6 | Add 2 L |
| | Michigan Link | Ortiz Ave. | 4LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Ortiz Ave. | I-75 | 4LD | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | I-75 | Buckingham Rd. | 2LU | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | C | 10 | Add 4 L | F | C | 10 | Add 4 L |
| | Buckingham Rd. | Lee Blvd. | 2LU | 6LD | 6LD | E | C | B | 6 | Add 0 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 2LU | 6LD | 6LD | E | B | B | 6 | Add 0 L | A | A | 2 | Add 0 L | B | B | 4 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | 4LD | 4LD | E | D | B | 4 | Add 0 L | F | B | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L |
| | Oritz Blvd. | I-75 | 6LD | 6LD | 6LD | E | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | F | B | 8 | Add 2 L |
| | I-75 | SR 31 | 6LD | 6LD | 6LD | D | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | F | C | 8 | Add 2 L |
| | SR 31 | Tropic Ave. | 4LD | 4LD | 6LD | D | F | D | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 8 | Add 4 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | 4LD | 6LD | D | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | F | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | 4LD | 4LD | D | F | B | 6 | Add 2 L | F | C | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | South Olga Drive | Hickey Creek | 4LD | 4LD | 4LD | D | D | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | F | 6 | Add 2 L |
| | Hickey Creek | Joel Blvd. | 4LD | 4LD | 4LD | D | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Joel Blvd. | County Line | 4LD | 4LD | 4LD | D | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | 6LD | 6LD | E | F | F | 8 | Add 2 L | F | F | 8 | Add 2 L | F | F | 10 | Add 4 L |
| | SR 82 | Hancock Bridge Pkwy. | 4LD | 8LD | 8LD | E | F | F | 8 | Add 0 L | B | B | 8 | Add 0 L | B | B | 8 | Add 0 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Pondella Rd. | Pine Island Rd. | 4LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | D | B | 6 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | 4LD | 4LD | E | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | D | B | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | 4LD | 6LD | E | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |

FOOTNOTES:

(1) Exisitng plus committed number of lanes.
(2) Adopted Lee County MPO 2030 Financially Feasible Plan - December, 2005.
(3) Adopted Lee County MPO 2030 Needs Plan - December, 2005.
(4) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(5) Roadway improvement attributed to adopted 2030 Financially Feasible Plan needs to maintain adopted LOS standard.
(6) 2030 County-wide roadway needs with Allowable Development to maintain adopted LOS standard.
(7) 2030 County-wide roadway needs with CPA (@22% Internal Caputre) to maintain adopted LOS standard.

**EXHIBIT 3**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**2030 RECOMMENDED ROADWAY IMPROVEMENTS WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 F- F # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Financially Feasible Plan (5) Dir1 | Dir2 | Needs | Improvement | 2030 LOS: With Allowable Development (6) Dir1 | Dir2 | Needs | Improvement | With CPA @ 22% Internal: Dir1 | Dir2 | (7) Network Needs | Improvement | (8) Prop Share Needs | Improvement | (9) Miligate 100% Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Slater Rd | I-75 | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | F | F | 6 | Add 2 L | | Add 0 L | 6 | Add 2 L |
| | I-75 | Nalle Rd. | 2LU | 2LU | 2LU | E | D | D | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 6 | Add 4 L | 4 | Add 2 L | 2 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | C | 4 | Add 2 L | F | F | 8 | Add 6 L | 4 | Add 2 L | 4 | Add 4 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | 2LU | 4LD | D | E | D | 2 | Add 0 L | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | 2LU | 4LD | D | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| COLONIAL BLVD | Winkler. | Ortiz | 6LD | 6LD | 10LD | E | F | C | 8 | Add 2 L | F | B | 8 | Add 2 L | F | C | 8 | Add 2 L | | Add 0 L | | Add 0 L |
| | Ortiz Ave. | I-75 | 6LD | 6LD | 10LD | E | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L | | Add 0 L | | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Hart Rd. | US 41 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | F | E | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | F | E | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | 6F | 8F | D | D | D | 6 | Add 0 L | D | C | 4 | Add 0 L | E | D | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | 6F | 8F | D | D | C | 6 | Add 0 L | D | C | 4 | Add 0 L | E | D | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | 8F | 8F | D | C | B | 8 | Add 0 L | C | B | 4 | Add 0 L | C | C | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Hart Rd. | Business 41 | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Business 41 | US 41 | 2LU | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | US 41 | Corbett Rd. | 2LU | 4LD | 4LD | E | B | D | 4 | Add 0 L | B | C | 4 | Add 0 L | B | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| NORTH RIVER RD. | SR 31 | County Line | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | | Add 0 L | 4 | Add 2 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Ballard Street | SR 82 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 82 | Hanson St. | 2LU | 4LD | 4LD | E | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L | F | F | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | 2LU | 2LU | E | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | 6LDc | 6LDc | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | 4LDc | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | 4LDc | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 8 | Add 6 L | 4 | Add 2 L | 4 | Add 4 L |
| | Bayshore Rd. | North River Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 14 | Add 12 L | 4 | Add 2 L | 10 | Add 10 L |
| | North River Rd. | Project Entrance | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 12 | Add 10 L | 4 | Add 2 L | 8 | Add 8 L |
| | Project Entrance | County Line | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 10 | Add 8 L | 4 | Add 2 L | 6 | Add 6 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | 4LD | 4LD | E | D | B | 4 | Add 0 L | F | B | 6 | Add 2 L | F | C | 6 | Add 2 L | 6 | Add 2 L | | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | 6LD | 6LD | E | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | F | B | 8 | Add 2 L | | Add 0 L | 8 | Add 2 L |
| | I-75 | SR 31 | 6LD | 6LD | 6LD | D | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | F | C | 8 | Add 2 L | | Add 0 L | 8 | Add 2 L |
| | SR 31 | Tropic Ave. | 4LD | 4LD | 6LD | D | F | D | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 8 | Add 4 L | | Add 0 L | 8 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | 4LD | 6LD | D | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | F | 6 | Add 2 L | | Add 0 L | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | 4LD | 4LD | D | F | B | 6 | Add 2 L | F | C | 6 | Add 2 L | F | F | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | South Olga Drive | Hickey Creek | 4LD | 4LD | 4LD | D | D | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | F | 6 | Add 2 L | | Add 0 L | 6 | Add 2 L |
| | Hickey Creek | Joel Blvd. | 4LD | 4LD | 4LD | D | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L | F | F | 6 | Add 2 L | 6 | Add 2 L | | Add 0 L |
| | Joel Blvd. | County Line | 4LD | 4LD | 4LD | D | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |

FOOTNOTES:

(1) Exisitng plus committed number of lanes.
(2) Adopted Lee County MPO 2030 Financially Feasible Plan - December, 2005.
(3) Adopted Lee County MPO 2030 Needs Plan - December, 2005.
(4) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(5) Roadway improvement attributed to adopted 2030 Financially Feasible Plan needs to maintain adopted LOS standard.
(6) Roadway improvement attributed to Allowable Development as compared to the adopted Lee County 2030 Financially Feasible Plan.
(7) County-wide roadway needs with CPA (@22% Internal Capture) as compared to the adopted Lee County 2030 Financially Feasible Plan.
(8) Proportionate Share mitigation for roadway improvement attribute to Allowable Development needs that are beyond the 2030 Financially Feasible needs.
(9) 100% mitigation for roadway improvement beyond Allowable Development needs and beyond the 2030 Financially Feasible needs.

Significant Impact @ 5%

**EXHIBIT 4**
**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROAD IMPROVEMENTS WITH 22% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**LEE COUNTY**

| Roadway | From | To | (8) # of Lanes | (6) 2030 # Lanes | (6) # of Lanes Added | | Length (Miles) | Cost Per Lane Mile | Improvement Cost Per Mile | | (7) R/W & Engg. Adj. Factor | Adjusted Cost Per Lane Mile | Adjusted Improvement Cost Per Mile | Total Improvement Cost | Adjusted Total Improvement Cost | | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | Slater Road | I-75 | 4 | 6 | 2 | (12) | 2.90 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $14,800,000 | $15,900,000 | (2) | 1.00000 | (12) | $15,900,000 |
| | I-75 | Nalle Road | 2 | 4 | 2 | (11) | 0.60 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $2,700,000 | $2,900,000 | (2) | 1.00000 | (11) | $2,900,000 |
| | I-75 | Nalle Road | 4 | 6 | 2 | (12) | 0.60 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $3,100,000 | $3,300,000 | (2) | 1.00000 | (12) | $3,300,000 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (11) | 2.70 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $13,100,000 | (2) | 1.00000 | (11) | $13,100,000 |
| | Nalle Road | SR 31 | 4 | 8 | 4 | (12) | 2.70 | $1,457,700 | $5,830,800 | (1) | 1.46 | $2,128,242 | $8,512,968 | $23,000,000 | $24,700,000 | (2) | 1.00000 | (12) | $24,700,000 |
| Buckingham Road | Orange River Boulevard | SR 80 | 2 | 4 | 2 | (11) | 2.60 | $5,305,077 | $10,610,154 | (3) | 1.00 | $5,305,077 | $10,610,154 | $27,600,000 | $27,600,000 | | 0.68478 | (11) | $18,900,000 |
| North River Road | SR 31 | Broadway Road | 2 | 4 | 2 | (12) | 10.20 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $46,000,000 | $49,400,000 | (2) | 1.00000 | (12) | $49,400,000 |
| SR 31 | SR 80 | Bridge | 2 | 4 | 2 | (11) | 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 1.00000 | (11) | $3,100,000 |
| | SR 80 | Bridge | 4 | 8 | 4 | (12) | 0.70 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $6,200,000 | $6,200,000 | | 1.00000 | (12) | $6,200,000 |
| | Bridge | Bridge | 0 | 8 | 8 | (12) | 0.50 | $8,745,000 | $69,960,000 | (1) | 1.00 | $8,745,000 | $69,960,000 | $35,000,000 | $37,600,000 | (2) | 1.00000 | (12) | $37,600,000 |
| | Bridge | Bayshore Road | 2 | 4 | 2 | (11) | 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 1.00000 | (11) | $900,000 |
| | Bridge | Bayshore Road | 4 | 8 | 4 | (12) | 0.20 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $1,800,000 | $1,800,000 | | 1.00000 | (12) | $1,800,000 |
| | Bayshore Road | North River Road | 2 | 4 | 2 | (11) | 1.30 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | | 1.00000 | (11) | $5,700,000 |
| | Bayshore Road | North River Road | 4 | 14 | 10 | (12) | 1.30 | $2,200,000 | $22,000,000 | (9) | 1.00 | $2,200,000 | $22,000,000 | $28,600,000 | $28,600,000 | | 1.00000 | (12) | $28,600,000 |
| | North River Road | Project Entrance | 2 | 4 | 2 | (11) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (11) | $4,800,000 |
| | North River Road | Project Entrance | 4 | 6 | 2 | (12) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (12) | $4,800,000 |
| | Project Entrance | County Line | 2 | 4 | 2 | (11) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (11) | $4,000,000 |
| | Project Entrance | County Line | 4 | 6 | 2 | (12) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (12) | $4,000,000 |
| SR 80 | Seaboard Street | Palmetto Avenue | 4 | 6 | 2 | (11) | 0.83 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $4,200,000 | $4,500,000 | (2) | 0.33696 | (11) | $1,516,000 |
| | Ortiz | I-75 | 6 | 8 | 2 | (12) | 1.20 | $1,863,950 | $3,727,900 | (1) | 1.46 | $2,721,367 | $5,442,734 | $6,500,000 | $7,000,000 | (2) | 1.00000 | (12) | $7,000,000 |
| | I-75 | SR 31 | 6 | 8 | 2 | (12) | 2.70 | $1,863,950 | $3,727,900 | (1) | 1.46 | $2,721,367 | $5,442,734 | $14,700,000 | $15,800,000 | (2) | 1.00000 | (12) | $15,800,000 |
| | SR 31 | Tropic Avenue | 6 | 8 | 2 | (12) | 1.50 | $1,863,950 | $3,727,900 | (1) | 1.46 | $2,721,367 | $5,442,734 | $8,200,000 | $8,800,000 | | 1.00000 | (12) | $8,800,000 |
| | Tropic Avenue | Buckingham Road | 4 | 6 | 2 | (12) | 1.00 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $7,300,000 | $7,300,000 | | 1.00000 | (12) | $7,300,000 |
| | South Olga Drive | Hickey Creek | 4 | 6 | 2 | (12) | 0.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $3,600,000 | $3,600,000 | | 1.00000 | (12) | $3,600,000 |
| | Hickey Creek | Joel Boulevard | 4 | 6 | 2 | (11) | 4.90 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $35,500,000 | $35,500,000 | | 1.00000 | (11) | $35,500,000 |
| Babcock N/S Road | North River Road | Project Entrance | 0 | 6 | 6 | (12) | 1.10 | $2,200,000 | $13,200,000 | (9) | 1.00 | $2,200,000 | $13,200,000 | $14,500,000 | $14,500,000 | | 1.00000 | (12) | $14,500,000 |
| | Project Entrance | County Line | 0 | 4 | 4 | (12) | 0.90 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $7,900,000 | $7,900,000 | | 1.00000 | (12) | $7,900,000 |

| | |
|---|---|
| **Proportionate Share** | **$90,416,000** |
| **100% Mitigation** | **$241,200,000** |
| **Total** | **$331,616,000** |
| **Total Less Babcock N/S Road** | **$309,216,000** |

FOOTNOTES:

(1) Improvement costs (2004 $) obtained from Florida DOT 2004 Transportation Costs, March 2005 (pages 5-8).
(2) Improvement costs adjusted (for inflation) to 2005$, where applicable, per Implict Price Deflator factor from the Florida DOT 2004 Transportation Costs, March 2005 (page 17).
(3) Per Lee County MPO 2030 Highway Element As Adopted December 7th, 2005 with Approved Amendments on January 20th, 2006.
(4) Parallel facility, capacity and improvement costs are based on Hanson Street Extension (new 4L) from Ortiz Avenue to Forum (1.15 miles).
(5) Improvement cost based on 10L widening of I-75 from Alico Road to SR 82.
(6) Number of lanes is based on the volume/capacity ratio. The actual number of lanes added could be parallel facilities.
(7) Adjustment factor to account for right-of-way and other engineering costs, where needed.
Per Florida DOT 2004 Transportation Costs, March 2005 (page 11) the ratio of engineering to construction costs is approximately 46%.
Engineering costs include preliminary engineering, construction engineering inspection, right-of-way support and related overhead costs.
(8) 2030 Financial Feasible Plan needs number of lanes.
(9) Cost per Lane Mile Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(10) Intentionally left blank.
(11) Proportionate Share - Project traffic as a percentage of capacity added.
(12) 100% mitigation.

**EXHIBIT 5**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS AND NEEDS SUMMARY WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 F-F # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Financially Feasible Plan (5) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With Allowable Development (6) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With CPA @ 50% Internal (7) Dir1 | Dir2 | Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | 2LU | 2LU | E | D | D | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | C | 4 | Add 2 L | F | F | 6 | Add 4 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | 2LU | 4LD | D | E | D | 2 | Add 0 L | D | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | 2LU | 4LD | D | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | 4LD | 4LD | E | F | F | 6 | Add 2 L | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | 6LD | 6LD | E | F | C | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | 6LD | 6LD | E | F | F | 6 | Add 0 L | F | F | 10 | Add 4 L | F | F | 12 | Add 6 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | 6LD | 10LD | E | B | C | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | 6LD | 10LD | E | F | C | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | 6LD | 10LD | E | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | 6LD | 10LD | E | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Treeline Ave. | SR 82 | 6LD | 6LD | 10LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | 3LO | 3LO | E | F | A | 4 | Add 1 L | B | A | 3 | Add 0 L | B | A | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 2LO | 3LO | 3LO | E | B | A | 3 | Add 0 L | B | A | 2 | Add 0 L | B | A | 2 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | 3LO | 3LO | E | A | C | 3 | Add 0 L | A | B | 3 | Add 0 L | A | B | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 4LD | 3LO | 3LO | E | A | B | 3 | Add 0 L | A | B | 2 | Add 0 L | A | B | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | 6F | 8F | D | D | D | 6 | Add 0 L | D | C | 4 | Add 0 L | D | D | 4 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | 6F | 8F | D | D | C | 6 | Add 0 L | D | C | 4 | Add 0 L | D | D | 4 | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | 8F | 8F | D | C | B | 8 | Add 0 L | C | B | 4 | Add 0 L | C | C | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 4F | 6F | 8F | D | C | B | 6 | Add 0 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | 6LD | 6LD | E | C | B | 6 | Add 0 L | D | B | 6 | Add 0 L | F | B | 8 | Add 2 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Hart Rd. | Business 41 | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Business 41 | US 41 | 2LU | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | US 41 | Corbett Rd. | 2LU | 4LD | 4LD | E | B | D | 4 | Add 0 L | B | C | 4 | Add 0 L | B | C | 4 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | County Line | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | SR 82 | Hanson St. | 2LU | 4LD | 4LD | E | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L | F | D | 6 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | 2LU | 2LU | E | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | C | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | 6LDc | 6LDc | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | 4LDc | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | 4LDc | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |

**EXHIBIT 5**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS AND NEEDS SUMMARY WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 F- F # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Financially Feasible Plan (5) Dir1 | Dir2 | Needs | Improvement | 2030 LOS With Allowable Development (6) Dir1 | Dir2 | Needs | Improvement | With CPA @ 50% Internal (7) Dir1 | Dir2 | Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | SR 80 | Bayshore Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 6 | Add 4 L |
| | Bayshore Rd. | North River Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 10 | Add 8 L |
| | North River Rd. | Project Entrance | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 10 | Add 8 L |
| | Project Entrance | County Line | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 8 | Add 6 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | 4LD | 4LD | E | C | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | 4LD | 4LD | E | D | B | 4 | Add 0 L | F | B | 6 | Add 2 L | F | B | 6 | Add 2 L |
| | Michigan Link | Ortiz Ave. | 4LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Ortiz Ave. | I-75 | 4LD | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | I-75 | Buckingham Rd. | 2LU | 6LD | 6LD | E | F | B | 8 | Add 2 L | F | C | 10 | Add 4 L | F | C | 10 | Add 4 L |
| | Buckingham Rd. | Lee Blvd. | 2LU | 6LD | 6LD | E | C | B | 6 | Add 0 L | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 2LU | 6LD | 6LD | E | B | B | 6 | Add 0 L | A | A | 2 | Add 0 L | B | B | 4 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | 4LD | 4LD | E | D | B | 4 | Add 0 L | F | B | 6 | Add 2 L | F | B | 6 | Add 2 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | D | B | 4 | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | 6LD | 6LD | E | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | 6LD | 6LD | D | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | 6LD | 6LD | D | F | D | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 8 | Add 4 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | 4LD | 6LD | D | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | F | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | 4LD | 4LD | D | F | B | 6 | Add 2 L | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | South Olga Drive | Hickey Creek | 4LD | 4LD | 4LD | D | D | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L |
| | Hickey Creek | Joel Blvd. | 4LD | 4LD | 4LD | D | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Joel Blvd. | County Line | 4LD | 4LD | 4LD | D | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | 6LD | 6LD | E | F | F | 8 | Add 2 L | F | F | 8 | Add 2 L | F | F | 10 | Add 4 L |
| | SR 82 | Hancock Bridge Pkwy. | 4LD | 8LD | 8LD | E | F | F | 8 | Add 0 L | B | B | 8 | Add 0 L | B | B | 8 | Add 0 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Pondella Rd. | Pine Island Rd. | 4LD | 6LD | 6LD | E | B | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | 4LD | 4LD | E | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | D | B | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | 4LD | 6LD | E | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L | F | C | 6 | Add 2 L |

FOOTNOTES:

(1) Exisitng plus committed number of lanes.
(2) Adopted Lee County MPO 2030 Financially Feasible Plan - December, 2005.
(3) Adopted Lee County MPO 2030 Needs Plan - December, 2005.
(4) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(5) Roadway improvement attributed to adopted 2030 Financially Feasible Plan needs to maintain adopted LOS standard.
(6) 2030 County-wide roadway needs with Allowable Development to maintain adopted LOS standard.
(7) 2030 County-wide roadway needs with CPA (@50% Internal Capture) to maintain adopted LOS standard.

**EXHIBIT 6**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**2030 RECOMMENDED ROADWAY IMPROVEMENTS WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) E+C # of Lanes | (2) 2030 F- F # of Lanes | (3) 2030 Needs # of Lanes | (4) LOS Std | MPO 2030 Financially Feasible Plan Dir1 | Dir2 | Needs | Improvement (5) | 2030 LOS With Allowable Development Dir1 | Dir2 | Needs | Improvement (6) | With CPA @ 50% Internal Network (7) Dir1 | Dir2 | Needs | Improvement | Prop Share (8) Needs | Improvement | Mitigate 100% (9) Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Slater Rd | I-75 | 4LD | 4LD | 4LD | E | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | 2LU | 2LU | E | D | D | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| | Nalle Rd. | SR 31 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | C | 4 | Add 2 L | F | F | 6 | Add 4 L | 4 | Add 2 L | 2 | Add 2 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | 2LU | 4LD | D | E | D | 2 | Add 0 L | D | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | 2LU | 4LD | D | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L | 4 | Add 2 L | | Add 0 L |
| COLONIAL BLVD | Ortiz Ave. | I-75 | 6LD | 6LD | 10LD | E | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L | | Add 0 L | | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Hart Rd. | US 41 | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | 6F | 10F | D | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | E | D | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | 6F | 8F | D | D | D | 6 | Add 0 L | D | C | 4 | Add 0 L | D | D | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | 6F | 8F | D | D | C | 6 | Add 0 L | D | C | 4 | Add 0 L | D | D | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | 8F | 8F | D | C | B | 8 | Add 0 L | C | B | 4 | Add 0 L | C | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| | Hart Rd. | Business 41 | N/A | 2LU | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L | | Add 0 L | | Add 0 L |
| NORTH RIVER RD. | SR 31 | County Line | 2LU | 2LU | 2LU | E | B | B | 2 | Add 0 L | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | | Add 0 L | 4 | Add 2 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Ballard Street | SR 82 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 82 | Hanson St. | 2LU | 4LD | 4LD | E | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L | F | D | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | 4LD | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | C | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | D | 4 | Add 2 L | F | F | 6 | Add 4 L | 4 | Add 2 L | 2 | Add 2 L |
| | Bayshore Rd. | North River Rd. | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 10 | Add 8 L | 4 | Add 2 L | 6 | Add 6 L |
| | North River Rd. | Project Entrance | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 10 | Add 8 L | 4 | Add 2 L | 6 | Add 6 L |
| | Project Entrance | County Line | 2LU | 2LU | 2LU | E | C | C | 2 | Add 0 L | F | F | 4 | Add 2 L | F | F | 8 | Add 6 L | 4 | Add 2 L | 4 | Add 4 L |
| SR 80 | Seaboard St. | Palmetto Ave. | 4LD | 4LD | 4LD | E | D | B | 4 | Add 0 L | F | B | 6 | Add 2 L | F | B | 6 | Add 2 L | 6 | Add 2 L | | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | 4LD | 4LD | E | F | B | 6 | Add 2 L | C | B | 4 | Add 0 L | D | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | 6LD | 6LD | E | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | I-75 | SR 31 | 6LD | 6LD | 6LD | D | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L | | Add 0 L | | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | 4LD | 6LD | D | F | D | 6 | Add 2 L | F | F | 6 | Add 2 L | F | F | 8 | Add 4 L | | Add 0 L | 8 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | 4LD | 6LD | D | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | F | 6 | Add 2 L | | Add 0 L | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | 4LD | 4LD | D | F | B | 6 | Add 2 L | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L | | Add 0 L | | Add 0 L |
| | South Olga Drive | Hickey Creek | 4LD | 4LD | 4LD | D | D | B | 4 | Add 0 L | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L | | Add 0 L | 6 | Add 2 L |
| | Hickey Creek | Joel Blvd. | 4LD | 4LD | 4LD | D | C | B | 4 | Add 0 L | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L | 6 | Add 2 L | | Add 0 L |
| | Joel Blvd. | County Line | 4LD | 4LD | 4LD | D | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L | | Add 0 L | | Add 0 L |

FOOTNOTES:

(1) Exisitng plus committed number of lanes.
(2) Adopted Lee County MPO 2030 Financially Feasible Plan - December, 2005.
(3) Adopted Lee County MPO 2030 Needs Plan - December, 2005.
(4) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(5) Roadway improvement attributed to adopted 2030 Financially Feasible Plan needs to maintain adopted LOS standard.
(6) Roadway improvement attributed to Allowable Development as compared to the adopted Lee County 2030 Financially Feasible Plan.
(7) County-wide roadway needs with CPA (@50% Internal Capture) as compared to the adopted Lee County 2030 Financially Feasible Plan.
(8) Proportionate Share mitigation for roadway improvement attribute to Allowable Development needs that are beyond the 2030 Financially Feasible needs.
(9) 100% mitigation for roadway improvement beyond Allowable Development needs and beyond the 2030 Financially Feasible needs.

Significant Impact @ 5%

**EXHIBIT 7**
**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROAD IMPROVEMENTS WITH 50% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**LEE COUNTY**

| Roadway | From | To | (8) # of Lanes | (6) 2030 # Lanes | (6) # of Lanes Added | | Length (Miles) | Cost Per Lane Mile | Improvement Cost Per Mile | | (7) R/W & Engg. Adj. Factor | Adjusted Cost Per Lane Mile | Adjusted Improvement Cost Per Mile | Total Improvement Cost | Adjusted Total Improvement Cost | | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | I-75 | Nalle Road | 2 | 4 | 2 | (11) | 0.60 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $2,700,000 | $2,900,000 | (2) | 1.00000 | (11) | $2,900,000 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (11) | 2.70 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $13,100,000 | (2) | 1.00000 | (11) | $13,100,000 |
| | Nalle Road | SR 31 | 4 | 6 | 2 | (12) | 2.70 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $13,800,000 | $14,800,000 | (2) | 1.00000 | (12) | $14,800,000 |
| Buckingham Road | Orange River Boulevard | SR 80 | 2 | 4 | 2 | (11) | 2.60 | $5,305,077 | $10,610,154 | (3) | 1.00 | $5,305,077 | $10,610,154 | $27,600,000 | $27,600,000 | | 0.43478 | (11) | $12,000,000 |
| North River Road | SR 31 | Broadway Road | 2 | 4 | 2 | (12) | 10.20 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $46,000,000 | $49,400,000 | (2) | 1.00000 | (12) | $49,400,000 |
| SR 31 | SR 80 | Bridge | 2 | 4 | 2 | (11) | 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 1.00000 | (11) | $3,100,000 |
| | SR 80 | Bridge | 4 | 6 | 2 | (12) | 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 1.00000 | (12) | $3,100,000 |
| | Bridge | Bridge | 0 | 6 | 6 | (12) | 0.50 | $9,020,000 | $54,120,000 | (1) | 1.00 | $9,020,000 | $54,120,000 | $27,100,000 | $29,100,000 | (2) | 1.00000 | (12) | $29,100,000 |
| | Bridge | Bayshore Road | 2 | 4 | 2 | (11) | 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 1.00000 | (11) | $900,000 |
| | Bridge | Bayshore Road | 4 | 6 | 2 | (12) | 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 1.00000 | (12) | $900,000 |
| | Bayshore Road | North River Road | 2 | 4 | 2 | (11) | 1.30 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | | 1.00000 | (11) | $5,700,000 |
| | Bayshore Road | North River Road | 4 | 10 | 6 | (12) | 1.30 | $2,200,000 | $13,200,000 | (9) | 1.00 | $2,200,000 | $13,200,000 | $17,200,000 | $17,200,000 | | 1.00000 | (12) | $17,200,000 |
| | North River Road | Project Entrance | 2 | 4 | 2 | (11) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (11) | $4,800,000 |
| | North River Road | Project Entrance | 4 | 6 | 2 | (12) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (12) | $4,800,000 |
| | Project Entrance | County Line | 2 | 4 | 2 | (11) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (11) | $4,000,000 |
| | Project Entrance | County Line | 4 | 6 | 2 | (12) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (12) | $4,000,000 |
| SR 80 | Seaboard Street | Palmetto Avenue | 4 | 6 | 2 | (11) | 0.83 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $4,200,000 | $4,200,000 | (2) | 0.21739 | (11) | $913,000 |
| | SR 31 | Tropic Avenue | 6 | 8 | 2 | (12) | 1.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $10,900,000 | $10,900,000 | | 1.00000 | (12) | $10,900,000 |
| | Tropic Avenue | Buckingham Road | 4 | 6 | 2 | (12) | 1.00 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $7,300,000 | $7,300,000 | | 1.00000 | (12) | $7,300,000 |
| | South Olga Drive | Hickey Creek | 4 | 6 | 2 | (12) | 0.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $3,600,000 | $3,600,000 | | 1.00000 | (12) | $3,600,000 |
| | Hickey Creek | Joel Boulevard | 4 | 6 | 2 | (11) | 4.90 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $35,500,000 | $35,500,000 | | 0.69565 | (11) | $24,696,000 |
| Babcock N/S Road | North River Road | Project Entrance | 0 | 4 | 4 | (12) | 1.10 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $9,700,000 | $9,700,000 | | 1.00000 | (12) | $9,700,000 |
| | Project Entrance | County Line | 0 | 2 | 2 | (12) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (12) | $4,000,000 |

| | |
|---|---|
| **Proportionate Share** | **$72,109,000** |
| **100% Mitigation** | **$158,800,000** |
| **Total** | **$230,909,000** |
| **Total Less Babcock N/S Road** | **$217,209,000** |

FOOTNOTES:

(1) Improvement costs (2004 $) obtained from Florida DOT 2004 Transportation Costs, March 2005 (pages 5-8).
(2) Improvement costs adjusted (for inflation) to 2005$, where applicable, per Implict Price Deflator factor from the Florida DOT 2004 Transportation Costs, March 2005 (page 17).
(3) Per Lee County MPO 2030 Highway Element As Adopted December 7th, 2005 with Approved Amendments on January 20th, 2006.
(4) Parallel facility, capacity and improvement costs are based on Hanson Street Extension (new 4L) from Ortiz Avenue to Forum (1.15 miles).
(5) Intentionally left blank.
(6) Number of lanes is based on the volume/capacity ratio. The actual number of lanes added could be parallel facilities.
(7) Adjustment factor to account for right-of-way and other engineering costs, where needed.
Per Florida DOT 2004 Transportation Costs, March 2005 (page 11) the ratio of engineering to construction costs is approximately 46%.
Engineering costs include preliminary engineering, construction engineering inspection, right-of-way support and related overhead costs.
(8) 2030 Financial Feasible Plan needs number of lanes.
(9) Cost per Lane Mile Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(10) Intentionally left blank.
(11) Proportionate Share - Project traffic as a percentage of capacity added.
(12) 100% mitigation.

**EXHIBIT 8**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE 2015 TRAFFIC CONDITIONS SUMMARY**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (2) LOS Std | 2015 LOS With Allowable Dir1 | Dir2 | Needs | Improvement (3) | 2015 LOS With CPA Dir1 | Dir2 | Needs | Improvement (3) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | F | C | 4 | Add 2 L | F | D | 4 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | E | F | C | 4 | Add 2 L | F | C | 4 | Add 2 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | F | D | 4 | Add 2 L | F | D | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | F | B | 6 | Add 2 L | F | B | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | F | F | 12 | Add 6 L | F | F | 10 | Add 4 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | B | F | 8 | Add 2 L | B | F | 8 | Add 2 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | B | B | 6 | Add 0 L | B | B | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | F | C | 8 | Add 2 L | F | C | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | F | F | 10 | Add 4 L | F | F | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | F | B | 8 | Add 2 L | F | B | 8 | Add 2 L |
| | Treeline Ave. | SR 82 | 6LD | E | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | B | A | 3 | Add 0 L | B | A | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 2LO | E | C | B | 1 | Add 0 L | C | B | 1 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | A | D | 3 | Add 0 L | A | C | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 4LD | E | A | C | 2 | Add 0 L | A | C | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | C | C | 6 | Add 0 L | C | C | 6 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | D | D | C | 4 | Add 0 L | D | C | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 4F | D | C | C | 4 | Add 0 L | C | C | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | C | B | 6 | Add 0 L | C | B | 6 | Add 0 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | D | B | 6 | Add 0 L | D | B | 6 | Add 0 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Hart Rd. | Business 41 | N/A | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Business 41 | US 41 | 2LU | E | D | C | 2 | Add 0 L | D | C | 2 | Add 0 L |
| | US 41 | Corbett Rd. | 2LU | E | C | E | 2 | Add 0 L | D | F | 4 | Add 2 L |
| | Corbett Rd. | NE 24th Ave. | 2LU | E | C | D | 2 | Add 0 L | C | D | 2 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | E | D | D | 2 | Add 0 L | C | C | 2 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | SR 82 | Hanson St. | 2LU | E | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 2LU | E | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | C | C | 2 | Add 0 L | C | C | 2 | Add 0 L |

**EXHIBIT 8**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE 2015 TRAFFIC CONDITIONS SUMMARY**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (2) LOS Std | 2015 LOS With Allowable Dir1 | Dir2 | Needs | (3) Improvement | With CPA Dir1 | Dir2 | Needs | (3) Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | F | D | 4 | Add 2 L | F | D | 4 | Add 2 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | North River Rd. | Project Entrance | 2LU | E | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| | Project Entrance | County Line | 2LU | E | F | F | 4 | Add 2 L | F | F | 4 | Add 2 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | A | A | 2 | Add 0 L | A | A | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Michigan Link | Ortiz Ave. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Ortiz Ave. | I-75 | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | I-75 | Buckingham Rd. | 2LU | E | F | C | 4 | Add 2 L | F | C | 4 | Add 2 L |
| | Buckingham Rd. | Lee Blvd. | 2LU | E | F | C | 4 | Add 2 L | F | C | 4 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 2LU | E | B | B | 2 | Add 0 L | F | D | 4 | Add 2 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | D | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | E | C | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | D | B | B | 6 | Add 0 L | B | B | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | F | C | 6 | Add 2 L | C | B | 4 | Add 0 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | South Olga Drive | Hickey Creek | 4LD | D | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | B | B | 4 | Add 0 L | C | B | 4 | Add 0 L |
| | Joel Blvd. | County Line | 4LD | D | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| TREELINE AVE. | Colonial Blvd. | Daniels Pkwy. | 4LD | E | B | B | 2 | Add 0 L | B | B | 2 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | SR 82 | Hancock Bridge Pkwy. | 4LD | E | F | F | 6 | Add 2 L | F | F | 6 | Add 2 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4LD | E | F | C | 6 | Add 2 L | F | C | 6 | Add 2 L |
| | Pondella Rd. | Pine Island Rd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | B | B | 4 | Add 0 L | B | B | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | C | B | 4 | Add 0 L | C | B | 4 | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(3) Roadway improvement needed to maintain adopted LOS standard as compared to the E+C network.

**EXHIBIT 9**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**2015 RECOMMEND ROADWAY IMPROVEMENTS SUMMARY**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (2) LOS Std | 2015 LOS With Allowable Dir1 | Dir2 | Needs | Improvement | (3) | With CPA @ 12% Internal Dir1 | Dir2 | Needs | Network Improvement | (3) | (4) Prop Share Needs | Improvement | (5) Mitigate 100% Needs | Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | Business 41 | Hart Rd. | 4LD | E | B | B | 4 | Add 0 L | | B | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | B | B | 4 | Add 0 L | | B | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | B | B | 4 | Add 0 L | | B | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | F | C | 4 | Add 2 L | | F | D | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| | Nalle Rd. | SR 31 | 2LU | E | F | C | 4 | Add 2 L | | F | C | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | D | C | 2 | Add 0 L | | D | C | 2 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | F | D | 4 | Add 2 L | | F | D | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | C | C | 2 | Add 0 L | | C | C | 2 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | C | C | 2 | Add 0 L | | C | C | 2 | Add 0 L | | | Add 0 L | | Add 0 L |
| I-75 | Colonial Blvd. | SR 82 | 6F | D | C | C | 6 | Add 0 L | | C | C | 6 | Add 0 L | | | Add 0 L | | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | C | C | 6 | Add 0 L | | C | C | 6 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | C | B | 6 | Add 0 L | | C | B | 6 | Add 0 L | | | Add 0 L | | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | D | D | C | 4 | Add 0 L | | D | C | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | C | C | 2 | Add 0 L | | C | C | 2 | Add 0 L | | | Add 0 L | | Add 0 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | E | D | D | 2 | Add 0 L | | C | C | 2 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | B | B | 4 | Add 0 L | | B | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | SR 82 | Hanson St. | 2LU | E | F | F | 4 | Add 2 L | | F | F | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| | Hanson St. | Colonial Blvd. | 2LU | E | F | F | 4 | Add 2 L | | F | F | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | F | D | 4 | Add 2 L | | F | D | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | F | F | 4 | Add 2 L | | F | F | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| | North River Rd. | Project Entrance | 2LU | E | F | F | 4 | Add 2 L | | F | F | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| | Project Entrance | County Line | 2LU | E | F | F | 4 | Add 2 L | | F | F | 4 | Add 2 L | | 4 | Add 2 L | | Add 0 L |
| SR 80 | Seaboard St. | Palmetto Ave. | 4LD | E | C | B | 4 | Add 0 L | | C | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | D | B | 4 | Add 0 L | | C | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | E | C | B | 6 | Add 0 L | | B | B | 6 | Add 0 L | | | Add 0 L | | Add 0 L |
| | I-75 | SR 31 | 6LD | D | B | B | 6 | Add 0 L | | B | B | 6 | Add 0 L | | | Add 0 L | | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | F | C | 6 | Add 2 L | | F | C | 6 | Add 2 L | | 6 | Add 2 L | | Add 0 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | F | C | 6 | Add 2 L | | C | B | 4 | Add 0 L | | 4 | Add 0 L | | Add 0 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | C | B | 4 | Add 0 L | | C | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | South Olga Drive | Hickey Creek | 4LD | D | C | B | 4 | Add 0 L | | C | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | B | B | 4 | Add 0 L | | C | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |
| | Joel Blvd. | County Line | 4LD | D | B | B | 4 | Add 0 L | | B | B | 4 | Add 0 L | | | Add 0 L | | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(3) Roadway improvement to maintain adopted LOS standard as compared to the E+C network.
(4) Proportionate Share mitigation for roadway improvement needs attributed to the Allowable Development.
(5) 100% mitigation for roadway improvement beyond the Allowable Development needs.

Significant Impact @ 5%

**EXHIBIT 10**
**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROAD IMPROVEMENTS**
**2015 COST ESTIMATES**

**LEE COUNTY**

| Roadway | From | To | (8) # of Lanes | (6) 2030 # Lanes | (6) # of Lanes Added | | Length (Miles) | Cost Per Lane Mile | Improvement Cost Per Mile | | (7) R/W & Engg. Adj. Factor | Adjusted Cost Per Lane Mile | Adjusted Improvement Cost Per Mile | Total Improvement Cost | Adjusted Total Improvement Cost | | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | I-75 | Nalle Road | 2 | 4 | 2 | (11) | 0.60 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $2,700,000 | $2,900,000 | (2) | 0.65217 | (11) | $1,891,000 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (11) | 2.70 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $13,100,000 | (2) | 0.82609 | (11) | $10,822,000 |
| Buckingham Road | Orange River Boulevard | SR 80 | 2 | 4 | 2 | (11) | 2.60 | $5,305,077 | $10,610,154 | (3) | 1.00 | $5,305,077 | $10,610,154 | $27,600,000 | $27,600,000 | | 0.09783 | (11) | $2,700,000 |
| Ortiz Avenue | SR 82 | Hanson Street | 2 | 4 | 2 | (11) | 1.00 | $1,868,295 | $3,736,590 | (3) | 1.00 | $1,868,295 | $3,736,590 | $3,700,000 | $4,000,000 | (2) | 0.07179 | (11) | $287,000 |
| | Hanson Street | Colonial Boulevard | 2 | 4 | 2 | (11) | 0.70 | $1,868,295 | $3,736,590 | (3) | 1.00 | $1,868,295 | $3,736,590 | $2,600,000 | $2,800,000 | (2) | 0.03077 | (11) | $86,000 |
| SR 31 | SR 80 | Bridge | 2 | 4 | 2 | (11) | 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 0.91304 | (11) | $2,830,000 |
| | Bridge | Bridge | 0 | 4 | 4 | (11) | 0.50 | $9,570,000 | $38,280,000 | (1) | 1.00 | $9,570,000 | $38,280,000 | $19,100,000 | $20,500,000 | (2) | 0.43077 | (11) | $8,831,000 |
| | Bridge | Bayshore Road | 2 | 4 | 2 | (11) | 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 0.91304 | (11) | $822,000 |
| | Bayshore Road | North River Road | 2 | 4 | 2 | (11) | 1.30 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | | 1.00000 | (11) | $5,700,000 |
| | North River Road | Project Entrance | 2 | 4 | 2 | (11) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (11) | $4,800,000 |
| | Project Entrance | County Line | 2 | 4 | 2 | (11) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (11) | $4,000,000 |
| SR 80 | SR 31 | Tropic Avenue | 4 | 6 | 2 | (11) | 1.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $10,900,000 | $10,900,000 | | 0.55435 | (11) | $6,042,000 |

| | |
|---|---|
| **Proportionate Share** | **$48,811,000** |
| **100% Mitigation** | **$0** |
| **Total** | **$48,811,000** |

FOOTNOTES:

(1) Improvement costs (2004 $) obtained from Florida DOT 2004 Transportation Costs, March 2005 (pages 5-8).
(2) Improvement costs adjusted (for inflation) to 2005$, where applicable, per Implict Price Deflator factor from the Florida DOT 2004 Transportation Costs, March 2005 (page 17).
(3) Per Lee County MPO 2030 Highway Element As Adopted December 7th, 2005 with Approved Amendments on January 20th, 2006.
(4) Improvement cost based on 10L widening of I-75 from Alico Road to SR 82.
(5) Improvement cost based on 8L widening of I-75 from SR 80 to SR 78.
(6) Number of lanes is based on the volume/capacity ratio. The actual number of lanes added could be parallel facilities.
(7) Adjustment factor to account for right-of-way and other engineering costs, where needed.
Per Florida DOT 2004 Transportation Costs, March 2005 (page 11) the ratio of engineering to construction costs is approximately 46%.
Engineering costs include preliminary engineering, construction engineering inspection, right-of-way support and related overhead costs.
(8) Existing plus committed number of lanes.
(9) Cost per Lane Mile Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(10) Intentionally left blank.
(11) Proportionate Share - Project traffic as a percentage of capacity added.
(12) 100% mitigation.

# APPENDIX A

# 2030 TRAFFIC ANALYSIS

**EXHIBIT A-1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH ADOPTED MPO FINANCIALLY-FEASIBLE PLAN**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) K100 Factor | Backgnd Peak Hr Volume | (5) D100 Dir1 | D100 Dir2 | Background Dir. Volume Dir1 | Background Dir. Volume Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | (2) SERVICE VOLUME @ STD | 2030 LOS Dir1 | 2030 LOS Dir2 | Needed # of Lanes | Needed Improvement |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 33,601 | 33,601 | 1.09 | 30,700 | 0.09 | 2,890 | 0.49 | 0.51 | 1,420 | 1,470 | 1,420 | 1,470 | 1950 | B | B | 4 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | 40,613 | 40,613 | 1.09 | 37,200 | 0.09 | 3,500 | 0.49 | 0.51 | 1,720 | 1,780 | 1,720 | 1,780 | 1950 | C | C | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | 31,619 | 31,619 | 1.09 | 28,900 | 0.09 | 2,720 | 0.49 | 0.51 | 1,330 | 1,390 | 1,330 | 1,390 | 1950 | B | B | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | 43,136 | 43,136 | 1.09 | 39,500 | 0.09 | 3,710 | 0.49 | 0.51 | 1,820 | 1,890 | 1,820 | 1,890 | 1950 | C | C | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | 19,589 | 19,589 | 1.09 | 17,900 | 0.09 | 1,680 | 0.49 | 0.51 | 820 | 860 | 820 | 860 | 920 | D | D | 2 | Add 0 L |
| | Nalle Rd. | SR 31 | 2LU | E | 13,971 | 13,971 | 1.09 | 12,800 | 0.09 | 1,200 | 0.49 | 0.51 | 590 | 610 | 590 | 610 | 920 | C | C | 2 | Add 0 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 17,503 | 17,503 | 1.05 | 16,700 | 0.10 | 1,720 | 0.53 | 0.47 | 910 | 810 | 910 | 810 | 920 | E | D | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | 13,513 | 13,513 | 1.05 | 12,900 | 0.10 | 1,330 | 0.53 | 0.47 | 700 | 630 | 700 | 630 | 920 | C | C | 2 | Add 0 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 24,197 | 24,197 | 1.09 | 22,300 | 0.12 | 2,590 | 0.59 | 0.41 | 1,530 | 1,060 | 1,530 | 1,060 | 1950 | B | B | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 45,924 | 45,924 | 1.09 | 42,200 | 0.12 | 4,900 | 0.59 | 0.41 | 2,890 | 2,010 | 2,890 | 2,010 | 1950 | F | F | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 57,494 | 57,494 | 1.09 | 52,900 | 0.12 | 6,140 | 0.59 | 0.41 | 3,620 | 2,520 | 3,620 | 2,520 | 2920 | F | C | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | 84,757 | 84,757 | 1.09 | 78,000 | 0.12 | 9,050 | 0.59 | 0.41 | 5,340 | 3,710 | 5,340 | 3,710 | 2920 | F | F | e | Add 0 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 46,725 | 46,725 | 1.04 | 44,900 | 0.08 | 3,730 | 0.43 | 0.57 | 1,600 | 2,130 | 1,600 | 2,130 | 2920 | B | B | 6 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 58,620 | 58,620 | 1.04 | 56,400 | 0.08 | 4,680 | 0.43 | 0.57 | 2,010 | 2,670 | 2,010 | 2,670 | 2920 | B | C | 6 | Add 0 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 54,261 | 54,261 | 1.12 | 48,600 | 0.09 | 4,280 | 0.52 | 0.48 | 2,230 | 2,050 | 2,230 | 2,050 | 2920 | B | B | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | 48,402 | 48,402 | 1.12 | 43,300 | 0.09 | 3,810 | 0.52 | 0.48 | 1,980 | 1,830 | 1,980 | 1,830 | 2920 | B | B | 6 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | 69,716 | 69,716 | 1.03 | 67,500 | 0.09 | 6,210 | 0.58 | 0.42 | 3,600 | 2,610 | 3,600 | 2,610 | 2920 | F | C | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | 91,821 | 91,821 | 1.03 | 88,900 | 0.09 | 8,180 | 0.58 | 0.42 | 4,740 | 3,440 | 4,740 | 3,440 | 2920 | F | F | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | 52,289 | 52,289 | 1.05 | 49,700 | 0.09 | 4,620 | 0.58 | 0.42 | 2,680 | 1,940 | 2,680 | 1,940 | 2920 | C | B | 6 | Add 0 L |
| | Treeline Ave. | SR 82 | 6LD | E | 39,837 | 39,837 | 1.05 | 37,800 | 0.09 | 3,520 | 0.58 | 0.42 | 2,040 | 1,480 | 2,040 | 1,480 | 2920 | B | B | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 11,051 | 11,051 | 1.27 | 8,700 | 0.10 | 860 | 0.50 | 0.50 | 430 | 430 | 430 | 430 | 920 | C | C | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | 12,041 | 12,041 | 1.27 | 9,500 | 0.10 | 940 | 0.50 | 0.50 | 470 | 470 | 470 | 470 | 920 | C | C | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 16,935 | 16,935 | 1.27 | 13,300 | 0.10 | 1,320 | 0.50 | 0.50 | 660 | 660 | 660 | 660 | 1950 | B | B | 2 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 16,283 | 16,283 | 1.27 | 12,800 | 0.10 | 1,270 | 0.50 | 0.50 | 640 | 630 | 640 | 630 | 1950 | B | B | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | 36,454 | 36,454 | 1.15 | 31,700 | 0.09 | 2,950 | 1.00 | 0.00 | 2,950 | 0 | 2,950 | 0 | 2920 | F | A | 4 | Add 1 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 21,341 | 21,341 | 1.15 | 18,600 | 0.09 | 1,730 | 1.00 | 0.00 | 1,730 | 0 | 1,730 | 0 | 2920 | B | A | 2 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | 34,619 | 34,619 | 1.15 | 30,100 | 0.09 | 2,800 | 0.00 | 1.00 | 0 | 2,800 | 0 | 2,800 | 2920 | A | C | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 23,587 | 23,587 | 1.15 | 20,500 | 0.09 | 1,910 | 0.00 | 1.00 | 0 | 1,910 | 0 | 1,910 | 2920 | A | B | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 16,573 | 16,573 | 1.15 | 14,400 | 0.09 | 1,340 | 0.50 | 0.50 | 670 | 670 | 670 | 670 | 1950 | B | B | 2 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 30,742 | 30,742 | 1.15 | 26,700 | 0.09 | 2,480 | 0.50 | 0.50 | 1,240 | 1,240 | 1,240 | 1,240 | 1950 | B | B | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | 137,297 | 137,297 | 1.11 | 123,700 | 0.09 | 10,860 | 0.53 | 0.47 | 5,760 | 5,100 | 5,760 | 5,100 | 5,280 | E | D | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | 133,137 | 133,137 | 1.11 | 119,900 | 0.09 | 10,530 | 0.53 | 0.47 | 5,580 | 4,950 | 5,580 | 4,950 | 5,280 | E | D | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | 121,959 | 121,959 | 1.11 | 109,900 | 0.09 | 9,650 | 0.53 | 0.47 | 5,110 | 4,540 | 5,110 | 4,540 | 5,280 | D | D | 4 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | 116,230 | 116,230 | 1.11 | 104,700 | 0.09 | 9,190 | 0.53 | 0.47 | 4,870 | 4,320 | 4,870 | 4,320 | 5,280 | D | C | 4 | Add 0 L |
| | SR 80 | Bayshore Rd. | 8F | D | 106,873 | 106,873 | 1.11 | 96,300 | 0.09 | 8,460 | 0.53 | 0.47 | 4,480 | 3,980 | 4,480 | 3,980 | 7,140 | C | B | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 6F | D | 84,748 | 84,748 | 1.11 | 76,300 | 0.09 | 6,700 | 0.53 | 0.47 | 3,550 | 3,150 | 3,550 | 3,150 | 5,280 | C | B | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 60,686 | 60,686 | 1.05 | 57,600 | 0.09 | 5,360 | 0.58 | 0.42 | 3,110 | 2,250 | 3,110 | 2,250 | 2920 | F | B | 8 | Add 2 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 49,282 | 49,282 | 1.05 | 46,800 | 0.09 | 4,350 | 0.58 | 0.42 | 2,520 | 1,830 | 2,520 | 1,830 | 2920 | C | B | 6 | Add 0 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 61,060 | 61,060 | 1.05 | 58,000 | 0.09 | 5,390 | 0.58 | 0.42 | 3,130 | 2,260 | 3,130 | 2,260 | 2920 | F | B | 8 | Add 2 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 45,419 | 45,419 | 1.05 | 43,100 | 0.09 | 4,010 | 0.58 | 0.42 | 2,330 | 1,680 | 2,330 | 1,680 | 2920 | B | B | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | 2LU | E | 10,089 | 10,089 | 1.09 | 9,300 | 0.12 | 1,080 | 0.59 | 0.41 | 640 | 440 | 640 | 440 | 920 | C | C | 2 | Add 0 L |
| | Hart Rd. | Business 41 | 2LU | E | 9,437 | 9,437 | 1.09 | 8,700 | 0.12 | 1,010 | 0.59 | 0.41 | 600 | 410 | 600 | 410 | 920 | C | C | 2 | Add 0 L |
| | Business 41 | US 41 | 4LD | E | 33,875 | 33,875 | 1.09 | 31,200 | 0.12 | 3,620 | 0.59 | 0.41 | 2,140 | 1,480 | 2,140 | 1,480 | 1950 | F | B | 6 | Add 2 L |
| | US 41 | Corbett Rd. | 4LD | E | 37,845 | 37,845 | 1.03 | 36,600 | 0.10 | 3,480 | 0.45 | 0.55 | 1,570 | 1,910 | 1,570 | 1,910 | 1950 | B | D | 4 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 4LD | E | 29,932 | 29,932 | 1.03 | 29,000 | 0.10 | 2,760 | 0.45 | 0.55 | 1,240 | 1,520 | 1,240 | 1,520 | 1950 | B | B | 4 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 946 | 946 | 1.09 | 900 | 0.09 | 80 | 0.49 | 0.51 | 40 | 40 | 40 | 40 | 920 | B | B | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 4,458 | 4,458 | 1.06 | 4,200 | 0.10 | 430 | 0.57 | 0.43 | 250 | 180 | 250 | 180 | 920 | B | B | 2 | Add 0 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 4LD | E | 18,248 | 18,248 | 1.14 | 16,000 | 0.11 | 1,680 | 0.52 | 0.48 | 870 | 810 | 870 | 810 | 1950 | B | B | 2 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | 27,122 | 27,122 | 1.14 | 23,900 | 0.11 | 2,510 | 0.52 | 0.48 | 1,310 | 1,200 | 1,310 | 1,200 | 1950 | B | B | 4 | Add 0 L |
| | SR 82 | Hanson St. | 4LD | E | 41,732 | 41,732 | 1.14 | 36,700 | 0.11 | 3,850 | 0.52 | 0.48 | 2,000 | 1,850 | 2,000 | 1,850 | 1950 | F | C | 6 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 4LD | E | 30,851 | 30,851 | 1.14 | 27,100 | 0.11 | 2,850 | 0.52 | 0.48 | 1,480 | 1,370 | 1,480 | 1,370 | 1950 | B | B | 4 | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 15,613 | 15,613 | 1.06 | 14,700 | 0.10 | 1,500 | 0.57 | 0.43 | 860 | 640 | 860 | 640 | 920 | D | C | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 38,161 | 38,161 | 1.22 | 31,300 | 0.10 | 3,040 | 0.48 | 0.52 | 1,460 | 1,580 | 1,460 | 1,580 | 1950 | B | B | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 45,936 | 45,936 | 1.14 | 40,400 | 0.11 | 4,240 | 0.52 | 0.48 | 2,200 | 2,040 | 2,200 | 2,040 | 3040 | B | B | 6 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 32,549 | 32,549 | 1.14 | 28,600 | 0.11 | 3,000 | 0.52 | 0.48 | 1,560 | 1,440 | 1,560 | 1,440 | 2030 | B | B | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | 28,348 | 28,348 | 1.14 | 24,900 | 0.11 | 2,610 | 0.52 | 0.48 | 1,360 | 1,250 | 1,360 | 1,250 | 2030 | B | B | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 934 | 934 | 1.09 | 900 | 0.09 | 80 | 0.49 | 0.51 | 40 | 40 | 40 | 40 | 920 | B | B | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 3,461 | 3,461 | 1.09 | 3,200 | 0.09 | 300 | 0.49 | 0.51 | 150 | 150 | 150 | 150 | 920 | B | B | 2 | Add 0 L |

**EXHIBIT A-1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH ADOPTED MPO FINANCIALLY-FEASIBLE PLAN**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) K100 Factor | Backgnd Peak Hr Volume | (5) D100 Dir1 | D100 Dir2 | Background Dir. Volume Dir1 | Background Dir. Volume Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | (2) SERVICE VOLUME @ STD | 2030 LOS Dir1 | 2030 LOS Dir2 | Needed # of Lanes | Needed Improve-ment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 12,857 | 12,857 | 1.06 | 12,100 | 0.10 | 1,230 | 0.57 | 0.43 | 700 | 530 | 700 | 530 | 920 | C | C | 2 | Add 0 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | 13,358 | 13,358 | 1.06 | 12,600 | 0.10 | 1,290 | 0.57 | 0.43 | 740 | 550 | 740 | 550 | 920 | C | C | 2 | Add 0 L |
| | North River Rd. | Project Entrance | 2LU | E | 9,516 | 9,516 | 1.09 | 8,700 | 0.09 | 820 | 0.49 | 0.51 | 400 | 420 | 400 | 420 | 920 | C | C | 2 | Add 0 L |
| | Project Entrance | County Line | 2LU | E | 9,340 | 9,340 | 1.09 | 8,500 | 0.09 | 800 | 0.49 | 0.51 | 390 | 410 | 390 | 410 | 920 | C | C | 2 | Add 0 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 36,861 | 36,861 | 1.05 | 35,000 | 0.09 | 3,260 | 0.58 | 0.42 | 1,890 | 1,370 | 1,890 | 1,370 | 1950 | C | B | 4 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | 37,707 | 37,707 | 1.05 | 35,800 | 0.09 | 3,330 | 0.58 | 0.42 | 1,930 | 1,400 | 1,930 | 1,400 | 1950 | D | B | 4 | Add 0 L |
| | Michigan Link | Ortiz Ave. | 6LD | E | 45,426 | 45,426 | 1.05 | 43,100 | 0.09 | 4,010 | 0.58 | 0.42 | 2,330 | 1,680 | 2,330 | 1,680 | 2920 | B | B | 6 | Add 0 L |
| | Ortiz Ave. | I-75 | 6LD | E | 59,661 | 59,661 | 1.05 | 56,700 | 0.09 | 5,270 | 0.58 | 0.42 | 3,060 | 2,210 | 3,060 | 2,210 | 2920 | F | B | 8 | Add 2 L |
| | I-75 | Buckingham Rd. | 6LD | E | 65,066 | 65,066 | 1.05 | 61,800 | 0.09 | 5,750 | 0.58 | 0.42 | 3,340 | 2,410 | 3,340 | 2,410 | 2920 | F | B | 8 | Add 2 L |
| | Buckingham Rd. | Lee Blvd. | 6LD | E | 54,250 | 54,250 | 1.05 | 51,500 | 0.09 | 4,790 | 0.58 | 0.42 | 2,780 | 2,010 | 2,780 | 2,010 | 2920 | C | B | 6 | Add 0 L |
| | Lee Blvd. | Gunnery Rd. | 6LD | E | 32,139 | 32,139 | 1.05 | 30,500 | 0.09 | 2,840 | 0.58 | 0.42 | 1,650 | 1,190 | 1,650 | 1,190 | 2920 | B | B | 4 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 20,308 | 20,308 | 1.06 | 19,200 | 0.10 | 1,960 | 0.57 | 0.43 | 1,120 | 840 | 1,120 | 840 | 1950 | B | B | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 35,191 | 35,191 | 1.06 | 33,200 | 0.10 | 3,390 | 0.57 | 0.43 | 1,930 | 1,460 | 1,930 | 1,460 | 1950 | D | B | 4 | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 37,381 | 37,381 | 1.06 | 35,300 | 0.10 | 3,600 | 0.57 | 0.43 | 2,050 | 1,550 | 2,050 | 1,550 | 1950 | F | B | 6 | Add 2 L |
| | Oritz Blvd. | I-75 | 6LD | E | 47,953 | 47,953 | 1.06 | 45,200 | 0.10 | 4,610 | 0.57 | 0.43 | 2,630 | 1,980 | 2,630 | 1,980 | 2920 | C | B | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | D | 48,095 | 48,095 | 1.06 | 45,400 | 0.10 | 4,630 | 0.57 | 0.43 | 2,640 | 1,990 | 2,640 | 1,990 | 2920 | C | B | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | 46,934 | 46,934 | 1.06 | 44,300 | 0.10 | 4,520 | 0.57 | 0.43 | 2,580 | 1,940 | 2,580 | 1,940 | 1950 | F | D | 6 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 31,321 | 31,321 | 1.06 | 29,500 | 0.10 | 3,010 | 0.57 | 0.43 | 1,720 | 1,290 | 1,720 | 1,290 | 1950 | C | B | 4 | Add 0 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 36,481 | 36,481 | 1.06 | 34,400 | 0.10 | 3,510 | 0.57 | 0.43 | 2,000 | 1,510 | 2,000 | 1,510 | 1950 | F | B | 6 | Add 2 L |
| | South Olga Drive | Hickey Creek | 4LD | D | 34,616 | 34,616 | 1.06 | 32,700 | 0.10 | 3,340 | 0.57 | 0.43 | 1,900 | 1,440 | 1,900 | 1,440 | 1950 | D | B | 4 | Add 0 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | 34,330 | 34,330 | 1.06 | 32,400 | 0.10 | 3,300 | 0.57 | 0.43 | 1,880 | 1,420 | 1,880 | 1,420 | 1950 | C | B | 4 | Add 0 L |
| | Joel Blvd. | County Line | 4LD | D | 23,356 | 23,356 | 1.06 | 22,000 | 0.10 | 2,240 | 0.57 | 0.43 | 1,280 | 960 | 1,280 | 960 | 1950 | B | B | 4 | Add 0 L |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | E | 21,913 | 21,913 | 1.14 | 19,300 | 0.11 | 2,030 | 0.52 | 0.48 | 1,060 | 970 | 1,060 | 970 | 1950 | B | B | 4 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | 82,644 | 82,644 | 1.05 | 78,500 | 0.08 | 6,200 | 0.49 | 0.51 | 3,040 | 3,160 | 3,040 | 3,160 | 2920 | F | F | 8 | Add 2 L |
| | SR 82 | Hancock Bridge Pkwy. | 8LD | E | 102,744 | 102,744 | 1.09 | 94,500 | 0.09 | 8,690 | 0.56 | 0.44 | 4,870 | 3,820 | 4,870 | 3,820 | 3700 | F | F | e | Add 0 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 6LD | E | 27,105 | 27,105 | 1.09 | 24,900 | 0.09 | 2,290 | 0.56 | 0.44 | 1,280 | 1,010 | 1,280 | 1,010 | 2920 | B | B | 4 | Add 0 L |
| | Pondella Rd. | Pine Island Rd. | 6LD | E | 49,621 | 49,621 | 1.09 | 45,600 | 0.09 | 4,200 | 0.56 | 0.44 | 2,350 | 1,850 | 2,350 | 1,850 | 2920 | B | B | 6 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 36,126 | 36,126 | 1.09 | 33,200 | 0.09 | 3,050 | 0.56 | 0.44 | 1,710 | 1,340 | 1,710 | 1,340 | 1950 | C | B | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | 30,228 | 30,228 | 1.09 | 27,800 | 0.09 | 2,560 | 0.56 | 0.44 | 1,430 | 1,130 | 1,430 | 1,130 | 1950 | B | B | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | 30,882 | 30,882 | 1.09 | 28,400 | 0.09 | 2,610 | 0.56 | 0.44 | 1,460 | 1,150 | 1,460 | 1,150 | 1950 | B | B | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | 52,263 | 52,263 | 1.09 | 48,100 | 0.09 | 4,430 | 0.56 | 0.44 | 2,480 | 1,950 | 2,480 | 1,950 | 1950 | F | F | 6 | Add 2 L |

FOOTNOTES:

(1) Financially-Feasible network number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) PSWDT distribution and assignment based on 2030 Financially-Feasible Plan travel model.
(5) PSWDT/AADT ratio and D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(6) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.

**EXHIBIT A-2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH ALLOWABLE DEVELOPMENT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | (2) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) K100 Factor | Backgnd Peak Hr Volume | (5) D100 Dir1 | (5) D100 Dir2 | Background Dir. Volume Dir1 | Background Dir. Volume Dir2 | (4) FSUTMS PSWDT | SUTMS Assgn. Pct. | Adjust. +/- | (7) Revised Assgn. Pct. | (8) Adj. PSWDT @ 5% Internal | (9) Two-Way Peak Hr Volume | In/Out Split Dir1 | In/Out Split Dir2 | (9) Directional Split Dir1 | (9) Directional Split Dir2 | Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | SERVICE VOLUME @ STD | 2030 LOS Dir1 | 2030 LOS Dir2 | Project Traffic As % of SV Dir1 | Project Traffic As % of SV Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Sign. & Adv. Impact @ 5% Dir2 | Needed # of Lanes | Needed Improve-ment |
| | | | | | | | | | | | | | | | 36636 | | | 0.6 | 43500 | 0.0952 | | | | | | | | | | | | | | |
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 33,843 | 32,576 | 1.09 | 29,800 | 0.09 | 2,800 | 0.49 | 0.51 | 1,370 | 1,430 | 1267 | 3.5% | -1.4% | 2.1% | 900 | 90 | 0.63 | 0.37 | 60 | 30 | 1,430 | 1,460 | 1950 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | 39,643 | 38,158 | 1.09 | 34,900 | 0.09 | 3,280 | 0.49 | 0.51 | 1,610 | 1,670 | 1485 | 4.1% | -1.6% | 2.4% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 1,670 | 1,710 | 1950 | C | C | 3% | 2% | | | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | 29,877 | 28,299 | 1.09 | 25,900 | 0.09 | 2,430 | 0.49 | 0.51 | 1,190 | 1,240 | 1578 | 4.3% | -1.7% | 2.6% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 1,250 | 1,280 | 1950 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | 40,855 | 37,239 | 1.09 | 34,100 | 0.09 | 3,210 | 0.49 | 0.51 | 1,570 | 1,640 | 3616 | 9.9% | -3.9% | 5.9% | 2600 | 250 | 0.63 | 0.37 | 160 | 90 | 1,730 | 1,730 | 1950 | C | C | 8% | 5% | * | | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | 19,687 | 10,607 | 1.09 | 9,700 | 0.09 | 910 | 0.49 | 0.51 | 450 | 460 | 9080 | 24.8% | -1.1% | 23.7% | 10300 | 980 | 0.63 | 0.37 | 620 | 360 | 1,070 | 820 | 920 | F | D | 67% | 39% | ** | * | 4 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | E | 5,951 | 3,284 | 1.09 | 3,000 | 0.09 | 280 | 0.49 | 0.51 | 140 | 140 | 2667 | 7.3% | 22.7% | 30.0% | 13100 | 1250 | 0.63 | 0.37 | 790 | 460 | 930 | 600 | 920 | F | C | 86% | 50% | ** | * | 4 | Add 2 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 15,650 | 14,684 | 1.05 | 14,000 | 0.10 | 1,440 | 0.53 | 0.47 | 760 | 680 | 966 | 2.6% | -1.1% | 1.6% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 800 | 710 | 920 | D | C | 4% | 3% | | | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | 22,490 | 17,783 | 1.05 | 17,000 | 0.10 | 1,750 | 0.53 | 0.47 | 930 | 820 | 4707 | 12.8% | -5.1% | 7.7% | 3400 | 320 | 0.63 | 0.37 | 200 | 120 | 1,130 | 940 | 920 | F | F | 22% | 13% | ** | ** | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 23,578 | 23,181 | 1.09 | 21,300 | 0.12 | 2,470 | 0.59 | 0.41 | 1,460 | 1,010 | 397 | 1.1% | -0.4% | 0.7% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 1,470 | 1,030 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 41,080 | 40,909 | 1.09 | 37,600 | 0.12 | 4,360 | 0.59 | 0.41 | 2,570 | 1,790 | 171 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 2,570 | 1,800 | 1950 | F | C | 0% | 1% | | | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 54,014 | 53,661 | 1.09 | 49,400 | 0.12 | 5,730 | 0.59 | 0.41 | 3,380 | 2,350 | 353 | 1.0% | -0.4% | 0.6% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 3,400 | 2,360 | 2920 | F | B | 1% | 0% | | | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | 76,955 | 76,558 | 1.09 | 70,400 | 0.12 | 8,170 | 0.59 | 0.41 | 4,820 | 3,350 | 397 | 1.1% | -0.4% | 0.7% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 4,840 | 3,360 | 2920 | F | F | 1% | 0% | | | 10 | Add 4 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 38,914 | 38,548 | 1.04 | 37,100 | 0.08 | 3,080 | 0.43 | 0.57 | 1,320 | 1,760 | 366 | 1.0% | -0.4% | 0.6% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 1,340 | 1,770 | 2920 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 49,465 | 48,715 | 1.04 | 46,800 | 0.08 | 3,880 | 0.43 | 0.57 | 1,670 | 2,210 | 750 | 2.0% | -0.8% | 1.2% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 1,700 | 2,230 | 2920 | B | B | 1% | 1% | | | 6 | Add 0 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 46,959 | 45,973 | 1.12 | 41,200 | 0.09 | 3,630 | 0.52 | 0.48 | 1,890 | 1,740 | 986 | 2.7% | -1.1% | 1.6% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 1,930 | 1,770 | 2920 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | 42,266 | 41,000 | 1.12 | 36,700 | 0.09 | 3,230 | 0.52 | 0.48 | 1,680 | 1,550 | 1266 | 3.5% | -1.4% | 2.1% | 900 | 90 | 0.63 | 0.37 | 60 | 30 | 1,740 | 1,580 | 2920 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | 61,885 | 60,063 | 1.03 | 58,100 | 0.09 | 5,350 | 0.58 | 0.42 | 3,100 | 2,250 | 1822 | 5.0% | -2.0% | 3.0% | 1300 | 120 | 0.63 | 0.37 | 80 | 40 | 3,180 | 2,290 | 2920 | F | B | 3% | 1% | | | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | 82,932 | 80,460 | 1.03 | 77,900 | 0.09 | 7,170 | 0.58 | 0.42 | 4,160 | 3,010 | 2472 | 6.7% | -2.7% | 4.0% | 1800 | 170 | 0.63 | 0.37 | 110 | 60 | 4,270 | 3,070 | 2920 | F | F | 4% | 2% | | | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | 48,069 | 47,561 | 1.05 | 45,200 | 0.09 | 4,200 | 0.58 | 0.42 | 2,440 | 1,760 | 508 | 1.4% | -0.6% | 0.8% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 2,450 | 1,790 | 2920 | B | B | 0% | 1% | | | 6 | Add 0 L |
| | Treeline Ave. | SR 82 | 6LD | E | 37,550 | 37,349 | 1.05 | 35,500 | 0.09 | 3,300 | 0.58 | 0.42 | 1,910 | 1,390 | 201 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 1,910 | 1,400 | 2920 | B | B | 0% | 0% | | | 4 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 11,078 | 9,640 | 1.27 | 7,600 | 0.10 | 750 | 0.50 | 0.50 | 380 | 370 | 1438 | 3.9% | -1.6% | 2.4% | 1000 | 100 | 0.63 | 0.37 | 60 | 40 | 440 | 410 | 920 | C | C | 7% | 4% | * | | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | 11,966 | 10,574 | 1.27 | 8,300 | 0.10 | 820 | 0.50 | 0.50 | 410 | 410 | 1392 | 3.8% | -1.5% | 2.3% | 1000 | 100 | 0.63 | 0.37 | 60 | 40 | 470 | 450 | 920 | C | C | 7% | 4% | * | | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 16,758 | 16,124 | 1.27 | 12,700 | 0.10 | 1,260 | 0.50 | 0.50 | 630 | 630 | 634 | 1.7% | -0.7% | 1.0% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 660 | 650 | 1950 | B | B | 2% | 1% | | | 2 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 16,327 | 15,885 | 1.27 | 12,500 | 0.10 | 1,240 | 0.50 | 0.50 | 620 | 620 | 442 | 1.2% | -0.5% | 0.7% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 640 | 630 | 1950 | B | B | 1% | 1% | | | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | 25,338 | 25,338 | 1.15 | 22,000 | 0.09 | 2,050 | 1.00 | 0.00 | 2,050 | 0 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 1.00 | 0.00 | 0 | 0 | 2,050 | 0 | 2920 | B | A | 0% | 0% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 19,888 | 19,590 | 1.15 | 17,000 | 0.09 | 1,580 | 1.00 | 0.00 | 1,580 | 0 | 298 | 0.8% | -0.3% | 0.5% | 200 | 20 | 1.00 | 0.00 | 20 | 0 | 1,600 | 0 | 2920 | B | A | 1% | 0% | | | 2 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | 28,544 | 28,376 | 1.15 | 24,700 | 0.09 | 2,300 | 0.00 | 1.00 | 0 | 2,300 | 168 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.00 | 1.00 | 0 | 10 | 0 | 2,310 | 2920 | A | B | 0% | 0% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 23,893 | 23,472 | 1.15 | 20,400 | 0.09 | 1,900 | 0.00 | 1.00 | 0 | 1,900 | 421 | 1.1% | -0.5% | 0.7% | 300 | 30 | 0.00 | 1.00 | 0 | 30 | 0 | 1,930 | 2920 | A | B | 0% | 1% | | | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 15,981 | 15,532 | 1.15 | 13,500 | 0.09 | 1,260 | 0.50 | 0.50 | 630 | 630 | 421 | 1.1% | -0.5% | 0.7% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 1,260 | 1,250 | 1950 | B | B | 1% | 1% | | | 2 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 31,178 | 30,757 | 1.15 | 26,700 | 0.09 | 2,480 | 0.50 | 0.50 | 1,240 | 1,240 | 421 | 1.1% | -0.5% | 0.7% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 1,260 | 1,250 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | 132,663 | 127,404 | 1.11 | 114,800 | 0.09 | 10,080 | 0.53 | 0.47 | 5,340 | 4,740 | 5259 | 14.4% | -5.7% | 8.6% | 3700 | 350 | 0.63 | 0.37 | 220 | 130 | 5,560 | 4,870 | 5,280 | E | D | 4% | 2% | | | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | 129,374 | 121,999 | 1.11 | 109,900 | 0.09 | 9,650 | 0.53 | 0.47 | 5,110 | 4,540 | 7375 | 20.1% | -8.1% | 12.1% | 5300 | 500 | 0.63 | 0.37 | 320 | 180 | 5,430 | 4,720 | 5,280 | E | D | 6% | 3% | ** | | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | 118,506 | 110,407 | 1.11 | 99,500 | 0.09 | 8,740 | 0.53 | 0.47 | 4,630 | 4,110 | 8099 | 22.1% | -8.8% | 13.3% | 5800 | 550 | 0.63 | 0.37 | 350 | 200 | 4,980 | 4,310 | 5,280 | D | C | 7% | 4% | * | | 4 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | 112,580 | 102,692 | 1.11 | 92,500 | 0.09 | 8,120 | 0.53 | 0.47 | 4,300 | 3,820 | 9888 | 27.0% | -10.8% | 16.2% | 7000 | 670 | 0.63 | 0.37 | 420 | 250 | 4,720 | 4,070 | 5,280 | D | C | 8% | 5% | * | | 4 | Add 0 L |
| | SR 80 | Bayshore Rd. | 8F | D | 112,421 | 105,066 | 1.11 | 94,700 | 0.09 | 8,310 | 0.53 | 0.47 | 4,400 | 3,910 | 7355 | 20.1% | -8.0% | 12.0% | 5200 | 500 | 0.63 | 0.37 | 320 | 180 | 4,720 | 4,090 | 7,140 | C | B | 4% | 3% | | | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 6F | D | 84,748 | 84,676 | 1.11 | 76,300 | 0.09 | 6,700 | 0.53 | 0.47 | 3,550 | 3,150 | 72 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 3,550 | 3,160 | 5,280 | C | B | 0% | 0% | | | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 59,630 | 59,448 | 1.05 | 56,500 | 0.09 | 5,250 | 0.58 | 0.42 | 3,050 | 2,200 | 182 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 3,050 | 2,210 | 2920 | F | B | 0% | 0% | | | 8 | Add 2 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 56,651 | 56,509 | 1.05 | 53,700 | 0.09 | 4,990 | 0.58 | 0.42 | 2,890 | 2,100 | 142 | 0.4% | -0.2% | 0.2% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 2,890 | 2,110 | 2920 | D | B | 0% | 0% | | | 6 | Add 0 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 64,760 | 64,207 | 1.05 | 61,000 | 0.09 | 5,670 | 0.58 | 0.42 | 3,290 | 2,380 | 553 | 1.5% | -0.6% | 0.9% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 3,300 | 2,410 | 2920 | F | B | 0% | 1% | | | 8 | Add 2 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 44,803 | 44,711 | 1.05 | 42,500 | 0.09 | 3,950 | 0.58 | 0.42 | 2,290 | 1,660 | 92 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 2,300 | 1,660 | 2920 | B | B | 0% | 0% | | | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | 2LU | E | 9,588 | 8,543 | 1.09 | 7,900 | 0.12 | 920 | 0.59 | 0.41 | 540 | 380 | 1045 | 2.9% | -1.1% | 1.7% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 580 | 410 | 920 | C | C | 4% | 3% | | | 2 | Add 0 L |
| | Hart Rd. | Business 41 | 2LU | E | 9,340 | 8,381 | 1.09 | 7,700 | 0.12 | 890 | 0.59 | 0.41 | 530 | 360 | 959 | 2.6% | -1.0% | 1.6% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 570 | 390 | 920 | C | C | 4% | 3% | | | 2 | Add 0 L |
| | Business 41 | US 41 | 4LD | E | 29,970 | 29,341 | 1.09 | 27,000 | 0.12 | 3,130 | 0.59 | 0.41 | 1,850 | 1,280 | 629 | 1.7% | -0.7% | 1.0% | 400 | 40 | 0.63 | 0.37 | 30 | 10 | 1,880 | 1,290 | 1950 | C | B | 2% | 1% | | | 4 | Add 0 L |
| | US 41 | Corbett Rd. | 4LD | E | 36,184 | 35,565 | 1.03 | 34,400 | 0.10 | 3,270 | 0.45 | 0.55 | 1,470 | 1,800 | 619 | 1.7% | -0.7% | 1.0% | 400 | 40 | 0.63 | 0.37 | 30 | 10 | 1,500 | 1,810 | 1950 | B | C | 2% | 1% | | | 4 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 4LD | E | 31,577 | 31,183 | 1.03 | 30,200 | 0.10 | 2,870 | 0.45 | 0.55 | 1,290 | 1,580 | 394 | 1.1% | -0.4% | 0.6% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 1,310 | 1,590 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 826 | 780 | 1.09 | 700 | 0.09 | 70 | 0.49 | 0.51 | 30 | 40 | 46 | 0.1% | -0.1% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 30 | 40 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 16,424 | 4,924 | 1.06 | 4,600 | 0.10 | 470 | 0.57 | 0.43 | 270 | 200 | 11500 | 31.4% | -19.4% | 12.0% | 5200 | 500 | 0.37 | 0.63 | 190 | 310 | 460 | 510 | 920 | C | C | 21% | 34% | * | * | 2 | Add 0 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 4LD | E | 29,374 | 25,355 | 1.14 | 22,300 | 0.11 | 2,340 | 0.52 | 0.48 | 1,220 | 1,120 | 4019 | 11.0% | -4.4% | 6.6% | 2900 | 280 | 0.63 | 0.37 | 180 | 100 | 1,400 | 1,220 | 1950 | B | B | 9% | 5% | * | * | 4 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | 33,785 | 30,597 | 1.14 | 26,900 | 0.11 | 2,820 | 0.52 | 0.48 | 1,470 | 1,350 | 3188 | 8.7% | -3.5% | 5.2% | 2300 | 220 | 0.63 | 0.37 | 140 | 80 | 1,610 | 1,430 | 1950 | B | B | 7% | 4% | * | | 4 | Add 0 L |
| | SR 82 | Hanson St. | 4LD | E | 43,918 | 40,820 | 1.14 | 35,900 | 0.11 | 3,770 | 0.52 | 0.48 | 1,960 | 1,810 | 3098 | 8.5% | -3.4% | 5.1% | 2200 | 210 | 0.63 | 0.37 | 130 | 80 | 2,090 | 1,890 | 1950 | F | C | 7% | 4% | ** | | 6 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 4LD | E | 35,040 | 33,251 | 1.14 | 29,200 | 0.11 | 3,070 | 0.52 | 0.48 | 1,600 | 1,470 | 1789 | 4.9% | -2.0% | 2.9% | 1300 | 120 | 0.63 | 0.37 | 80 | 40 | 1,680 | 1,510 | 1950 | C | B | 4% | 2% | | | 4 | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 14,561 | 13,381 | 1.06 | 12,600 | 0.10 | 1,290 | 0.57 | 0.43 | 740 | 550 | 1180 | 3.2% | -1.3% | 1.9% | 800 | 80 | 0.63 | 0.37 | 50 | 30 | 790 | 580 | 920 | D | C | 5% | 3% | * | | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 38,669 | 37,625 | 1.22 | 30,800 | 0.10 | 2,990 | 0.48 | 0.52 | 1,440 | 1,550 | 1044 | 2.8% | -1.1% | 1.7% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 1,470 | 1,590 | 1950 | B | B | 2% | 2% | | | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 49,820 | 47,589 | 1.14 | 41,900 | 0.11 | 4,400 | 0.52 | 0.48 | 2,290 | 2,110 | 2231 | 6.1% | -2.4% | 3.7% | 1600 | 150 | 0.63 | 0.37 | 90 | 60 | 2,380 | 2,170 | 3040 | B | B | 3% | 2% | | | 6 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 32,605 | 30,947 | 1.14 | 27,200 | 0.11 | 2,860 | 0.52 | 0.48 | 1,490 | 1,370 | 1658 | 4.5% | -1.8% | 2.7% | 1200 | 110 | 0.63 | 0.37 | 70 | 40 | 1,560 | 1,410 | 2030 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | 29,037 | 27,860 | 1.14 | 24,500 | 0.11 | 2,570 | 0.52 | 0.48 | 1,340 | 1,230 | 1177 | 3.2% | -1.3% | 1.9% | 800 | 80 | 0.63 | 0.37 | 50 | 30 | 1,390 | 1,260 | 2030 | B | B | 2% | 1% | | | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 1,137 | 1,135 | 1.09 | 1,000 | 0.09 | 90 | 0.49 | 0.51 | 40 | 50 | 2 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 40 | 50 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 5,015 | 4,780 | 1.09 | 4,400 | 0.09 | 410 | 0.49 | 0.51 | 200 | 210 | 235 | 0.6% | -0.3% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 210 | 220 | 920 | B | B | 1% | 1% | | | 2 | Add 0 L |

**EXHIBIT A-2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH ALLOWABLE DEVELOPMENT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) Backgnd K100 Factor | Peak Hr Volume | (5) D100 Dir1 | Dir2 | Background Dir. Volume Dir1 | Dir2 | PROJECT TRAFFIC (4) FSUTMS PSWDT | SUTMS Assgn. Pct. | Adjust. +/- | (7) Revised Assgn. Pct. | (8) Adj. PSWDT @ 5% Internal | (9) Two-Way Peak Hr Volume | In/Out Split Dir1 | Dir2 | (9) Directional Split Dir1 | Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Dir2 | (2) SERVICE VOLUME @ STD | 2030 LOS Dir1 | Dir2 | Project Traffic As % of SV Dir1 | Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Dir2 | Needed # of Lanes | Needed Improve-ment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 36636 | | | 0.6 | 43500 | 0.0952 | | | | | | | | | | | | | | | | |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 20,711 | 6,791 | 1.06 | 6,400 | 0.10 | 650 | 0.57 | 0.43 | 370 | 280 | 13920 | 38.0% | -5.0% | 33.0% | 14400 | 1370 | 0.63 | 0.37 | 860 | 510 | 1,230 | 790 | 920 | F | D | 93% | 55% | ** | * | 4 | Add 2 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | 21,149 | 5,222 | 1.06 | 4,900 | 0.10 | 500 | 0.57 | 0.43 | 290 | 210 | 15927 | 43.5% | 19.5% | 63.0% | 27400 | 2610 | 0.63 | 0.37 | 1,640 | 970 | 1,930 | 1,180 | 920 | F | F | 178% | 105% | ** | ** | 4 | Add 2 L |
| | North River Rd. | Project Entrance | 2LU | E | 45,702 | 9,202 | 1.09 | 8,400 | 0.09 | 790 | 0.49 | 0.51 | 390 | 400 | 36500 | 99.6% | -31.8% | 55.0% | 23900 | 2280 | 0.63 | 0.37 | 1,440 | 840 | 1,830 | 1,240 | 920 | F | F | 157% | 91% | ** | ** | 4 | Add 2 L |
| | Project Entrance | County Line | 2LU | E | 9,340 | 9,202 | 1.09 | 8,400 | 0.09 | 790 | 0.49 | 0.51 | 390 | 400 | 138 | 0.4% | 41.8% | 42.2% | 18300 | 1740 | 0.63 | 0.37 | 1,100 | 640 | 1,490 | 1,040 | 920 | F | F | 120% | 70% | ** | ** | 4 | Add 2 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 20,501 | 20,327 | 1.05 | 19,300 | 0.09 | 1,790 | 0.58 | 0.42 | 1,040 | 750 | 174 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 1,050 | 750 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | 40,524 | 40,307 | 1.05 | 38,300 | 0.09 | 3,560 | 0.58 | 0.42 | 2,060 | 1,500 | 217 | 0.6% | -0.2% | 0.4% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 2,070 | 1,510 | 1950 | F | B | 1% | 1% | | | 6 | Add 2 L |
| | Michigan Link | Ortiz Ave. | 6LD | E | 51,112 | 50,497 | 1.05 | 48,000 | 0.09 | 4,460 | 0.58 | 0.42 | 2,590 | 1,870 | 615 | 1.7% | -0.7% | 1.0% | 400 | 40 | 0.63 | 0.37 | 30 | 10 | 2,620 | 1,880 | 2920 | C | B | 1% | 0% | | | 6 | Add 0 L |
| | Ortiz Ave. | I-75 | 6LD | E | 61,270 | 60,522 | 1.05 | 57,500 | 0.09 | 5,350 | 0.58 | 0.42 | 3,100 | 2,250 | 748 | 2.0% | -0.8% | 1.2% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 3,130 | 2,270 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | I-75 | Buckingham Rd. | 6LD | E | 73,621 | 71,593 | 1.05 | 68,000 | 0.09 | 6,320 | 0.58 | 0.42 | 3,670 | 2,650 | 2028 | 5.5% | -2.7% | 2.8% | 1200 | 110 | 0.37 | 0.63 | 40 | 70 | 3,710 | 2,720 | 2920 | F | C | 1% | 2% | | | 10 | Add 4 L |
| | Buckingham Rd. | Lee Blvd. | 6LD | E | 58,260 | 57,733 | 1.05 | 54,800 | 0.09 | 5,100 | 0.58 | 0.42 | 2,960 | 2,140 | 527 | 1.4% | -0.6% | 0.9% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 2,970 | 2,170 | 2920 | F | B | 0% | 1% | | | 8 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 6LD | E | 3,876 | 3,640 | 1.05 | 3,500 | 0.09 | 330 | 0.58 | 0.42 | 190 | 140 | 236 | 0.6% | -0.3% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 200 | 150 | 2920 | A | A | 0% | 0% | | | 2 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 20,196 | 19,178 | 1.06 | 18,100 | 0.10 | 1,850 | 0.57 | 0.43 | 1,050 | 800 | 1018 | 2.8% | -1.1% | 1.7% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 1,090 | 830 | 1950 | B | B | 2% | 2% | | | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 36,726 | 33,865 | 1.06 | 31,900 | 0.10 | 3,250 | 0.57 | 0.43 | 1,850 | 1,400 | 2861 | 7.8% | -3.1% | 4.7% | 2000 | 190 | 0.63 | 0.37 | 120 | 70 | 1,970 | 1,470 | 1950 | F | B | 6% | 4% | ** | | 6 | Add 2 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 34,743 | 31,254 | 1.06 | 29,500 | 0.10 | 3,010 | 0.57 | 0.43 | 1,720 | 1,290 | 3489 | 9.5% | -3.8% | 5.7% | 2500 | 240 | 0.63 | 0.37 | 150 | 90 | 1,870 | 1,380 | 1950 | C | B | 8% | 5% | * | | 4 | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | E | 52,020 | 43,839 | 1.06 | 41,400 | 0.10 | 4,220 | 0.57 | 0.43 | 2,410 | 1,810 | 8181 | 22.3% | -8.9% | 13.4% | 5800 | 550 | 0.63 | 0.37 | 350 | 200 | 2,760 | 2,010 | 2920 | C | B | 12% | 7% | * | * | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | D | 53,255 | 40,167 | 1.06 | 37,900 | 0.10 | 3,870 | 0.57 | 0.43 | 2,210 | 1,660 | 13088 | 35.7% | -22.7% | 13.0% | 5700 | 540 | 0.63 | 0.37 | 340 | 200 | 2,550 | 1,860 | 2920 | C | B | 12% | 7% | * | * | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | 39,821 | 36,476 | 1.06 | 34,400 | 0.10 | 3,510 | 0.57 | 0.43 | 2,000 | 1,510 | 3345 | 9.1% | 10.9% | 20.0% | 8700 | 830 | 0.37 | 0.63 | 310 | 520 | 2,310 | 2,030 | 1950 | F | F | 16% | 27% | ** | ** | 6 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 28,775 | 26,514 | 1.06 | 25,000 | 0.10 | 2,550 | 0.57 | 0.43 | 1,450 | 1,100 | 2261 | 6.2% | 11.8% | 18.0% | 7800 | 740 | 0.37 | 0.63 | 270 | 470 | 1,720 | 1,570 | 1950 | C | B | 14% | 24% | * | * | 4 | Add 0 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 37,916 | 31,994 | 1.06 | 30,200 | 0.10 | 3,080 | 0.57 | 0.43 | 1,760 | 1,320 | 5922 | 16.2% | -4.2% | 12.0% | 5200 | 500 | 0.37 | 0.63 | 190 | 310 | 1,950 | 1,630 | 1950 | F | C | 10% | 16% | * | * | 6 | Add 2 L |
| | South Olga Drive | Hickey Creek | 4LD | D | 36,500 | 30,589 | 1.06 | 28,900 | 0.10 | 2,950 | 0.57 | 0.43 | 1,680 | 1,270 | 5911 | 16.1% | -5.1% | 11.0% | 4800 | 460 | 0.37 | 0.63 | 170 | 290 | 1,850 | 1,560 | 1950 | C | B | 9% | 15% | * | * | 4 | Add 0 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | 42,424 | 32,929 | 1.06 | 31,100 | 0.10 | 3,170 | 0.57 | 0.43 | 1,810 | 1,360 | 9495 | 25.9% | -15.6% | 10.3% | 4500 | 430 | 0.37 | 0.63 | 160 | 270 | 1,970 | 1,630 | 1950 | F | C | 8% | 14% | ** | * | 6 | Add 2 L |
| | Joel Blvd. | County Line | 4LD | D | 23,356 | 23,316 | 1.06 | 22,000 | 0.10 | 2,240 | 0.57 | 0.43 | 1,280 | 960 | 40 | 0.1% | 4.9% | 5.0% | 2200 | 210 | 0.37 | 0.63 | 80 | 130 | 1,360 | 1,090 | 1950 | B | B | 4% | 7% | | * | 4 | Add 0 L |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | E | 20,441 | 20,180 | 1.14 | 17,700 | 0.11 | 1,860 | 0.52 | 0.48 | 970 | 890 | 261 | 0.7% | -0.3% | 0.4% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 980 | 900 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | 96,265 | 96,136 | 1.05 | 91,300 | 0.08 | 7,210 | 0.49 | 0.51 | 3,530 | 3,680 | 129 | 0.4% | -0.1% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 3,540 | 3,680 | 2920 | F | F | 0% | 0% | | | 8 | Add 2 L |
| | SR 82 | Hancock Bridge Pkwy. | 8LD | E | 62,962 | 62,844 | 1.09 | 57,800 | 0.09 | 5,320 | 0.56 | 0.44 | 2,980 | 2,340 | 118 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 2,990 | 2,340 | 3700 | B | B | 0% | 0% | | | 8 | Add 0 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 6LD | E | 39,305 | 39,303 | 1.09 | 36,200 | 0.09 | 3,330 | 0.56 | 0.44 | 1,860 | 1,470 | 2 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 1,860 | 1,470 | 2920 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | Pondella Rd. | Pine Island Rd. | 6LD | E | 56,399 | 56,397 | 1.09 | 51,900 | 0.09 | 4,770 | 0.56 | 0.44 | 2,670 | 2,100 | 2 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 2,670 | 2,100 | 2920 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 38,993 | 38,938 | 1.09 | 35,800 | 0.09 | 3,290 | 0.56 | 0.44 | 1,840 | 1,450 | 55 | 0.2% | -0.1% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 1,840 | 1,450 | 1950 | C | B | 0% | 0% | | | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | 33,679 | 33,556 | 1.09 | 30,900 | 0.09 | 2,840 | 0.56 | 0.44 | 1,590 | 1,250 | 123 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 1,600 | 1,250 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | 32,635 | 32,146 | 1.09 | 29,600 | 0.09 | 2,720 | 0.56 | 0.44 | 1,520 | 1,200 | 489 | 1.3% | -0.5% | 0.8% | 300 | 30 | 0.37 | 0.63 | 10 | 20 | 1,530 | 1,220 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | 56,826 | 55,864 | 1.09 | 51,400 | 0.09 | 4,730 | 0.56 | 0.44 | 2,650 | 2,080 | 962 | 2.6% | -1.3% | 1.4% | 600 | 60 | 0.37 | 0.63 | 20 | 40 | 2,670 | 2,120 | 1950 | F | F | 1% | 2% | | | 6 | Add 2 L |

FOOTNOTES:

(1) Financially-Feasible network number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) PSWDT distribution and assignment based on 2030 Financially-Feasible Plan travel model.
(5) PSWDT/AADT ratio and D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(6) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(7) Manually adjusted trip distribution and assignment to reflect 60% of total Babcock Ranch traffic to remain in Lee County.
(8) Manually adjusted to reflect 5% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**EXHIBIT A-3**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) Backgnd K100 Factor | Peak Hr Volume | (5) D100 Dir1 | Dir2 | Background Dir. Volume Dir1 | Dir2 | PROJECT TRAFFIC (4) FSUTMS PSWDT | SUTMS Assgn. Pct. | Adjust. +/- | (7) Revised Assgn. Pct. | (8) Adj. PSWDT @ 22% Internal | (9) Two-Way Peak Hr Volume | In/Out Split Dir1 | Dir2 | (9) Directional Split Dir1 | Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Dir2 | (2) SERVICE VOLUME @ STD | 2030 LOS Dir1 | Dir2 | Project Traffic As % of SV Dir1 | Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Dir2 | Needed # of Lanes | Needed Improve-ment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 60570 | | | 0.6 | 201800 | 0.095 | | | | | | | | | | | | | | | | |
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 29,430 | 25,628 | 1.09 | 23,400 | 0.09 | 2,200 | 0.49 | 0.51 | 1,080 | 1,120 | 3802 | 6.3% | -2.5% | 3.8% | 7600 | 720 | 0.51 | 0.49 | 370 | 350 | 1,450 | 1,470 | 1950 | B | B | 19% | 18% | * | * | 4 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | 36,619 | 32,223 | 1.09 | 29,500 | 0.09 | 2,770 | 0.49 | 0.51 | 1,360 | 1,410 | 4396 | 7.3% | -2.9% | 4.4% | 8800 | 840 | 0.51 | 0.49 | 430 | 410 | 1,790 | 1,820 | 1950 | C | C | 22% | 21% | * | * | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | 28,693 | 24,126 | 1.09 | 22,100 | 0.09 | 2,080 | 0.49 | 0.51 | 1,020 | 1,060 | 4567 | 7.5% | -3.0% | 4.5% | 9100 | 860 | 0.51 | 0.49 | 440 | 420 | 1,460 | 1,480 | 1950 | B | B | 23% | 22% | * | * | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | 40,321 | 33,074 | 1.09 | 30,300 | 0.09 | 2,850 | 0.49 | 0.51 | 1,400 | 1,450 | 7247 | 12.0% | -4.8% | 7.2% | 14500 | 1380 | 0.51 | 0.49 | 700 | 680 | 2,100 | 2,130 | 1950 | F | F | 36% | 35% | ** | ** | 6 | Add 2 L |
| | I-75 | Nalle Rd. | 2LU | E | 26,889 | 8,991 | 1.09 | 8,200 | 0.09 | 770 | 0.49 | 0.51 | 380 | 390 | 17898 | 29.5% | -5.8% | 23.7% | 47800 | 4540 | 0.51 | 0.49 | 2,320 | 2,220 | 2,700 | 2,610 | 920 | F | F | 252% | 241% | ** | ** | 6 | Add 4 L |
| | Nalle Rd. | SR 31 | 2LU | E | 18,433 | 4,480 | 1.09 | 4,100 | 0.09 | 390 | 0.49 | 0.51 | 190 | 200 | 13953 | 23.0% | 7.0% | 30.0% | 60500 | 5750 | 0.51 | 0.49 | 2,930 | 2,820 | 3,120 | 3,020 | 920 | F | F | 318% | 307% | ** | ** | 8 | Add 6 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 13,995 | 12,040 | 1.05 | 11,500 | 0.10 | 1,180 | 0.53 | 0.47 | 630 | 550 | 1955 | 3.2% | -1.3% | 1.9% | 3900 | 370 | 0.51 | 0.49 | 190 | 180 | 820 | 730 | 920 | D | C | 21% | 20% | * | * | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | 21,029 | 14,589 | 1.05 | 13,900 | 0.10 | 1,430 | 0.53 | 0.47 | 760 | 670 | 6440 | 10.6% | -4.3% | 6.4% | 12900 | 1230 | 0.51 | 0.49 | 630 | 600 | 1,390 | 1,270 | 920 | F | F | 68% | 65% | ** | ** | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 23,197 | 22,615 | 1.09 | 20,800 | 0.12 | 2,410 | 0.59 | 0.41 | 1,420 | 990 | 582 | 1.0% | -0.4% | 0.6% | 1200 | 110 | 0.49 | 0.51 | 50 | 60 | 1,470 | 1,050 | 1950 | B | B | 3% | 3% | | | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 40,321 | 40,220 | 1.09 | 37,000 | 0.12 | 4,290 | 0.59 | 0.41 | 2,530 | 1,760 | 101 | 0.2% | -0.1% | 0.1% | 200 | 20 | 0.49 | 0.51 | 10 | 10 | 2,540 | 1,770 | 1950 | F | C | 1% | 1% | | | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 52,829 | 52,414 | 1.09 | 48,200 | 0.12 | 5,590 | 0.59 | 0.41 | 3,300 | 2,290 | 415 | 0.7% | -0.3% | 0.4% | 800 | 80 | 0.51 | 0.49 | 40 | 40 | 3,340 | 2,330 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | 78,594 | 78,437 | 1.09 | 72,200 | 0.12 | 8,380 | 0.59 | 0.41 | 4,940 | 3,440 | 157 | 0.3% | -0.1% | 0.2% | 300 | 30 | 0.51 | 0.49 | 20 | 10 | 4,960 | 3,450 | 2920 | F | F | 1% | 0% | | | 12 | Add 6 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 40,997 | 40,613 | 1.04 | 39,100 | 0.08 | 3,250 | 0.43 | 0.57 | 1,400 | 1,850 | 384 | 0.6% | -0.3% | 0.4% | 800 | 80 | 0.51 | 0.49 | 40 | 40 | 1,440 | 1,890 | 2920 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 50,780 | 49,831 | 1.04 | 47,900 | 0.08 | 3,980 | 0.43 | 0.57 | 1,710 | 2,270 | 949 | 1.6% | -0.6% | 0.9% | 1900 | 180 | 0.51 | 0.49 | 90 | 90 | 1,800 | 2,360 | 2920 | B | B | 3% | 3% | | | 6 | Add 0 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 49,296 | 48,138 | 1.12 | 43,100 | 0.09 | 3,790 | 0.52 | 0.48 | 1,970 | 1,820 | 1158 | 1.9% | -0.8% | 1.1% | 2300 | 220 | 0.51 | 0.49 | 110 | 110 | 2,080 | 1,930 | 2920 | B | B | 4% | 4% | | | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | 43,537 | 42,251 | 1.12 | 37,800 | 0.09 | 3,330 | 0.52 | 0.48 | 1,730 | 1,600 | 1286 | 2.1% | -0.8% | 1.3% | 2600 | 250 | 0.51 | 0.49 | 130 | 120 | 1,860 | 1,720 | 2920 | B | B | 4% | 4% | | | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | 64,232 | 62,509 | 1.03 | 60,500 | 0.09 | 5,570 | 0.58 | 0.42 | 3,230 | 2,340 | 1723 | 2.8% | -1.1% | 1.7% | 3400 | 320 | 0.51 | 0.49 | 160 | 160 | 3,390 | 2,500 | 2920 | F | C | 5% | 5% | ** | * | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | 87,501 | 84,899 | 1.03 | 82,200 | 0.09 | 7,560 | 0.58 | 0.42 | 4,380 | 3,180 | 2602 | 4.3% | -1.7% | 2.6% | 5200 | 490 | 0.51 | 0.49 | 250 | 240 | 4,630 | 3,420 | 2920 | F | F | 9% | 8% | ** | ** | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | 50,329 | 49,830 | 1.05 | 47,300 | 0.09 | 4,400 | 0.58 | 0.42 | 2,550 | 1,850 | 499 | 0.8% | -0.3% | 0.5% | 1000 | 100 | 0.49 | 0.51 | 50 | 50 | 2,600 | 1,900 | 2920 | C | B | 2% | 2% | | | 6 | Add 0 L |
| | Treeline Ave. | SR 82 | 6LD | E | 40,243 | 40,097 | 1.05 | 38,100 | 0.09 | 3,540 | 0.58 | 0.42 | 2,050 | 1,490 | 146 | 0.2% | -0.1% | 0.1% | 300 | 30 | 0.49 | 0.51 | 10 | 20 | 2,060 | 1,510 | 2920 | B | B | 0% | 1% | | | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 13,453 | 10,175 | 1.27 | 8,000 | 0.10 | 790 | 0.50 | 0.50 | 400 | 390 | 3278 | 5.4% | -2.2% | 3.2% | 6600 | 630 | 0.51 | 0.49 | 320 | 310 | 720 | 700 | 920 | C | C | 35% | 34% | * | * | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | 14,085 | 10,959 | 1.27 | 8,600 | 0.10 | 850 | 0.50 | 0.50 | 430 | 420 | 3126 | 5.2% | -2.1% | 3.1% | 6200 | 590 | 0.51 | 0.49 | 300 | 290 | 730 | 710 | 920 | C | C | 33% | 32% | * | * | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 20,140 | 17,783 | 1.27 | 14,000 | 0.10 | 1,390 | 0.50 | 0.50 | 700 | 690 | 2357 | 3.9% | -1.6% | 2.3% | 4700 | 450 | 0.51 | 0.49 | 230 | 220 | 930 | 910 | 1950 | B | B | 12% | 11% | * | * | 4 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 18,967 | 17,004 | 1.27 | 13,400 | 0.10 | 1,330 | 0.50 | 0.50 | 670 | 660 | 1963 | 3.2% | -1.3% | 1.9% | 3900 | 370 | 0.51 | 0.49 | 190 | 180 | 860 | 840 | 1950 | B | B | 10% | 9% | * | * | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | 26,481 | 26,297 | 1.15 | 22,900 | 0.09 | 2,130 | 1.00 | 0.00 | 2,130 | 0 | 184 | 0.3% | -0.1% | 0.2% | 400 | 40 | 1.00 | 0.00 | 40 | 0 | 2,170 | 0 | 2920 | B | A | 1% | 0% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 18,286 | 18,085 | 1.15 | 15,700 | 0.09 | 1,460 | 1.00 | 0.00 | 1,460 | 0 | 201 | 0.3% | -0.1% | 0.2% | 400 | 40 | 1.00 | 0.00 | 40 | 0 | 1,500 | 0 | 2920 | B | A | 1% | 0% | | | 2 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | 30,162 | 29,883 | 1.15 | 26,000 | 0.09 | 2,420 | 0.00 | 1.00 | 0 | 2,420 | 279 | 0.5% | -0.2% | 0.3% | 600 | 60 | 0.00 | 1.00 | 0 | 60 | 0 | 2,480 | 2920 | A | B | 0% | 2% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 21,759 | 21,490 | 1.15 | 18,700 | 0.09 | 1,740 | 0.00 | 1.00 | 0 | 1,740 | 269 | 0.4% | -0.2% | 0.3% | 500 | 50 | 0.00 | 1.00 | 0 | 50 | 0 | 1,790 | 2920 | A | B | 0% | 2% | | | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 16,089 | 15,632 | 1.15 | 13,600 | 0.09 | 1,260 | 0.50 | 0.50 | 630 | 630 | 457 | 0.8% | -0.3% | 0.5% | 900 | 90 | 0.51 | 0.49 | 50 | 40 | 680 | 670 | 1950 | B | B | 3% | 2% | | | 2 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 30,113 | 29,768 | 1.15 | 25,900 | 0.09 | 2,410 | 0.50 | 0.50 | 1,210 | 1,200 | 345 | 0.6% | -0.2% | 0.3% | 700 | 70 | 0.51 | 0.49 | 40 | 30 | 1,250 | 1,230 | 1950 | B | B | 2% | 2% | | | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | 130,013 | 120,727 | 1.11 | 108,800 | 0.09 | 9,550 | 0.53 | 0.47 | 5,060 | 4,490 | 9286 | 15.3% | -6.1% | 9.2% | 18600 | 1770 | 0.51 | 0.49 | 900 | 870 | 5,960 | 5,360 | 5,280 | F | E | 17% | 16% | ** | ** | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | 126,760 | 116,023 | 1.11 | 104,500 | 0.09 | 9,180 | 0.53 | 0.47 | 4,870 | 4,310 | 10737 | 17.7% | -7.1% | 10.6% | 21500 | 2040 | 0.51 | 0.49 | 1,040 | 1,000 | 5,910 | 5,310 | 5,280 | F | E | 20% | 19% | ** | ** | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | 116,326 | 101,843 | 1.11 | 91,800 | 0.09 | 8,060 | 0.53 | 0.47 | 4,270 | 3,790 | 14483 | 23.9% | -9.6% | 14.3% | 29000 | 2760 | 0.51 | 0.49 | 1,410 | 1,350 | 5,680 | 5,140 | 5,280 | E | D | 27% | 26% | ** | * | 6 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | 110,892 | 94,745 | 1.11 | 85,400 | 0.09 | 7,500 | 0.53 | 0.47 | 3,980 | 3,520 | 16147 | 26.7% | -10.7% | 16.0% | 32300 | 3070 | 0.51 | 0.49 | 1,570 | 1,500 | 5,550 | 5,020 | 5,280 | E | D | 30% | 28% | ** | * | 6 | Add 0 L |
| | SR 80 | Bayshore Rd. | 8F | D | 113,995 | 102,353 | 1.11 | 92,200 | 0.09 | 8,100 | 0.53 | 0.47 | 4,290 | 3,810 | 11642 | 19.2% | -7.7% | 11.5% | 23300 | 2210 | 0.51 | 0.49 | 1,130 | 1,080 | 5,420 | 4,890 | 7,140 | C | C | 16% | 15% | * | * | 6 | Add 0 L |
| | Bayshore Rd. | County Line | 6F | D | 84,746 | 83,040 | 1.11 | 74,800 | 0.09 | 6,570 | 0.53 | 0.47 | 3,480 | 3,090 | 1706 | 2.8% | -1.1% | 1.7% | 3400 | 320 | 0.49 | 0.51 | 160 | 160 | 3,640 | 3,250 | 5,280 | C | B | 3% | 3% | | | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 60,219 | 59,751 | 1.05 | 56,700 | 0.09 | 5,270 | 0.58 | 0.42 | 3,060 | 2,210 | 468 | 0.8% | -0.3% | 0.5% | 900 | 90 | 0.49 | 0.51 | 40 | 50 | 3,100 | 2,260 | 2920 | F | B | 1% | 2% | | | 8 | Add 2 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 57,429 | 57,007 | 1.05 | 54,100 | 0.09 | 5,030 | 0.58 | 0.42 | 2,920 | 2,110 | 422 | 0.7% | -0.3% | 0.4% | 800 | 80 | 0.49 | 0.51 | 40 | 40 | 2,960 | 2,150 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 64,218 | 62,505 | 1.05 | 59,400 | 0.09 | 5,520 | 0.58 | 0.42 | 3,200 | 2,320 | 1713 | 2.8% | -1.1% | 1.7% | 3400 | 320 | 0.49 | 0.51 | 160 | 160 | 3,360 | 2,480 | 2920 | F | B | 5% | 5% | ** | * | 8 | Add 2 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 45,901 | 45,212 | 1.05 | 42,900 | 0.09 | 3,990 | 0.58 | 0.42 | 2,310 | 1,680 | 689 | 1.1% | -0.5% | 0.7% | 1400 | 130 | 0.51 | 0.49 | 70 | 60 | 2,380 | 1,740 | 2920 | B | B | 2% | 2% | | | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | 2LU | E | 9,755 | 7,914 | 1.09 | 7,300 | 0.12 | 850 | 0.59 | 0.41 | 500 | 350 | 1841 | 3.0% | -1.2% | 1.8% | 3700 | 350 | 0.51 | 0.49 | 180 | 170 | 680 | 520 | 920 | C | C | 20% | 18% | * | * | 2 | Add 0 L |
| | Hart Rd. | Business 41 | 2LU | E | 9,071 | 7,146 | 1.09 | 6,600 | 0.12 | 770 | 0.59 | 0.41 | 450 | 320 | 1925 | 3.2% | -1.3% | 1.9% | 3800 | 360 | 0.51 | 0.49 | 180 | 180 | 630 | 500 | 920 | C | C | 20% | 20% | * | * | 2 | Add 0 L |
| | Business 41 | US 41 | 4LD | E | 26,919 | 25,801 | 1.09 | 23,700 | 0.12 | 2,750 | 0.59 | 0.41 | 1,620 | 1,130 | 1118 | 1.8% | -0.7% | 1.1% | 2200 | 210 | 0.51 | 0.49 | 110 | 100 | 1,730 | 1,230 | 1950 | C | B | 6% | 5% | * | * | 4 | Add 0 L |
| | US 41 | Corbett Rd. | 4LD | E | 35,643 | 34,514 | 1.03 | 33,400 | 0.10 | 3,170 | 0.45 | 0.55 | 1,430 | 1,740 | 1129 | 1.9% | -0.7% | 1.1% | 2300 | 220 | 0.51 | 0.49 | 110 | 110 | 1,540 | 1,850 | 1950 | B | C | 6% | 6% | * | * | 4 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 4LD | E | 31,461 | 30,641 | 1.03 | 29,700 | 0.10 | 2,820 | 0.45 | 0.55 | 1,270 | 1,550 | 820 | 1.4% | -0.5% | 0.8% | 1600 | 150 | 0.51 | 0.49 | 80 | 70 | 1,350 | 1,620 | 1950 | B | B | 4% | 4% | | | 4 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 970 | 766 | 1.09 | 700 | 0.09 | 70 | 0.49 | 0.51 | 30 | 40 | 204 | 0.3% | -0.1% | 0.2% | 400 | 40 | 0.49 | 0.51 | 20 | 20 | 50 | 60 | 920 | B | B | 2% | 2% | | | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 21,134 | 4,070 | 1.06 | 3,800 | 0.10 | 390 | 0.57 | 0.43 | 220 | 170 | 17064 | 28.2% | -16.2% | 12.0% | 24200 | 2300 | 0.49 | 0.51 | 1,130 | 1,170 | 1,350 | 1,340 | 920 | F | F | 123% | 127% | ** | ** | 4 | Add 2 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 4LD | E | 26,035 | 24,177 | 1.14 | 21,300 | 0.11 | 2,240 | 0.52 | 0.48 | 1,160 | 1,080 | 1858 | 3.1% | -1.2% | 1.8% | 3700 | 350 | 0.51 | 0.49 | 180 | 170 | 1,340 | 1,250 | 1950 | B | B | 9% | 9% | * | * | 4 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | 34,997 | 32,626 | 1.14 | 28,700 | 0.11 | 3,010 | 0.52 | 0.48 | 1,570 | 1,440 | 2371 | 3.9% | -1.6% | 2.3% | 4700 | 450 | 0.51 | 0.49 | 230 | 220 | 1,800 | 1,660 | 1950 | C | C | 12% | 11% | * | * | 4 | Add 0 L |
| | SR 82 | Hanson St. | 4LD | E | 42,234 | 39,579 | 1.14 | 34,800 | 0.11 | 3,650 | 0.52 | 0.48 | 1,900 | 1,750 | 2655 | 4.4% | -1.8% | 2.6% | 5300 | 500 | 0.51 | 0.49 | 260 | 240 | 2,160 | 1,990 | 1950 | F | F | 13% | 12% | ** | ** | 6 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 4LD | E | 31,819 | 30,858 | 1.14 | 27,100 | 0.11 | 2,850 | 0.52 | 0.48 | 1,480 | 1,370 | 961 | 1.6% | -0.6% | 1.0% | 1900 | 180 | 0.51 | 0.49 | 90 | 90 | 1,570 | 1,460 | 1950 | B | B | 5% | 5% | | | 4 | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 14,448 | 13,913 | 1.06 | 13,100 | 0.10 | 1,340 | 0.57 | 0.43 | 760 | 580 | 535 | 0.9% | -0.4% | 0.5% | 1100 | 100 | 0.51 | 0.49 | 50 | 50 | 810 | 630 | 920 | D | C | 5% | 5% | * | * | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 37,939 | 34,921 | 1.22 | 28,600 | 0.10 | 2,770 | 0.48 | 0.52 | 1,330 | 1,440 | 3018 | 5.0% | -2.0% | 3.0% | 6000 | 570 | 0.49 | 0.51 | 280 | 290 | 1,610 | 1,730 | 1950 | B | C | 14% | 15% | * | * | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 48,613 | 46,985 | 1.14 | 41,300 | 0.11 | 4,340 | 0.52 | 0.48 | 2,260 | 2,080 | 1628 | 2.7% | -1.1% | 1.6% | 3300 | 310 | 0.51 | 0.49 | 160 | 150 | 2,420 | 2,230 | 3040 | B | B | 5% | 5% | * | | 6 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 33,461 | 31,983 | 1.14 | 28,100 | 0.11 | 2,950 | 0.52 | 0.48 | 1,530 | 1,420 | 1478 | 2.4% | -1.0% | 1.5% | 3000 | 290 | 0.51 | 0.49 | 150 | 140 | 1,680 | 1,560 | 2030 | C | B | 7% | 7% | * | * | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | 29,282 | 28,201 | 1.14 | 24,800 | 0.11 | 2,600 | 0.52 | 0.48 | 1,350 | 1,250 | 1081 | 1.8% | -0.7% | 1.1% | 2200 | 210 | 0.51 | 0.49 | 110 | 100 | 1,460 | 1,350 | 2030 | B | B | 5% | 5% | * | | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 1,382 | 1,263 | 1.09 | 1,200 | 0.09 | 110 | 0.49 | 0.51 | 50 | 60 | 119 | 0.2% | -0.1% | 0.1% | 200 | 20 | 0.49 | 0.51 | 10 | 10 | 60 | 70 | 920 | B | B | 1% | 1% | | | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 5,310 | 4,904 | 1.09 | 4,500 | 0.09 | 420 | 0.49 | 0.51 | 210 | 210 | 406 | 0.7% | -0.3% | 0.4% | 800 | 80 | 0.49 | 0.51 | 40 | 40 | 250 | 250 | 920 | B | B | 4% | 4% | | | 2 | Add 0 L |

**EXHIBIT A-3**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH 22% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | (5) | | | | | | | | | | | (7) | (8) | (9) | | | | | | | (2) | | | Project | Sign. | | | |
| | | | (1) | (3) | (4) | | PSWDT/ | | (6) | Backgnd | | (5) | Background | | (4) SUTMS | | | Revised | Adj. PSWDT | Two-Way | | | (9) Directional | | Peak Hr | | SERVICE | 2030 | | Traffic | & Adv. | Impact | Needed | Needed |
| ROADWAY | FROM | TO | # of Lanes | LOS Std | FSUTMS PSWDT | Backgnd Traffic | AADT Factor | AADT | K100 Factor | Peak Hr Volume | D100 Dir1 | D100 Dir2 | Dir. Volume Dir1 | Dir. Volume Dir2 | FSUTMS PSWDT | Assgn. Pct. | Adjust. +/- | Assgn. Pct. | @ 22% Internal | Peak Hr Volume | In/Out Split Dir1 | In/Out Split Dir2 | Split Dir1 | Split Dir2 | Volume Dir1 | Volume Dir2 | @ STD | LOS Dir1 | LOS Dir2 | As % of SV Dir1 | As % of SV Dir2 | @ 5% Dir1 | @ 5% Dir2 | # of Lanes | Improve-ment |
| | | | | | | | | | | | | | | | 60570 | | | 0.6 | 201800 | 0.095 | | | | | | | | | | | | | | |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 24,323 | 5,759 | 1.06 | 5,400 | 0.10 | 550 | 0.57 | 0.43 | 310 | 240 | 18564 | 30.6% | 2.4% | 33.0% | 66600 | 6330 | 0.51 | 0.49 | 3,230 | 3,100 | 3,540 | 3,340 | 920 | F | F | 351% | 337% | ** | ** | 8 | Add 6 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | 33,488 | 4,864 | 1.06 | 4,600 | 0.10 | 470 | 0.57 | 0.43 | 270 | 200 | 28624 | 47.3% | 15.7% | 63.0% | 127100 | 12070 | 0.51 | 0.49 | 6,160 | 5,910 | 6,430 | 6,110 | 920 | F | F | 670% | 642% | ** | ** | 14 | Add 12 L |
| | North River Rd. | Project Entrance | 2LU | E | 65,986 | 7,378 | 1.09 | 6,800 | 0.09 | 640 | 0.49 | 0.51 | 310 | 330 | 58608 | 96.8% | -31.8% | 55.0% | 111000 | 10550 | 0.51 | 0.49 | 5,380 | 5,170 | 5,690 | 5,500 | 920 | F | F | 585% | 562% | ** | ** | 12 | Add 10 L |
| | Project Entrance | County Line | 2LU | E | 9,340 | 7,378 | 1.09 | 6,800 | 0.09 | 640 | 0.49 | 0.51 | 310 | 330 | 1962 | 3.2% | 41.8% | 45.0% | 90900 | 8640 | 0.51 | 0.49 | 4,410 | 4,230 | 4,720 | 4,560 | 920 | F | F | 479% | 460% | ** | ** | 10 | Add 8 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 14,632 | 14,199 | 1.05 | 13,500 | 0.09 | 1,260 | 0.58 | 0.42 | 730 | 530 | 433 | 0.7% | -0.3% | 0.4% | 900 | 90 | 0.51 | 0.49 | 50 | 40 | 780 | 570 | 1950 | B | B | 3% | 2% | | | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | 39,455 | 39,261 | 1.05 | 37,300 | 0.09 | 3,470 | 0.58 | 0.42 | 2,010 | 1,460 | 194 | 0.3% | -0.1% | 0.2% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 2,030 | 1,480 | 1950 | F | B | 1% | 1% | | | 6 | Add 2 L |
| | Michigan Link | Ortiz Ave. | 6LD | E | 51,430 | 50,767 | 1.05 | 48,200 | 0.09 | 4,480 | 0.58 | 0.42 | 2,600 | 1,880 | 663 | 1.1% | -0.4% | 0.7% | 1300 | 120 | 0.51 | 0.49 | 60 | 60 | 2,660 | 1,940 | 2920 | C | B | 2% | 2% | | | 6 | Add 0 L |
| | Ortiz Ave. | I-75 | 6LD | E | 58,030 | 57,016 | 1.05 | 54,100 | 0.09 | 5,030 | 0.58 | 0.42 | 2,920 | 2,110 | 1014 | 1.7% | -0.7% | 1.0% | 2000 | 190 | 0.51 | 0.49 | 100 | 90 | 3,020 | 2,200 | 2920 | F | B | 3% | 3% | | | 8 | Add 2 L |
| | I-75 | Buckingham Rd. | 6LD | E | 73,351 | 71,584 | 1.05 | 68,000 | 0.09 | 6,320 | 0.58 | 0.42 | 3,670 | 2,650 | 1767 | 2.9% | -1.7% | 1.3% | 2500 | 240 | 0.49 | 0.51 | 120 | 120 | 3,790 | 2,770 | 2920 | F | C | 4% | 4% | | | 10 | Add 4 L |
| | Buckingham Rd. | Lee Blvd. | 6LD | E | 56,910 | 56,138 | 1.05 | 53,300 | 0.09 | 4,960 | 0.58 | 0.42 | 2,880 | 2,080 | 772 | 1.3% | -0.5% | 0.8% | 1500 | 140 | 0.49 | 0.51 | 70 | 70 | 2,950 | 2,150 | 2920 | F | B | 2% | 2% | | | 8 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 6LD | E | 30,742 | 30,260 | 1.05 | 28,700 | 0.09 | 2,670 | 0.58 | 0.42 | 1,550 | 1,120 | 482 | 0.8% | -0.3% | 0.5% | 1000 | 100 | 0.49 | 0.51 | 50 | 50 | 1,600 | 1,170 | 2920 | B | B | 2% | 2% | | | 4 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 23,765 | 22,425 | 1.06 | 21,200 | 0.10 | 2,160 | 0.57 | 0.43 | 1,230 | 930 | 1340 | 2.2% | -0.9% | 1.3% | 2700 | 260 | 0.51 | 0.49 | 130 | 130 | 1,360 | 1,060 | 1950 | B | B | 7% | 7% | * | * | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 35,669 | 32,453 | 1.06 | 30,600 | 0.10 | 3,120 | 0.57 | 0.43 | 1,780 | 1,340 | 3216 | 5.3% | -2.1% | 3.2% | 6400 | 610 | 0.51 | 0.49 | 310 | 300 | 2,090 | 1,640 | 1950 | F | C | 16% | 15% | ** | * | 6 | Add 2 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 34,509 | 29,718 | 1.06 | 28,000 | 0.10 | 2,860 | 0.57 | 0.43 | 1,630 | 1,230 | 4791 | 7.9% | -3.2% | 4.7% | 9600 | 910 | 0.51 | 0.49 | 460 | 450 | 2,090 | 1,680 | 1950 | F | C | 24% | 23% | ** | * | 6 | Add 2 L |
| | Oritz Blvd. | I-75 | 6LD | E | 50,800 | 43,651 | 1.06 | 41,200 | 0.10 | 4,200 | 0.57 | 0.43 | 2,390 | 1,810 | 7149 | 11.8% | -4.7% | 7.1% | 14300 | 1360 | 0.51 | 0.49 | 690 | 670 | 3,080 | 2,480 | 2920 | F | B | 24% | 23% | ** | * | 8 | Add 2 L |
| | I-75 | SR 31 | 6LD | D | 50,283 | 33,458 | 1.06 | 31,600 | 0.10 | 3,220 | 0.57 | 0.43 | 1,840 | 1,380 | 16825 | 27.8% | -14.8% | 13.0% | 26200 | 2490 | 0.51 | 0.49 | 1,270 | 1,220 | 3,110 | 2,600 | 2920 | F | C | 43% | 42% | ** | * | 8 | Add 2 L |
| | SR 31 | Tropic Ave. | 4LD | D | 39,010 | 31,128 | 1.06 | 29,400 | 0.10 | 3,000 | 0.57 | 0.43 | 1,710 | 1,290 | 7882 | 13.0% | 7.0% | 20.0% | 40400 | 3840 | 0.49 | 0.51 | 1,880 | 1,960 | 3,590 | 3,250 | 1950 | F | F | 96% | 101% | ** | ** | 8 | Add 4 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 26,968 | 20,927 | 1.06 | 19,700 | 0.10 | 2,010 | 0.57 | 0.43 | 1,150 | 860 | 6041 | 10.0% | 8.0% | 18.0% | 36300 | 3450 | 0.49 | 0.51 | 1,690 | 1,760 | 2,840 | 2,620 | 1950 | F | F | 87% | 90% | ** | ** | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 35,800 | 26,807 | 1.06 | 25,300 | 0.10 | 2,580 | 0.57 | 0.43 | 1,470 | 1,110 | 8993 | 14.8% | -2.8% | 12.0% | 24200 | 2300 | 0.49 | 0.51 | 1,130 | 1,170 | 2,600 | 2,280 | 1950 | F | F | 58% | 60% | ** | ** | 6 | Add 2 L |
| | South Olga Drive | Hickey Creek | 4LD | D | 35,394 | 26,484 | 1.06 | 25,000 | 0.10 | 2,550 | 0.57 | 0.43 | 1,450 | 1,100 | 8910 | 14.7% | -3.7% | 11.0% | 22200 | 2110 | 0.49 | 0.51 | 1,030 | 1,080 | 2,480 | 2,180 | 1950 | F | F | 53% | 55% | ** | ** | 6 | Add 2 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | 38,119 | 26,750 | 1.06 | 25,200 | 0.10 | 2,570 | 0.57 | 0.43 | 1,460 | 1,110 | 11369 | 18.8% | -8.5% | 10.3% | 20800 | 1980 | 0.49 | 0.51 | 970 | 1,010 | 2,430 | 2,120 | 1950 | F | F | 50% | 52% | ** | ** | 6 | Add 2 L |
| | Joel Blvd. | County Line | 4LD | D | 23,356 | 22,576 | 1.06 | 21,300 | 0.10 | 2,170 | 0.57 | 0.43 | 1,240 | 930 | 780 | 1.3% | 3.7% | 5.0% | 10100 | 960 | 0.49 | 0.51 | 470 | 490 | 1,710 | 1,420 | 1950 | C | B | 24% | 25% | * | * | 4 | Add 0 L |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | E | 20,955 | 20,770 | 1.14 | 18,300 | 0.11 | 1,920 | 0.52 | 0.48 | 1,000 | 920 | 185 | 0.3% | -0.1% | 0.2% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 1,020 | 940 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | 97,547 | 97,335 | 1.05 | 92,400 | 0.08 | 7,300 | 0.49 | 0.51 | 3,580 | 3,720 | 212 | 0.4% | -0.1% | 0.2% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 3,600 | 3,740 | 2920 | F | F | 1% | 1% | | | 10 | Add 4 L |
| | SR 82 | Hancock Bridge Pkwy. | 8LD | E | 61,853 | 61,522 | 1.09 | 56,600 | 0.09 | 5,210 | 0.56 | 0.44 | 2,920 | 2,290 | 331 | 0.5% | -0.2% | 0.3% | 700 | 70 | 0.51 | 0.49 | 40 | 30 | 2,960 | 2,320 | 3700 | B | B | 1% | 1% | | | 8 | Add 0 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 6LD | E | 37,314 | 36,995 | 1.09 | 34,000 | 0.09 | 3,130 | 0.56 | 0.44 | 1,750 | 1,380 | 319 | 0.5% | -0.2% | 0.3% | 600 | 60 | 0.51 | 0.49 | 30 | 30 | 1,780 | 1,410 | 2920 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Pondella Rd. | Pine Island Rd. | 6LD | E | 59,510 | 59,053 | 1.09 | 54,300 | 0.09 | 5,000 | 0.56 | 0.44 | 2,800 | 2,200 | 457 | 0.8% | -0.3% | 0.5% | 900 | 90 | 0.51 | 0.49 | 50 | 40 | 2,850 | 2,240 | 2920 | D | B | 2% | 1% | | | 6 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 40,486 | 40,261 | 1.09 | 37,000 | 0.09 | 3,400 | 0.56 | 0.44 | 1,900 | 1,500 | 225 | 0.4% | -0.1% | 0.2% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 1,920 | 1,520 | 1950 | D | B | 1% | 1% | | | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | 36,151 | 35,830 | 1.09 | 33,000 | 0.09 | 3,040 | 0.56 | 0.44 | 1,700 | 1,340 | 321 | 0.5% | -0.2% | 0.3% | 600 | 60 | 0.51 | 0.49 | 30 | 30 | 1,730 | 1,370 | 1950 | C | B | 2% | 2% | | | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | 31,786 | 31,042 | 1.09 | 28,600 | 0.09 | 2,630 | 0.56 | 0.44 | 1,470 | 1,160 | 744 | 1.2% | -0.5% | 0.7% | 1500 | 140 | 0.49 | 0.51 | 70 | 70 | 1,540 | 1,230 | 1950 | B | B | 4% | 4% | | | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | 56,399 | 55,347 | 1.09 | 50,900 | 0.09 | 4,680 | 0.56 | 0.44 | 2,620 | 2,060 | 1052 | 1.7% | -0.9% | 0.8% | 1700 | 160 | 0.49 | 0.51 | 80 | 80 | 2,700 | 2,140 | 1950 | F | F | 4% | 4% | | | 6 | Add 2 L |

FOOTNOTES:

(1) Financially-Feasible network number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) PSWDT distribution and assignment based on 2030 Financially-Feasible Plan travel model.
(5) PSWDT/AADT ratio and D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(6) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(7) Manually adjusted trip distribution and assignment to reflect 60% of total Babcock Ranch traffic to remain in Lee County.
(8) Manually adjusted to reflect 22% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**EXHIBIT A-4**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | (5) | | | | | | | | | | | (7) | Adj. (8) | (9) | | | (9) Directional | | | | (2) SERVICE | | | Project | Sign. & Adv. | | | |
| | | | (1) | (3) | (4) | | PSWDT/ | | (6) | Backgnd | | (5) | Background | | (4) | SUTMS | | Revised | PSWDT | Two-Way | In/Out Split | | Split | | Peak Hr Volume | | VOLUME @ | 2030 LOS | | Traffic | Impact @ 5% | | Needed | Needed |
| ROADWAY | FROM | TO | # of Lanes | LOS Std | FSUTMS PSWDT | Backgnd Traffic | AADT Factor | AADT | K100 Factor | Peak Hr Volume | D100 Dir1 | D100 Dir2 | Dir. Volume Dir1 | Dir. Volume Dir2 | FSUTMS PSWDT | Assgn. Pct. | Adjust. +/- | Assgn. Pct. | @ 50% Internal | Peak Hr Volume | Dir1 | Dir2 | Dir1 | Dir2 | Dir1 | Dir2 | STD | Dir1 | Dir2 | As % of SV Dir1 | As % of SV Dir2 | Dir1 | Dir2 | # of Lanes | Improvement |
| | | | | | | | | | | | | | | | 60570 | | | 0.6 | 129400 | 0.095 | | | | | | | | | | | | | | |
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 29,430 | 25,628 | 1.09 | 23,400 | 0.09 | 2,200 | 0.49 | 0.51 | 1,080 | 1,120 | 3802 | 6.3% | -2.5% | 3.8% | 4900 | 470 | 0.51 | 0.49 | 240 | 230 | 1,320 | 1,350 | 1950 | B | B | 12% | 12% | | | 4 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | 36,619 | 32,223 | 1.09 | 29,500 | 0.09 | 2,770 | 0.49 | 0.51 | 1,360 | 1,410 | 4396 | 7.3% | -2.9% | 4.4% | 5600 | 530 | 0.51 | 0.49 | 270 | 260 | 1,630 | 1,670 | 1950 | C | C | 14% | 13% | * | * | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | 28,693 | 24,126 | 1.09 | 22,100 | 0.09 | 2,080 | 0.49 | 0.51 | 1,020 | 1,060 | 4567 | 7.5% | -3.0% | 4.5% | 5900 | 560 | 0.51 | 0.49 | 290 | 270 | 1,310 | 1,330 | 1950 | B | B | 15% | 14% | * | * | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | 40,321 | 33,074 | 1.09 | 30,300 | 0.09 | 2,850 | 0.49 | 0.51 | 1,400 | 1,450 | 7247 | 12.0% | -4.8% | 7.2% | 9300 | 880 | 0.51 | 0.49 | 450 | 430 | 1,850 | 1,880 | 1950 | C | C | 23% | 22% | * | * | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | 26,889 | 8,991 | 1.09 | 8,200 | 0.09 | 770 | 0.49 | 0.51 | 380 | 390 | 17898 | 29.5% | -5.8% | 23.7% | 30700 | 2920 | 0.51 | 0.49 | 1,490 | 1,430 | 1,870 | 1,820 | 920 | F | F | 162% | 155% | ** | ** | 4 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | E | 18,433 | 4,480 | 1.09 | 4,100 | 0.09 | 390 | 0.49 | 0.51 | 190 | 200 | 13953 | 23.0% | 7.0% | 30.0% | 38800 | 3690 | 0.51 | 0.49 | 1,880 | 1,810 | 2,070 | 2,010 | 920 | F | F | 204% | 197% | ** | ** | 6 | Add 4 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 13,995 | 12,040 | 1.05 | 11,500 | 0.10 | 1,180 | 0.53 | 0.47 | 630 | 550 | 1955 | 3.2% | -1.3% | 1.9% | 2500 | 240 | 0.51 | 0.49 | 120 | 120 | 750 | 670 | 920 | C | C | 13% | 13% | * | * | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | 21,029 | 14,589 | 1.05 | 13,900 | 0.10 | 1,430 | 0.53 | 0.47 | 760 | 670 | 6440 | 10.6% | -4.3% | 6.4% | 8300 | 790 | 0.51 | 0.49 | 400 | 390 | 1,160 | 1,060 | 920 | F | F | 43% | 42% | ** | ** | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 23,197 | 22,615 | 1.09 | 20,800 | 0.12 | 2,410 | 0.59 | 0.41 | 1,420 | 990 | 582 | 1.0% | -0.4% | 0.6% | 700 | 70 | 0.49 | 0.51 | 30 | 40 | 1,450 | 1,030 | 1950 | B | B | 2% | 2% | | | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 40,321 | 40,220 | 1.09 | 37,000 | 0.12 | 4,290 | 0.59 | 0.41 | 2,530 | 1,760 | 101 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.49 | 0.51 | 0 | 10 | 2,530 | 1,770 | 1950 | F | C | 0% | 1% | | | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 52,829 | 52,414 | 1.09 | 48,200 | 0.12 | 5,590 | 0.59 | 0.41 | 3,300 | 2,290 | 415 | 0.7% | -0.3% | 0.4% | 500 | 50 | 0.51 | 0.49 | 30 | 20 | 3,330 | 2,310 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | 78,594 | 78,437 | 1.09 | 72,200 | 0.12 | 8,380 | 0.59 | 0.41 | 4,940 | 3,440 | 157 | 0.3% | -0.1% | 0.2% | 200 | 20 | 0.51 | 0.49 | 10 | 10 | 4,950 | 3,450 | 2920 | F | F | 0% | 0% | | | 12 | Add 6 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 40,997 | 40,613 | 1.04 | 39,100 | 0.08 | 3,250 | 0.43 | 0.57 | 1,400 | 1,850 | 384 | 0.6% | -0.3% | 0.4% | 500 | 50 | 0.51 | 0.49 | 30 | 20 | 1,430 | 1,870 | 2920 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 50,780 | 49,831 | 1.04 | 47,900 | 0.08 | 3,980 | 0.43 | 0.57 | 1,710 | 2,270 | 949 | 1.6% | -0.6% | 0.9% | 1200 | 110 | 0.51 | 0.49 | 60 | 50 | 1,770 | 2,320 | 2920 | B | B | 2% | 2% | | | 6 | Add 0 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 49,296 | 48,138 | 1.12 | 43,100 | 0.09 | 3,790 | 0.52 | 0.48 | 1,970 | 1,820 | 1158 | 1.9% | -0.8% | 1.1% | 1500 | 140 | 0.51 | 0.49 | 70 | 70 | 2,040 | 1,890 | 2920 | B | B | 2% | 2% | | | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | 43,537 | 42,251 | 1.12 | 37,800 | 0.09 | 3,330 | 0.52 | 0.48 | 1,730 | 1,600 | 1286 | 2.1% | -0.8% | 1.3% | 1600 | 150 | 0.51 | 0.49 | 80 | 70 | 1,810 | 1,670 | 2920 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | 64,232 | 62,509 | 1.03 | 60,500 | 0.09 | 5,570 | 0.58 | 0.42 | 3,230 | 2,340 | 1723 | 2.8% | -1.1% | 1.7% | 2200 | 210 | 0.51 | 0.49 | 110 | 100 | 3,340 | 2,440 | 2920 | F | B | 4% | 3% | | | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | 87,501 | 84,899 | 1.03 | 82,200 | 0.09 | 7,560 | 0.58 | 0.42 | 4,380 | 3,180 | 2602 | 4.3% | -1.7% | 2.6% | 3300 | 310 | 0.51 | 0.49 | 160 | 150 | 4,540 | 3,330 | 2920 | F | F | 5% | 5% | ** | ** | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | 50,329 | 49,830 | 1.05 | 47,300 | 0.09 | 4,400 | 0.58 | 0.42 | 2,550 | 1,850 | 499 | 0.8% | -0.3% | 0.5% | 600 | 60 | 0.49 | 0.51 | 30 | 30 | 2,580 | 1,880 | 2920 | C | B | 1% | 1% | | | 6 | Add 0 L |
| | Treeline Ave. | SR 82 | 6LD | E | 40,243 | 40,097 | 1.05 | 38,100 | 0.09 | 3,540 | 0.58 | 0.42 | 2,050 | 1,490 | 146 | 0.2% | -0.1% | 0.1% | 200 | 20 | 0.49 | 0.51 | 10 | 10 | 2,060 | 1,500 | 2920 | B | B | 0% | 0% | | | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 13,453 | 10,175 | 1.27 | 8,000 | 0.10 | 790 | 0.50 | 0.50 | 400 | 390 | 3278 | 5.4% | -2.2% | 3.2% | 4200 | 400 | 0.51 | 0.49 | 200 | 200 | 600 | 590 | 920 | C | C | 22% | 22% | * | * | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | 14,085 | 10,959 | 1.27 | 8,600 | 0.10 | 850 | 0.50 | 0.50 | 430 | 420 | 3126 | 5.2% | -2.1% | 3.1% | 4000 | 380 | 0.51 | 0.49 | 190 | 190 | 620 | 610 | 920 | C | C | 21% | 21% | * | * | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 20,140 | 17,783 | 1.27 | 14,000 | 0.10 | 1,390 | 0.50 | 0.50 | 700 | 690 | 2357 | 3.9% | -1.6% | 2.3% | 3000 | 290 | 0.51 | 0.49 | 150 | 140 | 850 | 830 | 1950 | B | B | 8% | 7% | * | * | 2 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 18,967 | 17,004 | 1.27 | 13,400 | 0.10 | 1,330 | 0.50 | 0.50 | 670 | 660 | 1963 | 3.2% | -1.3% | 1.9% | 2500 | 240 | 0.51 | 0.49 | 120 | 120 | 790 | 780 | 1950 | B | B | 6% | 6% | * | * | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | 26,481 | 26,297 | 1.15 | 22,900 | 0.09 | 2,130 | 1.00 | 0.00 | 2,130 | 0 | 184 | 0.3% | -0.1% | 0.2% | 200 | 20 | 1.00 | 0.00 | 20 | 0 | 2,150 | 0 | 2920 | B | A | 1% | 0% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 18,286 | 18,085 | 1.15 | 15,700 | 0.09 | 1,460 | 1.00 | 0.00 | 1,460 | 0 | 201 | 0.3% | -0.1% | 0.2% | 300 | 30 | 1.00 | 0.00 | 30 | 0 | 1,490 | 0 | 2920 | B | A | 1% | 0% | | | 2 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | 30,162 | 29,883 | 1.15 | 26,000 | 0.09 | 2,420 | 0.00 | 1.00 | 0 | 2,420 | 279 | 0.5% | -0.2% | 0.3% | 400 | 40 | 0.00 | 1.00 | 0 | 40 | 0 | 2,460 | 2920 | A | B | 0% | 1% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 3LO | E | 21,759 | 21,490 | 1.15 | 18,700 | 0.09 | 1,740 | 0.00 | 1.00 | 0 | 1,740 | 269 | 0.4% | -0.2% | 0.3% | 300 | 30 | 0.00 | 1.00 | 0 | 30 | 0 | 1,770 | 2920 | A | B | 0% | 1% | | | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 16,089 | 15,632 | 1.15 | 13,600 | 0.09 | 1,260 | 0.50 | 0.50 | 630 | 630 | 457 | 0.8% | -0.3% | 0.5% | 600 | 60 | 0.51 | 0.49 | 30 | 30 | 660 | 660 | 1950 | B | B | 2% | 2% | | | 2 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 30,113 | 29,768 | 1.15 | 25,900 | 0.09 | 2,410 | 0.50 | 0.50 | 1,210 | 1,200 | 345 | 0.6% | -0.2% | 0.3% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 1,230 | 1,220 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | 130,013 | 120,727 | 1.11 | 108,800 | 0.09 | 9,550 | 0.53 | 0.47 | 5,060 | 4,490 | 9286 | 15.3% | -6.1% | 9.2% | 11900 | 1130 | 0.51 | 0.49 | 580 | 550 | 5,640 | 5,040 | 5,280 | E | D | 11% | 10% | ** | * | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | 126,760 | 116,023 | 1.11 | 104,500 | 0.09 | 9,180 | 0.53 | 0.47 | 4,870 | 4,310 | 10737 | 17.7% | -7.1% | 10.6% | 13800 | 1310 | 0.51 | 0.49 | 670 | 640 | 5,540 | 4,950 | 5,280 | E | D | 13% | 12% | ** | * | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | 116,326 | 101,843 | 1.11 | 91,800 | 0.09 | 8,060 | 0.53 | 0.47 | 4,270 | 3,790 | 14483 | 23.9% | -9.6% | 14.3% | 18600 | 1770 | 0.51 | 0.49 | 900 | 870 | 5,170 | 4,660 | 5,280 | D | D | 17% | 16% | * | * | 4 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | 110,892 | 94,745 | 1.11 | 85,400 | 0.09 | 7,500 | 0.53 | 0.47 | 3,980 | 3,520 | 16147 | 26.7% | -10.7% | 16.0% | 20700 | 1970 | 0.51 | 0.49 | 1,000 | 970 | 4,980 | 4,490 | 5,280 | D | D | 19% | 18% | * | * | 4 | Add 0 L |
| | SR 80 | Bayshore Rd. | 8F | D | 113,995 | 102,353 | 1.11 | 92,200 | 0.09 | 8,100 | 0.53 | 0.47 | 4,290 | 3,810 | 11642 | 19.2% | -7.7% | 11.5% | 14900 | 1420 | 0.51 | 0.49 | 720 | 700 | 5,010 | 4,510 | 7,140 | C | C | 10% | 10% | * | * | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 6F | D | 84,746 | 83,040 | 1.11 | 74,800 | 0.09 | 6,570 | 0.53 | 0.47 | 3,480 | 3,090 | 1706 | 2.8% | -1.1% | 1.7% | 2200 | 210 | 0.49 | 0.51 | 100 | 110 | 3,580 | 3,200 | 5,280 | C | B | 2% | 2% | | | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 60,219 | 59,751 | 1.05 | 56,700 | 0.09 | 5,270 | 0.58 | 0.42 | 3,060 | 2,210 | 468 | 0.8% | -0.3% | 0.5% | 600 | 60 | 0.49 | 0.51 | 30 | 30 | 3,090 | 2,240 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 57,429 | 57,007 | 1.05 | 54,100 | 0.09 | 5,030 | 0.58 | 0.42 | 2,920 | 2,110 | 422 | 0.7% | -0.3% | 0.4% | 500 | 50 | 0.49 | 0.51 | 20 | 30 | 2,940 | 2,140 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 64,218 | 62,505 | 1.05 | 59,400 | 0.09 | 5,520 | 0.58 | 0.42 | 3,200 | 2,320 | 1713 | 2.8% | -1.1% | 1.7% | 2200 | 210 | 0.49 | 0.51 | 100 | 110 | 3,300 | 2,430 | 2920 | F | B | 3% | 4% | | | 8 | Add 2 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 45,901 | 45,212 | 1.05 | 42,900 | 0.09 | 3,990 | 0.58 | 0.42 | 2,310 | 1,680 | 689 | 1.1% | -0.5% | 0.7% | 900 | 90 | 0.51 | 0.49 | 50 | 40 | 2,360 | 1,720 | 2920 | B | B | 2% | 1% | | | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | 2LU | E | 9,755 | 7,914 | 1.09 | 7,300 | 0.12 | 850 | 0.59 | 0.41 | 500 | 350 | 1841 | 3.0% | -1.2% | 1.8% | 2400 | 230 | 0.51 | 0.49 | 120 | 110 | 620 | 460 | 920 | C | C | 13% | 12% | * | * | 2 | Add 0 L |
| | Hart Rd. | Business 41 | 2LU | E | 9,071 | 7,146 | 1.09 | 6,600 | 0.12 | 770 | 0.59 | 0.41 | 450 | 320 | 1925 | 3.2% | -1.3% | 1.9% | 2500 | 240 | 0.51 | 0.49 | 120 | 120 | 570 | 440 | 920 | C | C | 13% | 13% | * | * | 2 | Add 0 L |
| | Business 41 | US 41 | 4LD | E | 26,919 | 25,801 | 1.09 | 23,700 | 0.12 | 2,750 | 0.59 | 0.41 | 1,620 | 1,130 | 1118 | 1.8% | -0.7% | 1.1% | 1400 | 130 | 0.51 | 0.49 | 70 | 60 | 1,690 | 1,190 | 1950 | C | B | 4% | 3% | | | 4 | Add 0 L |
| | US 41 | Corbett Rd. | 4LD | E | 35,643 | 34,514 | 1.03 | 33,400 | 0.10 | 3,170 | 0.45 | 0.55 | 1,430 | 1,740 | 1129 | 1.9% | -0.7% | 1.1% | 1400 | 130 | 0.51 | 0.49 | 70 | 60 | 1,500 | 1,800 | 1950 | B | C | 4% | 3% | | | 4 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 4LD | E | 31,461 | 30,641 | 1.03 | 29,700 | 0.10 | 2,820 | 0.45 | 0.55 | 1,270 | 1,550 | 820 | 1.4% | -0.5% | 0.8% | 1100 | 100 | 0.51 | 0.49 | 50 | 50 | 1,320 | 1,600 | 1950 | B | B | 3% | 3% | | | 4 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 970 | 766 | 1.09 | 700 | 0.09 | 70 | 0.49 | 0.51 | 30 | 40 | 204 | 0.3% | -0.1% | 0.2% | 300 | 30 | 0.49 | 0.51 | 10 | 20 | 40 | 60 | 920 | B | B | 1% | 2% | | | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 21,134 | 4,070 | 1.06 | 3,800 | 0.10 | 390 | 0.57 | 0.43 | 220 | 170 | 17064 | 28.2% | -16.2% | 12.0% | 15500 | 1470 | 0.49 | 0.51 | 720 | 750 | 940 | 920 | 920 | F | F | 78% | 82% | ** | * | 4 | Add 2 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 4LD | E | 26,035 | 24,177 | 1.14 | 21,300 | 0.11 | 2,240 | 0.52 | 0.48 | 1,160 | 1,080 | 1858 | 3.1% | -1.2% | 1.8% | 2400 | 230 | 0.51 | 0.49 | 120 | 110 | 1,280 | 1,190 | 1950 | B | B | 6% | 6% | * | * | 4 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | 34,997 | 32,626 | 1.14 | 28,700 | 0.11 | 3,010 | 0.52 | 0.48 | 1,570 | 1,440 | 2371 | 3.9% | -1.6% | 2.3% | 3000 | 290 | 0.51 | 0.49 | 150 | 140 | 1,720 | 1,580 | 1950 | C | B | 8% | 7% | * | * | 4 | Add 0 L |
| | SR 82 | Hanson St. | 4LD | E | 42,234 | 39,579 | 1.14 | 34,800 | 0.11 | 3,650 | 0.52 | 0.48 | 1,900 | 1,750 | 2655 | 4.4% | -1.8% | 2.6% | 3400 | 320 | 0.51 | 0.49 | 160 | 160 | 2,060 | 1,910 | 1950 | F | D | 8% | 8% | ** | * | 6 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 4LD | E | 31,819 | 30,858 | 1.14 | 27,100 | 0.11 | 2,850 | 0.52 | 0.48 | 1,480 | 1,370 | 961 | 1.6% | -0.6% | 1.0% | 1200 | 110 | 0.51 | 0.49 | 60 | 50 | 1,540 | 1,420 | 1950 | B | B | 3% | 3% | | | 4 | Add 0 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 14,448 | 13,913 | 1.06 | 13,100 | 0.10 | 1,340 | 0.57 | 0.43 | 760 | 580 | 535 | 0.9% | -0.4% | 0.5% | 700 | 70 | 0.51 | 0.49 | 40 | 30 | 800 | 610 | 920 | D | C | 4% | 3% | | | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 37,939 | 34,921 | 1.22 | 28,600 | 0.10 | 2,770 | 0.48 | 0.52 | 1,330 | 1,440 | 3018 | 5.0% | -2.0% | 3.0% | 3900 | 370 | 0.49 | 0.51 | 180 | 190 | 1,510 | 1,630 | 1950 | B | C | 9% | 10% | * | * | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 48,613 | 46,985 | 1.14 | 41,300 | 0.11 | 4,340 | 0.52 | 0.48 | 2,260 | 2,080 | 1628 | 2.7% | -1.1% | 1.6% | 2100 | 200 | 0.51 | 0.49 | 100 | 100 | 2,360 | 2,180 | 3040 | B | B | 3% | 3% | | | 6 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 33,461 | 31,983 | 1.14 | 28,100 | 0.11 | 2,950 | 0.52 | 0.48 | 1,530 | 1,420 | 1478 | 2.4% | -1.0% | 1.5% | 1900 | 180 | 0.51 | 0.49 | 90 | 90 | 1,620 | 1,510 | 2030 | C | B | 4% | 4% | | | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | 29,282 | 28,201 | 1.14 | 24,800 | 0.11 | 2,600 | 0.52 | 0.48 | 1,350 | 1,250 | 1081 | 1.8% | -0.7% | 1.1% | 1400 | 130 | 0.51 | 0.49 | 70 | 60 | 1,420 | 1,310 | 2030 | B | B | 3% | 3% | | | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 1,382 | 1,263 | 1.09 | 1,200 | 0.09 | 110 | 0.49 | 0.51 | 50 | 60 | 119 | 0.2% | -0.1% | 0.1% | 200 | 20 | 0.49 | 0.51 | 10 | 10 | 60 | 70 | 920 | B | B | 1% | 1% | | | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 5,310 | 4,904 | 1.09 | 4,500 | 0.09 | 420 | 0.49 | 0.51 | 210 | 210 | 406 | 0.7% | -0.3% | 0.4% | 500 | 50 | 0.49 | 0.51 | 20 | 30 | 230 | 240 | 920 | B | B | 2% | 3% | | | 2 | Add 0 L |

**EXHIBIT A-4**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2030) TRAFFIC CONDITIONS WITH 50% INTERNAL CAPTURE**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) Backgnd K100 Factor | Peak Hr Volume | (5) D100 Dir1 | Dir2 | Background Dir. Volume Dir1 | Dir2 | PROJECT TRAFFIC (4) FSUTMS PSWDT | SUTMS Assgn. Pct. | Adjust. +/- | (7) Revised Assgn. Pct. | (8) Adj. PSWDT @ 50% Internal | (9) Two-Way Peak Hr Volume | (9) In/Out Split Dir1 | Dir2 | Directional Split Dir1 | Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Dir2 | (2) SERVICE VOLUME @ STD | 2030 LOS Dir1 | Dir2 | Project Traffic As % of SV Dir1 | Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Dir2 | Needed # of Lanes | Needed Improve-ment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 60570 | | | 0.6 | 129400 | 0.095 | | | | | | | | | | | | | | | | |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 24,323 | 5,759 | 1.06 | 5,400 | 0.10 | 550 | 0.57 | 0.43 | 310 | 240 | 18564 | 30.6% | 2.4% | 33.0% | 42700 | 4060 | 0.51 | 0.49 | 2,070 | 1,990 | 2,380 | 2,230 | 920 | F | F | 225% | 216% | ** | ** | 6 | Add 4 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | 33,488 | 4,864 | 1.06 | 4,600 | 0.10 | 470 | 0.57 | 0.43 | 270 | 200 | 28624 | 47.3% | 15.7% | 63.0% | 81500 | 7740 | 0.51 | 0.49 | 3,950 | 3,790 | 4,220 | 3,990 | 920 | F | F | 429% | 412% | ** | ** | 10 | Add 8 L |
| | North River Rd. | Project Entrance | 2LU | E | 65,986 | 7,378 | 1.09 | 6,800 | 0.09 | 640 | 0.49 | 0.51 | 310 | 330 | 58608 | 96.8% | -31.8% | 55.0% | 71200 | 6760 | 0.51 | 0.49 | 3,450 | 3,310 | 3,760 | 3,640 | 920 | F | F | 375% | 360% | ** | ** | 10 | Add 8 L |
| | Project Entrance | County Line | 2LU | E | 9,340 | 7,378 | 1.09 | 6,800 | 0.09 | 640 | 0.49 | 0.51 | 310 | 330 | 1962 | 3.2% | 41.8% | 45.0% | 58300 | 5540 | 0.51 | 0.49 | 2,830 | 2,710 | 3,140 | 3,040 | 920 | F | F | 308% | 295% | ** | ** | 8 | Add 6 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 14,632 | 14,199 | 1.05 | 13,500 | 0.09 | 1,260 | 0.58 | 0.42 | 730 | 530 | 433 | 0.7% | -0.3% | 0.4% | 600 | 60 | 0.51 | 0.49 | 30 | 30 | 760 | 560 | 1950 | B | B | 2% | 2% | | | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | 39,455 | 39,261 | 1.05 | 37,300 | 0.09 | 3,470 | 0.58 | 0.42 | 2,010 | 1,460 | 194 | 0.3% | -0.1% | 0.2% | 200 | 20 | 0.51 | 0.49 | 10 | 10 | 2,020 | 1,470 | 1950 | F | B | 1% | 1% | | | 6 | Add 2 L |
| | Michigan Link | Ortiz Ave. | 6LD | E | 51,430 | 50,767 | 1.05 | 48,200 | 0.09 | 4,480 | 0.58 | 0.42 | 2,600 | 1,880 | 663 | 1.1% | -0.4% | 0.7% | 800 | 80 | 0.51 | 0.49 | 40 | 40 | 2,640 | 1,920 | 2920 | C | B | 1% | 1% | | | 6 | Add 0 L |
| | Ortiz Ave. | I-75 | 6LD | E | 58,030 | 57,016 | 1.05 | 54,100 | 0.09 | 5,030 | 0.58 | 0.42 | 2,920 | 2,110 | 1014 | 1.7% | -0.7% | 1.0% | 1300 | 120 | 0.51 | 0.49 | 60 | 60 | 2,980 | 2,170 | 2920 | F | B | 2% | 2% | | | 8 | Add 2 L |
| | I-75 | Buckingham Rd. | 6LD | E | 73,351 | 71,584 | 1.05 | 68,000 | 0.09 | 6,320 | 0.58 | 0.42 | 3,670 | 2,650 | 1767 | 2.9% | -1.7% | 1.3% | 1600 | 150 | 0.49 | 0.51 | 70 | 80 | 3,740 | 2,730 | 2920 | F | C | 2% | 3% | | | 10 | Add 4 L |
| | Buckingham Rd. | Lee Blvd. | 6LD | E | 56,910 | 56,138 | 1.05 | 53,300 | 0.09 | 4,960 | 0.58 | 0.42 | 2,880 | 2,080 | 772 | 1.3% | -0.5% | 0.8% | 1000 | 100 | 0.49 | 0.51 | 50 | 50 | 2,930 | 2,130 | 2920 | F | B | 2% | 2% | | | 8 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 6LD | E | 30,742 | 30,260 | 1.05 | 28,700 | 0.09 | 2,670 | 0.58 | 0.42 | 1,550 | 1,120 | 482 | 0.8% | -0.3% | 0.5% | 600 | 60 | 0.49 | 0.51 | 30 | 30 | 1,580 | 1,150 | 2920 | B | B | 1% | 1% | | | 4 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 23,765 | 22,425 | 1.06 | 21,200 | 0.10 | 2,160 | 0.57 | 0.43 | 1,230 | 930 | 1340 | 2.2% | -0.9% | 1.3% | 1700 | 160 | 0.51 | 0.49 | 80 | 80 | 1,310 | 1,010 | 1950 | B | B | 4% | 4% | | | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 35,669 | 32,453 | 1.06 | 30,600 | 0.10 | 3,120 | 0.57 | 0.43 | 1,780 | 1,340 | 3216 | 5.3% | -2.1% | 3.2% | 4100 | 390 | 0.51 | 0.49 | 200 | 190 | 1,980 | 1,530 | 1950 | F | B | 10% | 10% | ** | * | 6 | Add 2 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 34,509 | 29,718 | 1.06 | 28,000 | 0.10 | 2,860 | 0.57 | 0.43 | 1,630 | 1,230 | 4791 | 7.9% | -3.2% | 4.7% | 6100 | 580 | 0.51 | 0.49 | 300 | 280 | 1,930 | 1,510 | 1950 | D | B | 15% | 14% | * | * | 4 | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | E | 50,800 | 43,651 | 1.06 | 41,200 | 0.10 | 4,200 | 0.57 | 0.43 | 2,390 | 1,810 | 7149 | 11.8% | -4.7% | 7.1% | 9200 | 870 | 0.51 | 0.49 | 440 | 430 | 2,830 | 2,240 | 2920 | C | B | 15% | 15% | * | * | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | D | 50,283 | 33,458 | 1.06 | 31,600 | 0.10 | 3,220 | 0.57 | 0.43 | 1,840 | 1,380 | 16825 | 27.8% | -14.8% | 13.0% | 16800 | 1600 | 0.51 | 0.49 | 820 | 780 | 2,660 | 2,160 | 2920 | C | B | 28% | 27% | * | * | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | 39,010 | 31,128 | 1.06 | 29,400 | 0.10 | 3,000 | 0.57 | 0.43 | 1,710 | 1,290 | 7882 | 13.0% | 7.0% | 20.0% | 25900 | 2460 | 0.49 | 0.51 | 1,210 | 1,250 | 2,920 | 2,540 | 1950 | F | F | 62% | 64% | ** | ** | 8 | Add 4 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 26,968 | 20,927 | 1.06 | 19,700 | 0.10 | 2,010 | 0.57 | 0.43 | 1,150 | 860 | 6041 | 10.0% | 8.0% | 18.0% | 23300 | 2210 | 0.49 | 0.51 | 1,080 | 1,130 | 2,230 | 1,990 | 1950 | F | F | 55% | 58% | ** | ** | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 35,800 | 26,807 | 1.06 | 25,300 | 0.10 | 2,580 | 0.57 | 0.43 | 1,470 | 1,110 | 8993 | 14.8% | -2.8% | 12.0% | 15500 | 1470 | 0.49 | 0.51 | 720 | 750 | 2,190 | 1,860 | 1950 | F | C | 37% | 38% | ** | * | 6 | Add 2 L |
| | South Olga Drive | Hickey Creek | 4LD | D | 35,394 | 26,484 | 1.06 | 25,000 | 0.10 | 2,550 | 0.57 | 0.43 | 1,450 | 1,100 | 8910 | 14.7% | -3.7% | 11.0% | 14200 | 1350 | 0.49 | 0.51 | 660 | 690 | 2,110 | 1,790 | 1950 | F | C | 34% | 35% | ** | * | 6 | Add 2 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | 38,119 | 26,750 | 1.06 | 25,200 | 0.10 | 2,570 | 0.57 | 0.43 | 1,460 | 1,110 | 11369 | 18.8% | -8.5% | 10.3% | 13300 | 1260 | 0.49 | 0.51 | 620 | 640 | 2,080 | 1,750 | 1950 | F | C | 32% | 33% | ** | * | 6 | Add 2 L |
| | Joel Blvd. | County Line | 4LD | D | 23,356 | 22,576 | 1.06 | 21,300 | 0.10 | 2,170 | 0.57 | 0.43 | 1,240 | 930 | 780 | 1.3% | 3.7% | 5.0% | 6500 | 620 | 0.49 | 0.51 | 300 | 320 | 1,540 | 1,250 | 1950 | B | B | 15% | 16% | * | * | 4 | Add 0 L |
| TREELINE AVE. | SR 80 | Daniels Pkwy. | 4LD | E | 20,955 | 20,770 | 1.14 | 18,300 | 0.11 | 1,920 | 0.52 | 0.48 | 1,000 | 920 | 185 | 0.3% | -0.1% | 0.2% | 200 | 20 | 0.51 | 0.49 | 10 | 10 | 1,010 | 930 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | 97,547 | 97,335 | 1.05 | 92,400 | 0.08 | 7,300 | 0.49 | 0.51 | 3,580 | 3,720 | 212 | 0.4% | -0.1% | 0.2% | 300 | 30 | 0.51 | 0.49 | 20 | 10 | 3,600 | 3,730 | 2920 | F | F | 1% | 0% | | | 10 | Add 4 L |
| | SR 82 | Hancock Bridge Pkwy. | 8LD | E | 61,853 | 61,522 | 1.09 | 56,600 | 0.09 | 5,210 | 0.56 | 0.44 | 2,920 | 2,290 | 331 | 0.5% | -0.2% | 0.3% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 2,940 | 2,310 | 3700 | B | B | 1% | 1% | | | 8 | Add 0 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 6LD | E | 37,314 | 36,995 | 1.09 | 34,000 | 0.09 | 3,130 | 0.56 | 0.44 | 1,750 | 1,380 | 319 | 0.5% | -0.2% | 0.3% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 1,770 | 1,400 | 2920 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Pondella Rd. | Pine Island Rd. | 6LD | E | 59,510 | 59,053 | 1.09 | 54,300 | 0.09 | 5,000 | 0.56 | 0.44 | 2,800 | 2,200 | 457 | 0.8% | -0.3% | 0.5% | 600 | 60 | 0.51 | 0.49 | 30 | 30 | 2,830 | 2,230 | 2920 | C | B | 1% | 1% | | | 6 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 40,486 | 40,261 | 1.09 | 37,000 | 0.09 | 3,400 | 0.56 | 0.44 | 1,900 | 1,500 | 225 | 0.4% | -0.1% | 0.2% | 300 | 30 | 0.51 | 0.49 | 20 | 10 | 1,920 | 1,510 | 1950 | D | B | 1% | 1% | | | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | 36,151 | 35,830 | 1.09 | 33,000 | 0.09 | 3,040 | 0.56 | 0.44 | 1,700 | 1,340 | 321 | 0.5% | -0.2% | 0.3% | 400 | 40 | 0.51 | 0.49 | 20 | 20 | 1,720 | 1,360 | 1950 | C | B | 1% | 1% | | | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | 31,786 | 31,042 | 1.09 | 28,600 | 0.09 | 2,630 | 0.56 | 0.44 | 1,470 | 1,160 | 744 | 1.2% | -0.5% | 0.7% | 1000 | 100 | 0.49 | 0.51 | 50 | 50 | 1,520 | 1,210 | 1950 | B | B | 3% | 3% | | | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | 50,399 | 49,347 | 1.09 | 45,400 | 0.09 | 4,180 | 0.56 | 0.44 | 2,340 | 1,840 | 1052 | 1.7% | -0.9% | 0.8% | 1100 | 100 | 0.49 | 0.51 | 50 | 50 | 2,390 | 1,890 | 1950 | F | C | 3% | 3% | | | 6 | Add 2 L |

FOOTNOTES:

(1) Financially-Feasible network number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) PSWDT distribution and assignment based on 2030 Financially-Feasible Plan travel model.
(5) PSWDT/AADT ratio and D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(6) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(7) Manually adjusted trip distribution and assignment to reflect 60% of total Babcock Ranch traffic to remain in Lee County.
(8) Manually adjusted to reflect 50% internal capture.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

# APPENDIX B

# 2015 TRAFFIC ANALYSIS

**EXHIBIT B-1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2015) TRAFFIC CONDITIONS WITH ALLOWABLE DEVELOPMENT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) Backgnd K100 Factor | Peak Hr Volume | (5) D100 Dir1 | D100 Dir2 | Background Dir. Volume Dir1 | Dir. Volume Dir2 | PROJECT TRAFFIC (4)SUTMS FSUTMS PSWDT | Assgn. Pct. | Adjust. +/- | (7) Revised Assgn. Pct. | (7) Adj. PSWDT @ 5% Internal | (8) Two-Way Peak Hr Volume | (9) In/Out Split Dir1 | Split Dir2 | (9) Directional Split Dir1 | Directional Split Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | (2) SERVICE VOLUME @ STD | 2015 LOS Dir1 | 2015 LOS Dir2 | Project Traffic As % of SV Dir1 | Project Traffic As % of SV Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Sign. & Adv. Impact @ 5% Dir2 | Needed # of Lanes | Needed Improve-ment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 35140 | | | 0.6 | 44000 | 0.0952 | | | | | | | | | | | | | | |
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 19,832 | 18,386 | 1.09 | 16,800 | 0.09 | 1,580 | 0.49 | 0.51 | 770 | 810 | 1446 | 4.1% | -1.6% | 2.5% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 830 | 850 | 1950 | B | B | 3% | 2% | | | 2 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | 34,223 | 31,219 | 1.09 | 28,600 | 0.09 | 2,690 | 0.49 | 0.51 | 1,320 | 1,370 | 3004 | 8.5% | -3.4% | 5.1% | 2300 | 220 | 0.63 | 0.37 | 140 | 80 | 1,460 | 1,450 | 1950 | B | B | 7% | 4% | * | | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | 22,715 | 19,615 | 1.09 | 17,900 | 0.09 | 1,680 | 0.49 | 0.51 | 820 | 860 | 3100 | 8.8% | -3.5% | 5.3% | 2300 | 220 | 0.63 | 0.37 | 140 | 80 | 960 | 940 | 1950 | B | B | 7% | 4% | * | | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | 24,984 | 20,665 | 1.09 | 18,900 | 0.09 | 1,780 | 0.49 | 0.51 | 870 | 910 | 4319 | 12.3% | -4.9% | 7.4% | 3200 | 300 | 0.63 | 0.37 | 190 | 110 | 1,060 | 1,020 | 1950 | B | B | 10% | 6% | * | * | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | 19,171 | 8,615 | 1.09 | 7,900 | 0.09 | 740 | 0.49 | 0.51 | 360 | 380 | 10556 | 30.0% | -6.3% | 23.7% | 10400 | 990 | 0.63 | 0.37 | 620 | 370 | 980 | 750 | 920 | F | C | 67% | 40% | ** | * | 4 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | E | 6,825 | 3,466 | 1.09 | 3,200 | 0.09 | 300 | 0.49 | 0.51 | 150 | 150 | 3359 | 9.6% | 20.4% | 30.0% | 13200 | 1260 | 0.63 | 0.37 | 790 | 470 | 940 | 620 | 920 | F | C | 86% | 51% | ** | * | 4 | Add 2 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 16,012 | 14,759 | 1.05 | 14,100 | 0.10 | 1,450 | 0.53 | 0.47 | 770 | 680 | 1253 | 3.6% | -1.4% | 2.1% | 900 | 90 | 0.63 | 0.37 | 60 | 30 | 830 | 710 | 920 | D | C | 7% | 3% | * | | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | 18,438 | 15,453 | 1.05 | 14,800 | 0.10 | 1,520 | 0.53 | 0.47 | 810 | 710 | 2985 | 8.5% | -3.4% | 5.1% | 2200 | 210 | 0.63 | 0.37 | 130 | 80 | 940 | 790 | 920 | F | D | 14% | 9% | ** | * | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 24,227 | 23,642 | 1.09 | 21,700 | 0.12 | 2,520 | 0.59 | 0.41 | 1,490 | 1,030 | 585 | 1.7% | -0.7% | 1.0% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 1,500 | 1,060 | 1950 | B | B | 1% | 2% | | | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 35,993 | 35,053 | 1.09 | 32,200 | 0.12 | 3,740 | 0.59 | 0.41 | 2,210 | 1,530 | 940 | 2.7% | -1.1% | 1.6% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 2,240 | 1,570 | 1950 | F | B | 2% | 2% | | | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 51,707 | 50,719 | 1.09 | 46,700 | 0.12 | 5,420 | 0.59 | 0.41 | 3,200 | 2,220 | 988 | 2.8% | -1.1% | 1.7% | 700 | 70 | 0.63 | 0.37 | 40 | 30 | 3,240 | 2,250 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | 82,967 | 81,863 | 1.09 | 75,300 | 0.12 | 8,730 | 0.59 | 0.41 | 5,150 | 3,580 | 1104 | 3.1% | -1.3% | 1.9% | 800 | 80 | 0.63 | 0.37 | 50 | 30 | 5,200 | 3,610 | 2920 | F | F | 2% | 1% | | | 12 | Add 6 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 47,873 | 47,068 | 1.04 | 45,300 | 0.08 | 3,760 | 0.43 | 0.57 | 1,620 | 2,140 | 805 | 2.3% | -0.9% | 1.4% | 600 | 60 | 0.63 | 0.37 | 40 | 20 | 1,660 | 2,160 | 2920 | B | B | 1% | 1% | | | 6 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 65,342 | 63,555 | 1.04 | 61,100 | 0.08 | 5,070 | 0.43 | 0.57 | 2,180 | 2,890 | 1787 | 5.1% | -2.0% | 3.1% | 1300 | 120 | 0.63 | 0.37 | 80 | 40 | 2,260 | 2,930 | 2920 | B | F | 3% | 1% | | | 8 | Add 2 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 54,746 | 52,641 | 1.12 | 47,100 | 0.09 | 4,140 | 0.52 | 0.48 | 2,150 | 1,990 | 2105 | 6.0% | -2.4% | 3.6% | 1600 | 150 | 0.63 | 0.37 | 90 | 60 | 2,240 | 2,050 | 2920 | B | B | 3% | 2% | | | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | 47,715 | 45,642 | 1.12 | 40,900 | 0.09 | 3,600 | 0.52 | 0.48 | 1,870 | 1,730 | 2073 | 5.9% | -2.4% | 3.5% | 1600 | 150 | 0.63 | 0.37 | 90 | 60 | 1,960 | 1,790 | 2920 | B | B | 3% | 2% | | | 6 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | 70,447 | 67,975 | 1.03 | 65,800 | 0.09 | 6,050 | 0.58 | 0.42 | 3,510 | 2,540 | 2472 | 7.0% | -2.8% | 4.2% | 1900 | 180 | 0.63 | 0.37 | 110 | 70 | 3,620 | 2,610 | 2920 | F | C | 4% | 2% | | | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | 88,252 | 84,955 | 1.03 | 82,200 | 0.09 | 7,560 | 0.58 | 0.42 | 4,380 | 3,180 | 3297 | 9.4% | -3.8% | 5.6% | 2500 | 240 | 0.63 | 0.37 | 150 | 90 | 4,530 | 3,270 | 2920 | F | F | 5% | 3% | ** | | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | 59,745 | 59,244 | 1.05 | 56,300 | 0.09 | 5,240 | 0.58 | 0.42 | 3,040 | 2,200 | 501 | 1.4% | -0.6% | 0.9% | 400 | 40 | 0.37 | 0.63 | 10 | 30 | 3,050 | 2,230 | 2920 | F | B | 0% | 1% | | | 8 | Add 2 L |
| | Treeline Ave. | SR 82 | 6LD | E | 49,205 | 48,875 | 1.05 | 46,400 | 0.09 | 4,320 | 0.58 | 0.42 | 2,510 | 1,810 | 330 | 0.9% | -0.4% | 0.6% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,520 | 1,820 | 2920 | C | B | 0% | 0% | | | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 11,663 | 10,191 | 1.27 | 8,000 | 0.10 | 790 | 0.50 | 0.50 | 400 | 390 | 1472 | 4.2% | -1.7% | 2.5% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 460 | 430 | 920 | C | C | 7% | 4% | * | | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | 12,335 | 10,877 | 1.27 | 8,500 | 0.10 | 840 | 0.50 | 0.50 | 420 | 420 | 1458 | 4.1% | -1.7% | 2.5% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 480 | 460 | 920 | C | C | 7% | 4% | * | | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 23,610 | 22,961 | 1.27 | 18,000 | 0.10 | 1,780 | 0.50 | 0.50 | 890 | 890 | 649 | 1.8% | -0.7% | 1.1% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 920 | 910 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 23,439 | 22,802 | 1.27 | 17,900 | 0.10 | 1,770 | 0.50 | 0.50 | 890 | 880 | 637 | 1.8% | -0.7% | 1.1% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 920 | 900 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | 26,688 | 26,304 | 1.15 | 22,900 | 0.09 | 2,130 | 1.00 | 0.00 | 2,130 | 0 | 384 | 1.1% | -0.4% | 0.7% | 300 | 30 | 1.00 | 0.00 | 30 | 0 | 2,160 | 0 | 2920 | B | A | 1% | 0% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 2LO | E | 6,929 | 6,640 | 1.15 | 5,800 | 0.09 | 540 | 1.00 | 0.00 | 540 | 0 | 289 | 0.8% | -0.3% | 0.5% | 200 | 20 | 1.00 | 0.00 | 20 | 0 | 560 | 0 | 920 | C | B | 2% | 0% | | | 1 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | 35,370 | 34,588 | 1.15 | 30,100 | 0.09 | 2,800 | 0.00 | 1.00 | 0 | 2,800 | 782 | 2.2% | -0.9% | 1.3% | 600 | 60 | 0.00 | 1.00 | 0 | 60 | 0 | 2,860 | 2920 | A | D | 0% | 2% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 4LD | E | 23,002 | 22,652 | 1.15 | 19,700 | 0.09 | 1,830 | 0.00 | 1.00 | 0 | 1,830 | 350 | 1.0% | -0.4% | 0.6% | 300 | 30 | 0.00 | 1.00 | 0 | 30 | 0 | 1,860 | 1950 | A | C | 0% | 2% | | | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 30,753 | 30,093 | 1.15 | 26,200 | 0.09 | 2,440 | 0.50 | 0.50 | 1,220 | 1,220 | 660 | 1.9% | -0.8% | 1.1% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 1,250 | 1,240 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 30,718 | 30,221 | 1.15 | 26,300 | 0.09 | 2,450 | 0.50 | 0.50 | 1,230 | 1,220 | 497 | 1.4% | -0.6% | 0.8% | 400 | 40 | 0.63 | 0.37 | 30 | 10 | 1,260 | 1,230 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| GUNNERY RD. | SR 82 | Lee Blvd. | 4LD | E | 17,313 | 16,845 | 1.04 | 16,200 | 0.10 | 1,640 | 0.62 | 0.38 | 1,020 | 620 | 468 | 1.3% | -0.5% | 0.8% | 400 | 40 | 0.63 | 0.37 | 30 | 10 | 1,050 | 630 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Lee Blvd. | Buckingham Rd. | 2LU | E | 13,906 | 13,230 | 1.05 | 12,600 | 0.09 | 1,170 | 0.58 | 0.42 | 680 | 490 | 676 | 1.9% | -0.8% | 1.2% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 710 | 510 | 920 | C | C | 3% | 2% | | | 2 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | 99,381 | 93,587 | 1.11 | 84,300 | 0.09 | 7,400 | 0.53 | 0.47 | 3,920 | 3,480 | 5794 | 16.5% | -6.6% | 9.9% | 4400 | 420 | 0.63 | 0.37 | 260 | 160 | 4,180 | 3,640 | 5,280 | C | C | 5% | 3% | | | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | 100,843 | 91,809 | 1.11 | 82,700 | 0.09 | 7,260 | 0.53 | 0.47 | 3,850 | 3,410 | 9034 | 25.7% | -10.3% | 15.4% | 6800 | 650 | 0.63 | 0.37 | 410 | 240 | 4,260 | 3,650 | 5,280 | C | C | 8% | 5% | * | | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | 93,027 | 83,651 | 1.11 | 75,400 | 0.09 | 6,620 | 0.53 | 0.47 | 3,510 | 3,110 | 9376 | 26.7% | -10.7% | 16.0% | 7000 | 670 | 0.63 | 0.37 | 420 | 250 | 3,930 | 3,360 | 5,280 | C | C | 8% | 5% | * | | 6 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | 85,947 | 73,224 | 1.11 | 66,000 | 0.09 | 5,790 | 0.53 | 0.47 | 3,070 | 2,720 | 12723 | 36.2% | -14.5% | 21.7% | 9600 | 910 | 0.63 | 0.37 | 570 | 340 | 3,640 | 3,060 | 5,280 | C | B | 11% | 6% | * | * | 6 | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | D | 73,686 | 67,572 | 1.11 | 60,900 | 0.09 | 5,350 | 0.53 | 0.47 | 2,840 | 2,510 | 6114 | 17.4% | -7.0% | 10.4% | 4600 | 440 | 0.63 | 0.37 | 280 | 160 | 3,120 | 2,670 | 3,420 | D | C | 8% | 5% | * | | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 4F | D | 59,458 | 59,386 | 1.11 | 53,500 | 0.09 | 4,700 | 0.53 | 0.47 | 2,490 | 2,210 | 72 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 2,490 | 2,220 | 3,420 | C | C | 0% | 0% | | | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 47,201 | 46,890 | 1.05 | 44,500 | 0.09 | 4,140 | 0.58 | 0.42 | 2,400 | 1,740 | 311 | 0.9% | -0.4% | 0.5% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,410 | 1,750 | 2920 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 50,532 | 50,497 | 1.05 | 48,000 | 0.09 | 4,460 | 0.58 | 0.42 | 2,590 | 1,870 | 35 | 0.1% | -0.0% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 2,590 | 1,870 | 2920 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 56,864 | 56,609 | 1.05 | 53,800 | 0.09 | 5,000 | 0.58 | 0.42 | 2,900 | 2,100 | 255 | 0.7% | -0.3% | 0.4% | 200 | 20 | 0.37 | 0.63 | 10 | 10 | 2,910 | 2,110 | 2920 | D | B | 0% | 0% | | | 6 | Add 0 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 45,587 | 45,471 | 1.05 | 43,200 | 0.09 | 4,020 | 0.58 | 0.42 | 2,330 | 1,690 | 116 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 2,340 | 1,690 | 2920 | B | B | 0% | 0% | | | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | E | N/A | 0 | 1.09 | N/A | 0.12 | N/A | 0.59 | 0.41 | 0 | 0 | N/A | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 0 | 0 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Hart Rd. | Business 41 | N/A | E | N/A | 0 | 1.09 | N/A | 0.12 | N/A | 0.59 | 0.41 | 0 | 0 | N/A | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 0 | 0 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Business 41 | US 41 | 2LU | E | 13,000 | 12,728 | 1.09 | 11,700 | 0.12 | 1,360 | 0.59 | 0.41 | 800 | 560 | 272 | 0.8% | -0.3% | 0.5% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 810 | 570 | 920 | D | C | 1% | 1% | | | 2 | Add 0 L |
| | US 41 | Corbett Rd. | 2LU | E | 17,782 | 17,488 | 1.03 | 16,900 | 0.10 | 1,610 | 0.45 | 0.55 | 720 | 890 | 294 | 0.8% | -0.3% | 0.5% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 730 | 900 | 920 | C | E | 1% | 1% | | | 2 | Add 0 L |
| | Corbett Rd. | NE 24th Ave. | 2LU | E | 15,360 | 15,196 | 1.03 | 14,700 | 0.10 | 1,400 | 0.45 | 0.55 | 630 | 770 | 164 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 640 | 770 | 920 | C | D | 1% | 0% | | | 2 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 749 | 713 | 1.09 | 700 | 0.09 | 70 | 0.49 | 0.51 | 30 | 40 | 36 | 0.1% | -0.0% | 0.1% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 30 | 40 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 12,027 | 3,766 | 1.06 | 3,600 | 0.10 | 370 | 0.57 | 0.43 | 210 | 160 | 8261 | 23.5% | -11.5% | 12.0% | 5300 | 500 | 0.37 | 0.63 | 190 | 310 | 400 | 470 | 920 | C | C | 21% | 34% | * | * | 2 | Add 0 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | E | 18,071 | 15,883 | 1.14 | 14,000 | 0.11 | 1,470 | 0.52 | 0.48 | 760 | 710 | 2188 | 6.2% | -2.5% | 3.7% | 1600 | 150 | 0.63 | 0.37 | 90 | 60 | 850 | 770 | 920 | D | D | 10% | 7% | * | * | 2 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | 30,233 | 26,565 | 1.14 | 23,400 | 0.11 | 2,460 | 0.52 | 0.48 | 1,280 | 1,180 | 3668 | 10.4% | -4.2% | 6.3% | 2800 | 270 | 0.63 | 0.37 | 170 | 100 | 1,450 | 1,280 | 1950 | B | B | 9% | 5% | * | * | 4 | Add 0 L |
| | SR 82 | Hanson St. | 2LU | E | 39,513 | 36,207 | 1.14 | 31,800 | 0.11 | 3,340 | 0.52 | 0.48 | 1,740 | 1,600 | 3306 | 9.4% | -3.8% | 5.6% | 2500 | 240 | 0.63 | 0.37 | 150 | 90 | 1,890 | 1,690 | 920 | F | F | 16% | 10% | ** | ** | 4 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 2LU | E | 30,639 | 29,105 | 1.14 | 25,600 | 0.11 | 2,690 | 0.52 | 0.48 | 1,400 | 1,290 | 1534 | 4.4% | -1.7% | 2.6% | 1200 | 110 | 0.63 | 0.37 | 70 | 40 | 1,470 | 1,330 | 920 | F | F | 8% | 4% | ** | | 4 | Add 2 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 11,481 | 11,204 | 1.06 | 10,600 | 0.10 | 1,080 | 0.57 | 0.43 | 620 | 460 | 277 | 0.8% | -0.3% | 0.5% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 630 | 470 | 920 | C | C | 1% | 1% | | | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 28,583 | 27,402 | 1.22 | 22,500 | 0.10 | 2,180 | 0.48 | 0.52 | 1,050 | 1,130 | 1181 | 3.4% | -1.3% | 2.0% | 900 | 90 | 0.37 | 0.63 | 30 | 60 | 1,080 | 1,190 | 1950 | B | B | 2% | 3% | | | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 35,357 | 33,189 | 1.14 | 29,200 | 0.11 | 3,070 | 0.52 | 0.48 | 1,600 | 1,470 | 2168 | 6.2% | -2.5% | 3.7% | 1600 | 150 | 0.63 | 0.37 | 90 | 60 | 1,690 | 1,530 | 3040 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 25,869 | 23,998 | 1.14 | 21,100 | 0.11 | 2,220 | 0.52 | 0.48 | 1,150 | 1,070 | 1871 | 5.3% | -2.1% | 3.2% | 1400 | 130 | 0.63 | 0.37 | 80 | 50 | 1,230 | 1,120 | 2030 | B | B | 4% | 2% | | | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | 23,716 | 22,229 | 1.14 | 19,600 | 0.11 | 2,060 | 0.52 | 0.48 | 1,070 | 990 | 1487 | 4.2% | -1.7% | 2.5% | 1100 | 100 | 0.63 | 0.37 | 60 | 40 | 1,130 | 1,030 | 2030 | B | B | 3% | 2% | | | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 1,235 | 1,229 | 1.09 | 1,100 | 0.09 | 100 | 0.49 | 0.51 | 50 | 50 | 6 | 0.0% | -0.0% | 0.0% | 0 | 0 | 0.37 | 0.63 | 0 | 0 | 50 | 50 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 7,023 | 6,331 | 1.09 | 5,800 | 0.09 | 550 | 0.49 | 0.51 | 270 | 280 | 692 | 2.0% | -0.8% | 1.2% | 500 | 50 | 0.37 | 0.63 | 20 | 30 | 290 | 310 | 920 | C | C | 2% | 3% | | | 2 | Add 0 L |
| | Littleton Rd. | Bayshore Rd. | 2LU | E | 9,996 | 9,219 | 1.09 | 8,400 | 0.09 | 790 | 0.49 | 0.51 | 390 | 400 | 777 | 2.2% | -0.9% | 1.3% | 600 | 60 | 0.37 | 0.63 | 20 | 40 | 410 | 440 | 920 | C | C | 2% | 4% | | | 2 | Add 0 L |

**EXHIBIT B-1**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2015) TRAFFIC CONDITIONS WITH ALLOWABLE DEVELOPMENT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) Backgnd K100 Factor | Peak Hr Volume | D100 Dir1 | D100 Dir2 | Background Dir. Volume Dir1 | Background Dir. Volume Dir2 | (4) FSUTMS PSWDT | SUTMS Assgn. Pct. | Adjust. +/- | (7) Revised Assgn. Pct. | (8) Adj. PSWDT @ 5% Internal | Two-Way Peak Hr Volume | In/Out Split Dir1 | In/Out Split Dir2 | Directional Split Dir1 | Directional Split Dir2 | Peak Hr Volume Dir1 | Peak Hr Volume Dir2 | (2) SERVICE VOLUME @ STD | 2015 LOS Dir1 | 2015 LOS Dir2 | Project Traffic As % of SV Dir1 | Project Traffic As % of SV Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Sign. & Adv. Impact @ 5% Dir2 | Needed # of Lanes | Needed Improve-ment |
| | | | | | | | | | | | | | | | 35140 | | | 0.6 | 44000 | 0.0952 | | | | | | | | | | | | | | |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 20,772 | 6,347 | 1.06 | 6,000 | 0.10 | 610 | 0.57 | 0.43 | 350 | 260 | 14425 | 41.1% | -8.1% | 33.0% | 14500 | 1380 | 0.63 | 0.37 | 870 | 510 | 1,220 | 770 | 920 | F | D | 95% | 55% | ** | * | 4 | Add 2 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | 22,303 | 4,823 | 1.06 | 4,600 | 0.10 | 470 | 0.57 | 0.43 | 270 | 200 | 17480 | 49.7% | 13.3% | 63.0% | 27700 | 2640 | 0.63 | 0.37 | 1,660 | 980 | 1,930 | 1,180 | 920 | F | F | 180% | 107% | ** | ** | 4 | Add 2 L |
| | North River Rd. | Project Entrance | 2LU | E | 41,948 | 6,922 | 1.09 | 6,300 | 0.09 | 590 | 0.49 | 0.51 | 290 | 300 | 35026 | 99.7% | -31.8% | 55.0% | 24200 | 2300 | 0.63 | 0.37 | 1,450 | 850 | 1,740 | 1,150 | 920 | F | F | 158% | 92% | ** | ** | 4 | Add 2 L |
| | Project Entrance | County Line | 2LU | E | 7,036 | 6,922 | 1.09 | 6,300 | 0.09 | 590 | 0.49 | 0.51 | 290 | 300 | 114 | 0.3% | 41.8% | 45.0% | 19800 | 1880 | 0.63 | 0.37 | 1,180 | 690 | 1,470 | 990 | 920 | F | F | 128% | 75% | ** | ** | 4 | Add 2 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 8,170 | 8,107 | 1.05 | 7,700 | 0.09 | 720 | 0.58 | 0.42 | 420 | 300 | 63 | 0.2% | -0.1% | 0.1% | 0 | 0 | 0.63 | 0.37 | 0 | 0 | 420 | 300 | 1950 | A | A | 0% | 0% | | | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | 21,709 | 21,620 | 1.05 | 20,500 | 0.09 | 1,910 | 0.58 | 0.42 | 1,110 | 800 | 89 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 1,120 | 800 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Michigan Link | Ortiz Ave. | 4LD | E | 23,832 | 23,760 | 1.05 | 22,600 | 0.09 | 2,100 | 0.58 | 0.42 | 1,220 | 880 | 72 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 1,230 | 880 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Ortiz Ave. | I-75 | 4LD | E | 31,616 | 30,798 | 1.05 | 29,200 | 0.09 | 2,720 | 0.58 | 0.42 | 1,580 | 1,140 | 818 | 2.3% | -0.9% | 1.4% | 600 | 60 | 0.63 | 0.37 | 40 | 20 | 1,620 | 1,160 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | I-75 | Buckingham Rd. | 2LU | E | 19,077 | 18,915 | 1.05 | 18,000 | 0.09 | 1,670 | 0.58 | 0.42 | 970 | 700 | 162 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 970 | 710 | 920 | F | C | 0% | 1% | | | 4 | Add 2 L |
| | Buckingham Rd. | Lee Blvd. | 2LU | E | 19,447 | 19,285 | 1.05 | 18,300 | 0.09 | 1,700 | 0.58 | 0.42 | 990 | 710 | 162 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 990 | 720 | 920 | F | C | 0% | 1% | | | 4 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 2LU | E | 4,268 | 4,087 | 1.05 | 3,900 | 0.09 | 360 | 0.58 | 0.42 | 210 | 150 | 181 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.37 | 0.63 | 0 | 10 | 210 | 160 | 920 | B | B | 0% | 1% | | | 2 | Add 0 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 21,960 | 20,793 | 1.06 | 19,600 | 0.10 | 2,000 | 0.57 | 0.43 | 1,140 | 860 | 1167 | 3.3% | -1.3% | 2.0% | 900 | 90 | 0.63 | 0.37 | 60 | 30 | 1,200 | 890 | 1950 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 31,544 | 28,239 | 1.06 | 26,600 | 0.10 | 2,710 | 0.57 | 0.43 | 1,540 | 1,170 | 3305 | 9.4% | -3.8% | 5.6% | 2500 | 240 | 0.63 | 0.37 | 150 | 90 | 1,690 | 1,260 | 1950 | C | B | 8% | 5% | * | | 4 | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 35,681 | 29,784 | 1.06 | 28,100 | 0.10 | 2,870 | 0.57 | 0.43 | 1,640 | 1,230 | 5897 | 16.8% | -6.7% | 10.1% | 4400 | 420 | 0.63 | 0.37 | 260 | 160 | 1,900 | 1,390 | 1950 | D | B | 13% | 8% | * | * | 4 | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | E | 47,884 | 39,087 | 1.06 | 36,900 | 0.10 | 3,760 | 0.57 | 0.43 | 2,140 | 1,620 | 8797 | 25.0% | -10.0% | 15.0% | 6600 | 630 | 0.63 | 0.37 | 400 | 230 | 2,540 | 1,850 | 2920 | C | B | 14% | 8% | * | * | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | D | 51,870 | 35,523 | 1.06 | 33,500 | 0.10 | 3,420 | 0.57 | 0.43 | 1,950 | 1,470 | 16347 | 46.5% | -33.5% | 13.0% | 5700 | 540 | 0.63 | 0.37 | 340 | 200 | 2,290 | 1,670 | 2920 | B | B | 12% | 7% | * | * | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | 36,968 | 32,008 | 1.06 | 30,200 | 0.10 | 3,080 | 0.57 | 0.43 | 1,760 | 1,320 | 4960 | 14.1% | 5.9% | 20.0% | 8800 | 840 | 0.37 | 0.63 | 310 | 530 | 2,070 | 1,850 | 1950 | F | C | 16% | 27% | ** | * | 6 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 35,475 | 30,517 | 1.06 | 28,800 | 0.10 | 2,940 | 0.57 | 0.43 | 1,680 | 1,260 | 4958 | 14.1% | 3.9% | 18.0% | 7900 | 750 | 0.37 | 0.63 | 280 | 470 | 1,960 | 1,730 | 1950 | F | C | 14% | 24% | ** | * | 6 | Add 2 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 36,326 | 29,969 | 1.06 | 28,300 | 0.10 | 2,890 | 0.57 | 0.43 | 1,650 | 1,240 | 6357 | 18.1% | -6.1% | 12.0% | 5300 | 500 | 0.37 | 0.63 | 190 | 310 | 1,840 | 1,550 | 1950 | C | B | 10% | 16% | * | * | 4 | Add 0 L |
| | South Olga Drive | Hickey Creek | 4LD | D | 34,597 | 28,185 | 1.06 | 26,600 | 0.10 | 2,710 | 0.57 | 0.43 | 1,540 | 1,170 | 6412 | 18.2% | -7.2% | 11.0% | 4800 | 460 | 0.37 | 0.63 | 170 | 290 | 1,710 | 1,460 | 1950 | C | B | 9% | 15% | * | * | 4 | Add 0 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | 33,152 | 26,720 | 1.06 | 25,200 | 0.10 | 2,570 | 0.57 | 0.43 | 1,460 | 1,110 | 6432 | 18.3% | -8.0% | 10.3% | 4500 | 430 | 0.37 | 0.63 | 160 | 270 | 1,620 | 1,380 | 1950 | B | B | 8% | 14% | * | * | 4 | Add 0 L |
| | Joel Blvd. | County Line | 4LD | D | 17,302 | 17,268 | 1.06 | 16,300 | 0.10 | 1,660 | 0.57 | 0.43 | 950 | 710 | 34 | 0.1% | 4.9% | 5.0% | 2200 | 210 | 0.37 | 0.63 | 80 | 130 | 1,030 | 840 | 1950 | B | B | 4% | 7% | | * | 4 | Add 0 L |
| FORUM BLVD. | SR 82 | SR 80 | 4LD | E | 1,360 | 1,211 | 1.14 | 1,100 | 0.11 | 120 | 0.52 | 0.48 | 60 | 60 | 149 | 0.4% | -0.2% | 0.3% | 100 | 10 | 0.63 | 0.37 | 10 | 0 | 70 | 60 | 1950 | A | A | 1% | 0% | | | 2 | Add 0 L |
| TREELINE AVE. | Colonial Blvd. | Daniels Pkwy. | 4LD | E | 16,936 | 16,707 | 1.14 | 14,700 | 0.11 | 1,540 | 0.52 | 0.48 | 800 | 740 | 229 | 0.7% | -0.3% | 0.4% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 810 | 750 | 1950 | B | B | 1% | 1% | | | 2 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | 44,454 | 44,204 | 1.05 | 42,000 | 0.08 | 3,320 | 0.49 | 0.51 | 1,630 | 1,690 | 250 | 0.7% | -0.3% | 0.4% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 1,640 | 1,700 | 2920 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | SR 82 | Hancock Bridge Pkwy. | 4LD | E | 59,556 | 58,806 | 1.09 | 54,100 | 0.09 | 4,980 | 0.56 | 0.44 | 2,790 | 2,190 | 750 | 2.1% | -0.9% | 1.3% | 600 | 60 | 0.63 | 0.37 | 40 | 20 | 2,830 | 2,210 | 1950 | F | F | 2% | 1% | | | 6 | Add 2 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4LD | E | 49,634 | 48,949 | 1.09 | 45,000 | 0.09 | 4,140 | 0.56 | 0.44 | 2,320 | 1,820 | 685 | 1.9% | -0.8% | 1.2% | 500 | 50 | 0.63 | 0.37 | 30 | 20 | 2,350 | 1,840 | 1950 | F | C | 2% | 1% | | | 6 | Add 2 L |
| | Pondella Rd. | Pine Island Rd. | 4LD | E | 31,629 | 31,405 | 1.09 | 28,900 | 0.09 | 2,660 | 0.56 | 0.44 | 1,490 | 1,170 | 224 | 0.6% | -0.3% | 0.4% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 1,500 | 1,180 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 29,550 | 29,318 | 1.09 | 27,000 | 0.09 | 2,480 | 0.56 | 0.44 | 1,390 | 1,090 | 232 | 0.7% | -0.3% | 0.4% | 200 | 20 | 0.63 | 0.37 | 10 | 10 | 1,400 | 1,100 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | 25,117 | 24,765 | 1.09 | 22,800 | 0.09 | 2,100 | 0.56 | 0.44 | 1,180 | 920 | 352 | 1.0% | -0.4% | 0.6% | 300 | 30 | 0.63 | 0.37 | 20 | 10 | 1,200 | 930 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | 34,005 | 33,045 | 1.09 | 30,400 | 0.09 | 2,800 | 0.56 | 0.44 | 1,570 | 1,230 | 960 | 2.7% | -1.1% | 1.6% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 1,600 | 1,270 | 1950 | B | B | 2% | 2% | | | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | 38,398 | 37,426 | 1.09 | 34,400 | 0.09 | 3,160 | 0.56 | 0.44 | 1,770 | 1,390 | 972 | 2.8% | -1.1% | 1.7% | 700 | 70 | 0.37 | 0.63 | 30 | 40 | 1,800 | 1,430 | 1950 | C | B | 2% | 2% | | | 4 | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) PSWDT distribution and assignment based on 2015 travel model.
(5) PSWDT/AADT ratio and D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(6) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(7) Manually adjusted trip distribution and assignment to reflect 60% of total Babcock Ranch traffic to remain in Lee County.
(8) Manually adjusted to reflect 5% internal capture.
(9) Project peak hour to daily ratio and in/out split based on ITE.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

**EXHIBIT B-2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2015) TRAFFIC CONDITIONS WITH PROJECT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| | | | | | BACKGROUND TRAFFIC | | | | | | | | | | PROJECT TRAFFIC | | | | | | | | | | TOTAL TRAFFIC | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (1) | (3) | (4) | | (5) | | (6) Backgnd | | (5) | | | | (4) SUTMS | | | (7) | Adj. (8) | (9) | | | (9) Directional | | | | (2) SERVICE | | | Project | Sign. | | | |
| | | | # of | LOS | FSUTMS | Backgnd | PSWDT/ | | K100 | Peak Hr | D100 | | Background Dir. Volume | | FSUTMS | Assgn. | Adjust. | Revised Assgn. | PSWDT @ 12% | Two-Way Peak Hr | In/Out Split | | Split | | Peak Hr Volume | | VOLUME @ | 2015 LOS | | Traffic As % of SV | | & Adv. Impact @ 5% | | Needed # of | Needed Improve- |
| ROADWAY | FROM | TO | Lanes | Std | PSWDT | Traffic | Factor | AADT | Factor | Volume | Dir1 | Dir2 | Dir1 | Dir2 | PSWDT | Pct. | +/- | Pct. | Internal | Volume | Dir1 | Dir2 | Dir1 | Dir2 | Dir1 | Dir2 | STD | Dir1 | Dir2 | Dir1 | Dir2 | Dir1 | Dir2 | Lanes | ment |
| | | | | | | | | | | | | | | | 30304 | | | 0.6 | 43900 | 0.0984 | | | | | | | | | | | | | |
| BAYSHORE RD. | US 41 | Business 41 | 4LD | E | 20,098 | 18,697 | 1.09 | 17,100 | 0.09 | 1,610 | 0.49 | 0.51 | 790 | 820 | 1401 | 4.6% | -1.8% | 2.8% | 1200 | 120 | 0.59 | 0.41 | 70 | 50 | 860 | 870 | 1950 | B | B | 4% | 3% | | | 2 | Add 0 L |
| | Business 41 | Hart Rd. | 4LD | E | 34,176 | 31,645 | 1.09 | 29,000 | 0.09 | 2,730 | 0.49 | 0.51 | 1,340 | 1,390 | 2531 | 8.4% | -3.3% | 5.0% | 2200 | 220 | 0.59 | 0.41 | 130 | 90 | 1,470 | 1,480 | 1950 | B | B | 7% | 5% | * | | 4 | Add 0 L |
| | Hart Rd. | Slater Rd. | 4LD | E | 22,923 | 20,296 | 1.09 | 18,600 | 0.09 | 1,750 | 0.49 | 0.51 | 860 | 890 | 2627 | 8.7% | -3.5% | 5.2% | 2300 | 230 | 0.59 | 0.41 | 140 | 90 | 1,000 | 980 | 1950 | B | B | 7% | 5% | * | | 4 | Add 0 L |
| | Slater Rd | I-75 | 4LD | E | 25,685 | 21,698 | 1.09 | 19,900 | 0.09 | 1,870 | 0.49 | 0.51 | 920 | 950 | 3987 | 13.2% | -5.3% | 7.9% | 3500 | 340 | 0.59 | 0.41 | 200 | 140 | 1,120 | 1,090 | 1950 | B | B | 10% | 7% | * | * | 4 | Add 0 L |
| | I-75 | Nalle Rd. | 2LU | E | 19,143 | 9,351 | 1.09 | 8,600 | 0.09 | 810 | 0.49 | 0.51 | 400 | 410 | 9792 | 32.3% | -8.6% | 23.7% | 10400 | 1020 | 0.59 | 0.41 | 600 | 420 | 1,000 | 830 | 920 | F | D | 65% | 46% | ** | * | 4 | Add 2 L |
| | Nalle Rd. | SR 31 | 2LU | E | 6,793 | 3,828 | 1.09 | 3,500 | 0.09 | 330 | 0.49 | 0.51 | 160 | 170 | 2965 | 9.8% | 20.2% | 30.0% | 13200 | 1300 | 0.59 | 0.41 | 760 | 540 | 920 | 710 | 920 | F | C | 83% | 59% | * | * | 4 | Add 2 L |
| BUCKINGHAM RD. | Gunnery Rd. | Orange River Blvd. | 2LU | D | 16,239 | 15,211 | 1.05 | 14,500 | 0.10 | 1,490 | 0.53 | 0.47 | 790 | 700 | 1028 | 3.4% | -1.4% | 2.0% | 900 | 90 | 0.59 | 0.41 | 50 | 40 | 840 | 740 | 920 | D | C | 5% | 4% | * | | 2 | Add 0 L |
| | Orange River Blvd. | SR 80 | 2LU | D | 17,539 | 15,799 | 1.05 | 15,100 | 0.10 | 1,560 | 0.53 | 0.47 | 830 | 730 | 1740 | 5.7% | -2.3% | 3.4% | 1500 | 150 | 0.59 | 0.41 | 90 | 60 | 920 | 790 | 920 | F | D | 10% | 7% | * | * | 4 | Add 2 L |
| BUSINESS 41 | US 41 | Littleton Rd. | 4LD | E | 23,461 | 23,005 | 1.09 | 21,200 | 0.12 | 2,460 | 0.59 | 0.41 | 1,450 | 1,010 | 456 | 1.5% | -0.6% | 0.9% | 400 | 40 | 0.41 | 0.59 | 20 | 20 | 1,470 | 1,030 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | Littleton Rd. | Pine Island Rd. | 4LD | E | 35,617 | 34,840 | 1.09 | 32,100 | 0.12 | 3,720 | 0.59 | 0.41 | 2,190 | 1,530 | 777 | 2.6% | -1.0% | 1.5% | 700 | 70 | 0.41 | 0.59 | 30 | 40 | 2,220 | 1,570 | 1950 | F | B | 2% | 2% | | | 6 | Add 2 L |
| | Pine Island Rd. | Pondella Rd. | 6LD | E | 50,363 | 49,773 | 1.09 | 45,800 | 0.12 | 5,310 | 0.59 | 0.41 | 3,130 | 2,180 | 590 | 1.9% | -0.8% | 1.2% | 500 | 50 | 0.59 | 0.41 | 30 | 20 | 3,160 | 2,200 | 2920 | F | B | 1% | 1% | | | 8 | Add 2 L |
| | Pondella Rd. | SR 80 | 6LD | E | 81,213 | 80,478 | 1.09 | 74,000 | 0.12 | 8,580 | 0.59 | 0.41 | 5,060 | 3,520 | 735 | 2.4% | -1.0% | 1.5% | 600 | 60 | 0.59 | 0.41 | 40 | 20 | 5,100 | 3,540 | 2920 | F | F | 1% | 1% | | | 10 | Add 4 L |
| COLONIAL BLVD | US 41 | Fowler Ave. | 6LD | E | 47,484 | 46,855 | 1.04 | 45,100 | 0.08 | 3,740 | 0.43 | 0.57 | 1,610 | 2,130 | 629 | 2.1% | -0.8% | 1.2% | 500 | 50 | 0.59 | 0.41 | 30 | 20 | 1,640 | 2,150 | 2920 | B | B | 1% | 1% | | | 6 | Add 0 L |
| | Fowler Ave. | Metro Pkwy. | 6LD | E | 64,983 | 63,515 | 1.04 | 61,100 | 0.08 | 5,070 | 0.43 | 0.57 | 2,180 | 2,890 | 1468 | 4.8% | -1.9% | 2.9% | 1300 | 130 | 0.59 | 0.41 | 80 | 50 | 2,260 | 2,940 | 2920 | B | F | 3% | 2% | | | 8 | Add 2 L |
| | Metro Pkwy. | Palmetto Ave. | 6LD | E | 54,627 | 52,929 | 1.12 | 47,400 | 0.09 | 4,170 | 0.52 | 0.48 | 2,170 | 2,000 | 1698 | 5.6% | -2.2% | 3.4% | 1500 | 150 | 0.59 | 0.41 | 90 | 60 | 2,260 | 2,060 | 2920 | B | B | 3% | 2% | | | 6 | Add 0 L |
| | Palmetto Ave. | Winkler. | 6LD | E | 46,623 | 45,102 | 1.12 | 40,400 | 0.09 | 3,560 | 0.52 | 0.48 | 1,850 | 1,710 | 1521 | 5.0% | -2.0% | 3.0% | 1300 | 130 | 0.59 | 0.41 | 80 | 50 | 1,930 | 1,760 | 2920 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Winkler. | Ortiz | 6LD | E | 67,939 | 66,114 | 1.03 | 64,000 | 0.09 | 5,890 | 0.58 | 0.42 | 3,420 | 2,470 | 1825 | 6.0% | -2.4% | 3.6% | 1600 | 160 | 0.59 | 0.41 | 90 | 70 | 3,510 | 2,540 | 2920 | F | C | 3% | 2% | | | 8 | Add 2 L |
| | Ortiz Ave. | I-75 | 6LD | E | 87,235 | 84,811 | 1.03 | 82,100 | 0.09 | 7,550 | 0.58 | 0.42 | 4,380 | 3,170 | 2424 | 8.0% | -3.2% | 4.8% | 2100 | 210 | 0.59 | 0.41 | 120 | 90 | 4,500 | 3,260 | 2920 | F | F | 4% | 3% | | | 10 | Add 4 L |
| | I-75 | Treeline Ave. | 6LD | E | 58,335 | 58,088 | 1.05 | 55,200 | 0.09 | 5,130 | 0.58 | 0.42 | 2,980 | 2,150 | 247 | 0.8% | -0.3% | 0.5% | 200 | 20 | 0.41 | 0.59 | 10 | 10 | 2,990 | 2,160 | 2920 | F | B | 0% | 0% | | | 8 | Add 2 L |
| | Treeline Ave. | SR 82 | 6LD | E | 48,662 | 48,590 | 1.05 | 46,100 | 0.09 | 4,290 | 0.58 | 0.42 | 2,490 | 1,800 | 72 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 2,490 | 1,810 | 2920 | C | B | 0% | 0% | | | 6 | Add 0 L |
| DEL PRADO BLVD. | Slater Rd. | Hart Rd. | 2LU | E | 10,952 | 9,848 | 1.27 | 7,700 | 0.10 | 760 | 0.50 | 0.50 | 380 | 380 | 1104 | 3.6% | -1.5% | 2.2% | 1000 | 100 | 0.59 | 0.41 | 60 | 40 | 440 | 420 | 920 | C | C | 7% | 4% | * | | 2 | Add 0 L |
| | Hart Rd. | US 41 | 2LU | E | 11,612 | 10,524 | 1.27 | 8,300 | 0.10 | 820 | 0.50 | 0.50 | 410 | 410 | 1088 | 3.6% | -1.4% | 2.2% | 900 | 90 | 0.59 | 0.41 | 50 | 40 | 460 | 450 | 920 | C | C | 5% | 4% | * | | 2 | Add 0 L |
| | US 41 | Dena Varra Pkwy. | 4LD | E | 23,249 | 22,756 | 1.27 | 17,900 | 0.10 | 1,770 | 0.50 | 0.50 | 890 | 880 | 493 | 1.6% | -0.7% | 1.0% | 400 | 40 | 0.59 | 0.41 | 20 | 20 | 910 | 900 | 1950 | B | B | 1% | 1% | | | 2 | Add 0 L |
| | Dena Varra Pkwy. | Garden Blvd. | 4LD | E | 23,066 | 22,584 | 1.27 | 17,700 | 0.10 | 1,750 | 0.50 | 0.50 | 880 | 870 | 482 | 1.6% | -0.6% | 1.0% | 400 | 40 | 0.59 | 0.41 | 20 | 20 | 900 | 890 | 1950 | B | B | 1% | 1% | | | 2 | Add 0 L |
| EVANS AVE. | SR 80 | SR 82 | 3LO | E | 26,284 | 26,078 | 1.15 | 22,700 | 0.09 | 2,110 | 1.00 | 0.00 | 2,110 | 0 | 206 | 0.7% | -0.3% | 0.4% | 200 | 20 | 1.00 | 0.00 | 20 | 0 | 2,130 | 0 | 2920 | B | A | 1% | 0% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 2LO | E | 5,868 | 5,660 | 1.15 | 4,900 | 0.09 | 460 | 1.00 | 0.00 | 460 | 0 | 208 | 0.7% | -0.3% | 0.4% | 200 | 20 | 1.00 | 0.00 | 20 | 0 | 480 | 0 | 920 | C | B | 2% | 0% | | | 1 | Add 0 L |
| FOWLER AVE. | SR 80 | SR 82 | 3LO | E | 34,590 | 33,979 | 1.15 | 29,500 | 0.09 | 2,740 | 0.00 | 1.00 | 0 | 2,740 | 611 | 2.0% | -0.8% | 1.2% | 500 | 50 | 0.00 | 1.00 | 0 | 50 | 0 | 2,790 | 2920 | A | C | 0% | 2% | | | 3 | Add 0 L |
| | SR 82 | Metro Pkwy Ext. | 4LD | E | 22,687 | 22,412 | 1.15 | 19,500 | 0.09 | 1,810 | 0.00 | 1.00 | 0 | 1,810 | 275 | 0.9% | -0.4% | 0.5% | 200 | 20 | 0.00 | 1.00 | 0 | 20 | 0 | 1,830 | 1950 | A | C | 0% | 1% | | | 2 | Add 0 L |
| | Metro Pkwy Ext. | Winkler Ave. | 4LD | E | 31,567 | 30,990 | 1.15 | 26,900 | 0.09 | 2,500 | 0.50 | 0.50 | 1,250 | 1,250 | 577 | 1.9% | -0.8% | 1.1% | 500 | 50 | 0.59 | 0.41 | 30 | 20 | 1,280 | 1,270 | 1950 | B | B | 2% | 1% | | | 4 | Add 0 L |
| | Winkler Ave. | Colonial Blvd. | 4LD | E | 31,213 | 30,794 | 1.15 | 26,800 | 0.09 | 2,490 | 0.50 | 0.50 | 1,250 | 1,240 | 419 | 1.4% | -0.6% | 0.8% | 400 | 40 | 0.59 | 0.41 | 20 | 20 | 1,270 | 1,260 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| I-75 | Daniels Pkwy. | Colonial Blvd. | 6F | D | 100,758 | 95,439 | 1.11 | 86,000 | 0.09 | 7,550 | 0.53 | 0.47 | 4,000 | 3,550 | 5319 | 17.6% | -7.0% | 10.5% | 4600 | 450 | 0.59 | 0.41 | 260 | 190 | 4,260 | 3,740 | 5,280 | C | C | 5% | 4% | | | 6 | Add 0 L |
| | Colonial Blvd. | SR 82 | 6F | D | 101,141 | 93,254 | 1.11 | 84,000 | 0.09 | 7,380 | 0.53 | 0.47 | 3,910 | 3,470 | 7887 | 26.0% | -10.4% | 15.6% | 6900 | 680 | 0.59 | 0.41 | 400 | 280 | 4,310 | 3,750 | 5,280 | C | C | 8% | 5% | * | * | 6 | Add 0 L |
| | SR 82 | Luckett Rd. | 6F | D | 93,720 | 85,242 | 1.11 | 76,800 | 0.09 | 6,740 | 0.53 | 0.47 | 3,570 | 3,170 | 8478 | 28.0% | -11.2% | 16.8% | 7400 | 730 | 0.59 | 0.41 | 430 | 300 | 4,000 | 3,470 | 5,280 | C | C | 8% | 6% | * | * | 6 | Add 0 L |
| | Luckett Rd. | SR 80 | 6F | D | 87,174 | 76,463 | 1.11 | 68,900 | 0.09 | 6,050 | 0.53 | 0.47 | 3,210 | 2,840 | 10711 | 35.3% | -14.1% | 21.2% | 9300 | 920 | 0.59 | 0.41 | 540 | 380 | 3,750 | 3,220 | 5,280 | C | B | 10% | 7% | * | * | 6 | Add 0 L |
| | SR 80 | Bayshore Rd. | 4F | D | 74,301 | 68,640 | 1.11 | 61,800 | 0.09 | 5,430 | 0.53 | 0.47 | 2,880 | 2,550 | 5661 | 18.7% | -7.5% | 11.2% | 4900 | 480 | 0.59 | 0.41 | 280 | 200 | 3,160 | 2,750 | 3,420 | D | C | 8% | 6% | * | * | 4 | Add 0 L |
| | Bayshore Rd. | County Line | 4F | D | 59,460 | 59,320 | 1.11 | 53,400 | 0.09 | 4,690 | 0.53 | 0.47 | 2,490 | 2,200 | 140 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 2,490 | 2,210 | 3,420 | C | C | 0% | 0% | | | 4 | Add 0 L |
| LEE BLVD. | SR 82 | Leonard Blvd. | 6LD | E | 46,746 | 46,680 | 1.05 | 44,300 | 0.09 | 4,120 | 0.58 | 0.42 | 2,390 | 1,730 | 66 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 2,390 | 1,740 | 2920 | B | B | 0% | 0% | | | 6 | Add 0 L |
| | Leonard Blvd. | Gunnery Rd. | 6LD | E | 49,984 | 49,950 | 1.05 | 47,400 | 0.09 | 4,410 | 0.58 | 0.42 | 2,560 | 1,850 | 34 | 0.1% | -0.0% | 0.1% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 2,560 | 1,850 | 2920 | C | B | 0% | 0% | | | 6 | Add 0 L |
| | Gunnery Rd. | Sunshine Blvd. | 6LD | E | 55,920 | 55,768 | 1.05 | 53,000 | 0.09 | 4,930 | 0.58 | 0.42 | 2,860 | 2,070 | 152 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 2,860 | 2,080 | 2920 | D | B | 0% | 0% | | | 6 | Add 0 L |
| | Sunshine Blvd. | Homestead Rd. | 6LD | E | 45,759 | 45,631 | 1.05 | 43,300 | 0.09 | 4,030 | 0.58 | 0.42 | 2,340 | 1,690 | 128 | 0.4% | -0.2% | 0.3% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 2,350 | 1,690 | 2920 | B | B | 0% | 0% | | | 6 | Add 0 L |
| LITTLETON RD. | Slater Rd. | Hart Rd. | N/A | E | N/A | 0 | 1.09 | N/A | 0.12 | N/A | 0.59 | 0.41 | 0 | 0 | N/A | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 0 | 0 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Hart Rd. | Business 41 | N/A | E | N/A | 0 | 1.09 | N/A | 0.12 | N/A | 0.59 | 0.41 | 0 | 0 | N/A | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.59 | 0.41 | 0 | 0 | 0 | 0 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Business 41 | US 41 | 2LU | E | 13,231 | 12,998 | 1.09 | 12,000 | 0.12 | 1,390 | 0.59 | 0.41 | 820 | 570 | 233 | 0.8% | -0.3% | 0.5% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 830 | 580 | 920 | D | C | 1% | 1% | | | 2 | Add 0 L |
| | US 41 | Corbett Rd. | 2LU | E | 18,290 | 18,043 | 1.03 | 17,500 | 0.10 | 1,660 | 0.45 | 0.55 | 750 | 910 | 247 | 0.8% | -0.3% | 0.5% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 760 | 920 | 920 | D | F | 1% | 1% | | | 4 | Add 2 L |
| | Corbett Rd. | NE 24th Ave. | 2LU | E | 15,774 | 15,637 | 1.03 | 15,100 | 0.10 | 1,430 | 0.45 | 0.55 | 640 | 790 | 137 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 650 | 790 | 920 | C | D | 1% | 0% | | | 2 | Add 0 L |
| NALLE GRADE RD. | Nalle Rd. | Slater Rd. | 2LU | E | 812 | 760 | 1.09 | 700 | 0.09 | 70 | 0.49 | 0.51 | 30 | 40 | 52 | 0.2% | -0.1% | 0.1% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 30 | 40 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| NORTH RIVER RD. | SR 31 | Broadway Rd. | 2LU | E | 10,611 | 3,641 | 1.06 | 3,400 | 0.10 | 350 | 0.57 | 0.43 | 200 | 150 | 6970 | 23.0% | -11.0% | 12.0% | 5300 | 520 | 0.41 | 0.59 | 210 | 310 | 410 | 460 | 920 | C | C | 23% | 34% | * | * | 2 | Add 0 L |
| ORTIZ AVE. | SR 80 | Ballard Street | 2LU | E | 14,600 | 13,074 | 1.14 | 11,500 | 0.11 | 1,210 | 0.52 | 0.48 | 630 | 580 | 1526 | 5.0% | -2.0% | 3.0% | 1300 | 130 | 0.59 | 0.41 | 80 | 50 | 710 | 630 | 920 | C | C | 9% | 5% | * | * | 2 | Add 0 L |
| | Ballard Street | SR 82 | 4LD | E | 30,218 | 27,752 | 1.14 | 24,400 | 0.11 | 2,560 | 0.52 | 0.48 | 1,330 | 1,230 | 2466 | 8.1% | -3.3% | 4.9% | 2100 | 210 | 0.59 | 0.41 | 120 | 90 | 1,450 | 1,320 | 1950 | B | B | 6% | 5% | * | | 4 | Add 0 L |
| | SR 82 | Hanson St. | 2LU | E | 38,550 | 35,862 | 1.14 | 31,500 | 0.11 | 3,310 | 0.52 | 0.48 | 1,720 | 1,590 | 2688 | 8.9% | -3.5% | 5.3% | 2300 | 230 | 0.59 | 0.41 | 140 | 90 | 1,860 | 1,680 | 920 | F | F | 15% | 10% | ** | ** | 4 | Add 2 L |
| | Hanson St. | Colonial Blvd. | 2LU | E | 31,171 | 29,860 | 1.14 | 26,300 | 0.11 | 2,760 | 0.52 | 0.48 | 1,440 | 1,320 | 1311 | 4.3% | -1.7% | 2.6% | 1100 | 110 | 0.59 | 0.41 | 60 | 50 | 1,500 | 1,370 | 920 | F | F | 7% | 5% | ** | ** | 4 | Add 2 L |
| ORANGE RIVER BLVD. | SR 80 | Buckingham Rd. | 2LU | E | 12,214 | 11,886 | 1.06 | 11,200 | 0.10 | 1,140 | 0.57 | 0.43 | 650 | 490 | 328 | 1.1% | -0.4% | 0.6% | 300 | 30 | 0.59 | 0.41 | 20 | 10 | 670 | 500 | 920 | C | C | 2% | 1% | | | 2 | Add 0 L |
| PINE ISLAND RD. | NE 24th Ave. | US 41 | 4LD | E | 28,749 | 27,593 | 1.22 | 22,600 | 0.10 | 2,190 | 0.48 | 0.52 | 1,050 | 1,140 | 1156 | 3.8% | -1.5% | 2.3% | 1000 | 100 | 0.41 | 0.59 | 40 | 60 | 1,090 | 1,200 | 1950 | B | B | 2% | 3% | | | 4 | Add 0 L |
| SIX MILE CYPRESS PKWY. | Colonial Blvd. | Challenger Blvd. | 6LDc | E | 36,152 | 34,404 | 1.14 | 30,300 | 0.11 | 3,180 | 0.52 | 0.48 | 1,650 | 1,530 | 1748 | 5.8% | -2.3% | 3.5% | 1500 | 150 | 0.59 | 0.41 | 90 | 60 | 1,740 | 1,590 | 3040 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Challenger Blvd. | Winkler Ave. | 4LDc | E | 25,647 | 24,223 | 1.14 | 21,300 | 0.11 | 2,240 | 0.52 | 0.48 | 1,160 | 1,080 | 1424 | 4.7% | -1.9% | 2.8% | 1200 | 120 | 0.59 | 0.41 | 70 | 50 | 1,230 | 1,130 | 2030 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Winkler Ave. | Daniels Pkwy. | 4LDc | E | 23,535 | 22,409 | 1.14 | 19,700 | 0.11 | 2,070 | 0.52 | 0.48 | 1,080 | 990 | 1126 | 3.7% | -1.5% | 2.2% | 1000 | 100 | 0.59 | 0.41 | 60 | 40 | 1,140 | 1,030 | 2030 | B | B | 3% | 2% | | | 4 | Add 0 L |
| SLATER RD. | Nalle Grade Rd. | Del Prado Blvd. | 2LU | E | 1,174 | 1,174 | 1.09 | 1,100 | 0.09 | 100 | 0.49 | 0.51 | 50 | 50 | 0 | 0.0% | 0.0% | 0.0% | 0 | 0 | 0.41 | 0.59 | 0 | 0 | 50 | 50 | 920 | B | B | 0% | 0% | | | 2 | Add 0 L |
| | Del Prado Blvd. | Littleton Rd. | 2LU | E | 7,154 | 6,403 | 1.09 | 5,900 | 0.09 | 550 | 0.49 | 0.51 | 270 | 280 | 751 | 2.5% | -1.0% | 1.5% | 700 | 70 | 0.41 | 0.59 | 30 | 40 | 300 | 320 | 920 | C | C | 3% | 4% | | | 2 | Add 0 L |

**EXHIBIT B-2**
**BABCOCK RANCH PLAN AMENDMENT #05680**
**FUTURE (2015) TRAFFIC CONDITIONS WITH PROJECT**
**DIRECTIONAL PEAK HOUR (K100), PEAK SEASON**

**LEE COUNTY**

| ROADWAY | FROM | TO | (1) # of Lanes | (3) LOS Std | BACKGROUND TRAFFIC (4) FSUTMS PSWDT | Backgnd Traffic | (5) PSWDT/ AADT Factor | AADT | (6) Backgnd K100 Factor | Peak Hr Volume | (5) D100 Dir1 | D100 Dir2 | Background Dir. Volume Dir1 | Dir2 | PROJECT TRAFFIC (4) FSUTMS PSWDT | SUTMS Assgn. Pct. | +/- Adjust. | (7) Revised Assgn. Pct. | (8) Adj. PSWDT @ 12% Internal | (9) Two-Way Peak Hr Volume | (9) In/Out Split Dir1 | Dir2 | Directional Split Dir1 | Dir2 | TOTAL TRAFFIC Peak Hr Volume Dir1 | Dir2 | (2) SERVICE VOLUME @ STD | 2015 LOS Dir1 | Dir2 | Project Traffic As % of SV Dir1 | Dir2 | Sign. & Adv. Impact @ 5% Dir1 | Dir2 | Needed # of Lanes | Needed Improve-ment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 30304 | | | 0.6 | 43900 | 0.0984 | | | | | | | | | | | | | | | | |
| SR 31 | SR 80 | Bayshore Rd. | 2LU | E | 18,587 | 6,672 | 1.06 | 6,300 | 0.10 | 640 | 0.57 | 0.43 | 360 | 280 | 11915 | 39.3% | -6.3% | 33.0% | 14500 | 1430 | 0.59 | 0.41 | 840 | 590 | 1,200 | 870 | 920 | F | D | 91% | 64% | ** | * | 4 | Add 2 L |
| | Bayshore Rd. | North River Rd. | 2LU | E | 19,029 | 4,693 | 1.06 | 4,400 | 0.10 | 450 | 0.57 | 0.43 | 260 | 190 | 14336 | 47.3% | 15.7% | 63.0% | 27700 | 2730 | 0.59 | 0.41 | 1,600 | 1,130 | 1,860 | 1,320 | 920 | F | F | 174% | 123% | ** | ** | 4 | Add 2 L |
| | North River Rd. | Project Entrance | 2LU | E | 36,912 | 6,822 | 1.09 | 6,200 | 0.09 | 580 | 0.49 | 0.51 | 280 | 300 | 30090 | 99.3% | -31.8% | 55.0% | 24100 | 2370 | 0.59 | 0.41 | 1,390 | 980 | 1,670 | 1,280 | 920 | F | F | 151% | 107% | ** | ** | 4 | Add 2 L |
| | Project Entrance | County Line | 2LU | E | 7,036 | 6,822 | 1.09 | 6,200 | 0.09 | 580 | 0.49 | 0.51 | 280 | 300 | 214 | 0.7% | 41.8% | 45.0% | 19800 | 1950 | 0.59 | 0.41 | 1,140 | 800 | 1,420 | 1,100 | 920 | F | F | 124% | 87% | ** | ** | 4 | Add 2 L |
| SR 82 | Fowler Ave. | Palmetto Ave. | 4LD | E | 8,526 | 8,468 | 1.05 | 8,000 | 0.09 | 740 | 0.58 | 0.42 | 430 | 310 | 58 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 440 | 310 | 1950 | A | A | 1% | 0% | | | 2 | Add 0 L |
| | Palmetto Ave. | Michigan Link | 4LD | E | 22,073 | 21,990 | 1.05 | 20,900 | 0.09 | 1,940 | 0.58 | 0.42 | 1,130 | 810 | 83 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 1,140 | 810 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Michigan Link | Ortiz Ave. | 4LD | E | 24,500 | 24,442 | 1.05 | 23,200 | 0.09 | 2,160 | 0.58 | 0.42 | 1,250 | 910 | 58 | 0.2% | -0.1% | 0.1% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 1,260 | 910 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Ortiz Ave. | I-75 | 4LD | E | 30,682 | 30,352 | 1.05 | 28,800 | 0.09 | 2,680 | 0.58 | 0.42 | 1,550 | 1,130 | 330 | 1.1% | -0.4% | 0.7% | 300 | 30 | 0.59 | 0.41 | 20 | 10 | 1,570 | 1,140 | 1950 | B | B | 1% | 1% | | | 4 | Add 0 L |
| | I-75 | Buckingham Rd. | 2LU | E | 18,741 | 18,591 | 1.05 | 17,700 | 0.09 | 1,650 | 0.58 | 0.42 | 960 | 690 | 150 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 960 | 700 | 920 | F | C | 0% | 1% | | | 4 | Add 2 L |
| | Buckingham Rd. | Lee Blvd. | 2LU | E | 19,321 | 19,171 | 1.05 | 18,200 | 0.09 | 1,690 | 0.58 | 0.42 | 980 | 710 | 150 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 980 | 720 | 920 | F | C | 0% | 1% | | | 4 | Add 2 L |
| | Lee Blvd. | Gunnery Rd. | 2LU | E | 21,085 | 20,930 | 1.05 | 19,900 | 0.09 | 1,850 | 0.58 | 0.42 | 1,070 | 780 | 155 | 0.5% | -0.2% | 0.3% | 100 | 10 | 0.41 | 0.59 | 0 | 10 | 1,070 | 790 | 920 | F | D | 0% | 1% | | | 4 | Add 2 L |
| SR 80 | Fowler Ave. | Seaboard St. | 4LD | E | 21,722 | 20,516 | 1.06 | 19,400 | 0.10 | 1,980 | 0.57 | 0.43 | 1,130 | 850 | 1206 | 4.0% | -1.6% | 2.4% | 1000 | 100 | 0.59 | 0.41 | 60 | 40 | 1,190 | 890 | 1950 | B | B | 3% | 2% | | | 4 | Add 0 L |
| | Seaboard St. | Palmetto Ave. | 4LD | E | 33,105 | 30,375 | 1.06 | 28,700 | 0.10 | 2,930 | 0.57 | 0.43 | 1,670 | 1,260 | 2730 | 9.0% | -3.6% | 5.4% | 2400 | 240 | 0.59 | 0.41 | 140 | 100 | 1,810 | 1,360 | 1950 | C | B | 7% | 5% | * | * | 4 | Add 0 L |
| | Palmetto Ave. | Oritz Blvd. | 4LD | E | 34,935 | 30,067 | 1.06 | 28,400 | 0.10 | 2,900 | 0.57 | 0.43 | 1,650 | 1,250 | 4868 | 16.1% | -6.4% | 9.6% | 4200 | 410 | 0.59 | 0.41 | 240 | 170 | 1,890 | 1,420 | 1950 | C | B | 12% | 9% | * | * | 4 | Add 0 L |
| | Oritz Blvd. | I-75 | 6LD | E | 45,464 | 38,552 | 1.06 | 36,400 | 0.10 | 3,710 | 0.57 | 0.43 | 2,110 | 1,600 | 6912 | 22.8% | -9.1% | 13.7% | 6000 | 590 | 0.59 | 0.41 | 350 | 240 | 2,460 | 1,840 | 2920 | B | B | 12% | 8% | * | * | 6 | Add 0 L |
| | I-75 | SR 31 | 6LD | D | 49,443 | 35,553 | 1.06 | 33,500 | 0.10 | 3,420 | 0.57 | 0.43 | 1,950 | 1,470 | 13890 | 45.8% | -32.8% | 13.0% | 5700 | 560 | 0.59 | 0.41 | 330 | 230 | 2,280 | 1,700 | 2920 | B | B | 11% | 8% | * | * | 6 | Add 0 L |
| | SR 31 | Tropic Ave. | 4LD | D | 37,288 | 32,074 | 1.06 | 30,300 | 0.10 | 3,090 | 0.57 | 0.43 | 1,760 | 1,330 | 5214 | 17.2% | 2.8% | 20.0% | 8800 | 870 | 0.41 | 0.59 | 360 | 510 | 2,120 | 1,840 | 1950 | F | C | 18% | 26% | ** | * | 6 | Add 2 L |
| | Tropic Ave. | Buckingham Rd. | 4LD | D | 29,521 | 25,009 | 1.06 | 23,600 | 0.10 | 2,410 | 0.57 | 0.43 | 1,370 | 1,040 | 4512 | 14.9% | 3.1% | 18.0% | 7900 | 780 | 0.41 | 0.59 | 320 | 460 | 1,690 | 1,500 | 1950 | C | B | 16% | 24% | * | * | 4 | Add 0 L |
| | Buckingham Rd. | South Olga Drive | 4LD | D | 35,421 | 30,263 | 1.06 | 28,600 | 0.10 | 2,920 | 0.57 | 0.43 | 1,660 | 1,260 | 5158 | 17.0% | -5.0% | 12.0% | 5300 | 520 | 0.41 | 0.59 | 210 | 310 | 1,870 | 1,570 | 1950 | C | B | 11% | 16% | * | * | 4 | Add 0 L |
| | South Olga Drive | Hickey Creek | 4LD | D | 33,771 | 28,600 | 1.06 | 27,000 | 0.10 | 2,750 | 0.57 | 0.43 | 1,570 | 1,180 | 5171 | 17.1% | -6.1% | 11.0% | 4800 | 470 | 0.41 | 0.59 | 190 | 280 | 1,760 | 1,460 | 1950 | C | B | 10% | 14% | * | * | 4 | Add 0 L |
| | Hickey Creek | Joel Blvd. | 4LD | D | 33,364 | 28,182 | 1.06 | 26,600 | 0.10 | 2,710 | 0.57 | 0.43 | 1,540 | 1,170 | 5182 | 17.1% | -6.8% | 10.3% | 4500 | 440 | 0.41 | 0.59 | 180 | 260 | 1,720 | 1,430 | 1950 | C | B | 9% | 13% | * | * | 4 | Add 0 L |
| | Joel Blvd. | County Line | 4LD | D | 17,302 | 17,236 | 1.06 | 16,300 | 0.10 | 1,660 | 0.57 | 0.43 | 950 | 710 | 66 | 0.2% | 4.8% | 5.0% | 2200 | 220 | 0.41 | 0.59 | 90 | 130 | 1,040 | 840 | 1950 | B | B | 5% | 7% | | * | 4 | Add 0 L |
| TREELINE AVE. | Colonial Blvd. | Daniels Pkwy. | 4LD | E | 17,605 | 17,401 | 1.14 | 15,300 | 0.11 | 1,610 | 0.52 | 0.48 | 840 | 770 | 204 | 0.7% | -0.3% | 0.4% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 850 | 780 | 1950 | B | B | 1% | 1% | | | 2 | Add 0 L |
| US 41 | Hanson St. | SR 82 | 6LD | E | 45,498 | 45,322 | 1.05 | 43,000 | 0.08 | 3,400 | 0.49 | 0.51 | 1,670 | 1,730 | 176 | 0.6% | -0.2% | 0.3% | 200 | 20 | 0.59 | 0.41 | 10 | 10 | 1,680 | 1,740 | 2920 | B | B | 0% | 0% | | | 4 | Add 0 L |
| | SR 82 | Hancock Bridge Pkwy. | 4LD | E | 60,912 | 60,386 | 1.09 | 55,600 | 0.09 | 5,120 | 0.56 | 0.44 | 2,870 | 2,250 | 526 | 1.7% | -0.7% | 1.0% | 500 | 50 | 0.59 | 0.41 | 30 | 20 | 2,900 | 2,270 | 1950 | F | F | 2% | 1% | | | 6 | Add 2 L |
| | Hancock Bridge Pkwy. | Pondella Rd. | 4LD | E | 50,370 | 49,911 | 1.09 | 45,900 | 0.09 | 4,220 | 0.56 | 0.44 | 2,360 | 1,860 | 459 | 1.5% | -0.6% | 0.9% | 400 | 40 | 0.59 | 0.41 | 20 | 20 | 2,380 | 1,880 | 1950 | F | C | 1% | 1% | | | 6 | Add 2 L |
| | Pondella Rd. | Pine Island Rd. | 4LD | E | 32,097 | 32,006 | 1.09 | 29,400 | 0.09 | 2,700 | 0.56 | 0.44 | 1,510 | 1,190 | 91 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 1,520 | 1,190 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Pine Island Rd. | Littleton Rd. | 4LD | E | 29,638 | 29,543 | 1.09 | 27,200 | 0.09 | 2,500 | 0.56 | 0.44 | 1,400 | 1,100 | 95 | 0.3% | -0.1% | 0.2% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 1,410 | 1,100 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Littleton Rd. | Business 41 | 4LD | E | 24,664 | 24,534 | 1.09 | 22,600 | 0.09 | 2,080 | 0.56 | 0.44 | 1,160 | 920 | 130 | 0.4% | -0.2% | 0.3% | 100 | 10 | 0.59 | 0.41 | 10 | 0 | 1,170 | 920 | 1950 | B | B | 1% | 0% | | | 4 | Add 0 L |
| | Business 41 | Del Prado Extension | 4LD | E | 32,826 | 32,238 | 1.09 | 29,700 | 0.09 | 2,730 | 0.56 | 0.44 | 1,530 | 1,200 | 588 | 1.9% | -0.8% | 1.2% | 500 | 50 | 0.41 | 0.59 | 20 | 30 | 1,550 | 1,230 | 1950 | B | B | 1% | 2% | | | 4 | Add 0 L |
| | Del Prado Extension | County Line | 4LD | E | 38,254 | 37,480 | 1.09 | 34,500 | 0.09 | 3,170 | 0.56 | 0.44 | 1,780 | 1,390 | 774 | 2.6% | -1.0% | 1.5% | 700 | 70 | 0.41 | 0.59 | 30 | 40 | 1,810 | 1,430 | 1950 | C | B | 2% | 2% | | | 4 | Add 0 L |

FOOTNOTES:

(1) Existing plus committed number of lanes.
(2) Lee County Generalized Service Volumes (September, 2005). I-75 use FDOT Generalized Service Volumes.
(3) Lee County roadway LOS standard. I-75 based on FDOT FIHS LOS standard.
(4) PSWDT distribution and assignment based on 2015 travel model.
(5) PSWDT/AADT ratio and D(100) factors based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(6) K(100) factor based on Lee County 2005 Traffic Count Report. I-75 based on FDOT 2004 Florida Traffic Information CD.
(7) Manually adjusted trip distribution and assignment to reflect 60% of total Babcock Ranch traffic to remain in Lee County.
(8) Manually adjusted to reflect 12% internal capture.
(9) Project peak hour to daily ratio and in/out split based on ITE.

* Indicates a roadway segment significantly, but not adversely, impacted by the Project.
** Indicates a roadway segment significantly and adversely impacted by the Project.

# THE BABCOCK RANCH COMMUNITY

## TABLE OF CONTENTS

## SECTION 6

a. Lee County Comprehensive Plan Consistency (IV.E.2.)

## II. Future Land Use

**GOAL 1: FUTURE LAND USE MAP.** To maintain and enforce a Future Land Use Map showing the proposed distribution, location, and extent of future land uses by type, density, and intensity in order to protect natural and man-made resources, provide essential services in a cost-effective manner, and discourage urban sprawl. (Amended by Ordinance No. 94-30)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. At the time of this application, the applicant is seeking Development of Regional Impact (DRI) approval only on the lands in Charlotte County, and is not presently seeking to increase or alter existing land use designations or zoning uses allowed on the lands in Lee County. Development will be pursued in accordance with the Charlotte County comprehensive plan amendment creating the Babcock Ranch Overlay District (BROD) and the Application for Master Development Approval (AMDA), which is being filed in Charlotte County concurrently with this application. Traffic impacts in Lee County associated with the Community will be mitigated in a cost-effective manner. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 1.7.4:** Certain lands are designated as Future Urban Areas because of special needs for the provision of Privately Funded Infrastructure. Development in these areas may occur in accordance with the provisions of Goal 3 and its subsequent objectives and policies. (Amended by Ordinance No. 93-25)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. The applicant will mitigate the traffic impacts in Lee County associated with the Community through the provision of privately funded infrastructure.*

**GOAL 2: GROWTH MANAGEMENT.** To provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources.

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Road improvements in Lee County needed to support the Community will be located and timed to be concurrent with development. The economic plan governing build out of the Community will ensure the timeliness and cost-effectiveness of the infrastructure improvements.*

**OBJECTIVE 2.2: DEVELOPMENT TIMING.** Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance. (Amended by Ordinance No. 94-30, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Development of the road improvements in Lee County will be compliant with all governing regulations and funded, either completely or with a proportionate share, by privately funded infrastructure.*

**POLICY 2.2.1:** Rezonings and development-of-regional-impact proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare. (Amended by Ordinance No. 94-30, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated in a cost-effective manner. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**OBJECTIVE 2.3: PUBLIC PROVISION OF INFRASTRUCTURE.** The Capital Improvements Program will give the highest priority to the planning, programming, and construction of urban services and facilities in the existing developed areas where facilities are inadequate. Next priority will be given to service expansions in existing developed areas, followed by further expansion into other portions of the Future Urban Areas. Sufficient land will be identified and protected for utility facilities that will be necessary to support the proposed level of development. Other infrastructure planning priorities are contained in Policy 38.2.4 and Policy 95.1.1. (Amended by Ordinance No. 94-30, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated in a cost-effective manner. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 2.3.2:** The cost for the provision and expansion of services and facilities that benefit new development will be borne primarily by those who benefit. Such funding may include (but is not limited to) impact fees, special taxing or benefit districts, community development districts, dedication of land and facilities, in-lieu-of fees, and capital construction, operation, and maintenance funds. (Amended by Ordinance No. 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Road improvements in Lee County needed to support the Community will be supported primarily by those who benefit. The applicant will fund or cause to be funded the required road improvements either completely or with a proportionate share.*

**GOAL 3: PRIVATELY FUNDED INFRASTRUCTURE.** To assist in the provision of a full range of privately funded urban infrastructure in specified Future Urban areas which have existing or projected deficits in one or more essential services. (Amended by Ordinance No. 94-30)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Traffic impacts in Lee County associated with the Community will be mitigated in a cost-effective manner. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**OBJECTIVE 3.1: FUNDING MECHANISMS.** The Future Land Use Map will include overlays designating specific geographic areas which are permitted urban-level densities and intensities because most necessary infrastructure will be provided through the creation of multifunction taxing and/or benefit districts, community development districts, direct developer provision, or an effective combination of similar financing mechanisms. (Amended by Ordinance No. 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated in a cost-effective manner. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**STANDARD 11.3: TRAFFIC.**

1. A traffic impact statement must be submitted to and accepted by the county DOT for the following developments:

    - Developments of Regional Impact (D.R.I.'s);
    - Planned Developments (as specified in the Zoning Regulations); and
    - Developments requiring a county development order, as specified in the Land Development Code.

*RESPONSE: The Babcock Ranch Community will be consistent with this standard. A traffic impact statement has been submitted as part of this application.*

## III. Transportation

### a. Traffic Circulation

**GOAL 36: MAPS.** Provide and keep current an integrated series of maps, which, when coordinated with the policies and programs in this plan and the plans of other agencies and jurisdictions, will insure a safe, convenient, and efficient multi modal transportation system for Lee County, within the constraints of financial feasibility. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. A series of map amendments has been requested as part of this application. These amendments reflect the road improvements necessary to mitigate the traffic impacts in Lee County associated with the Community's development. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system for Lee County.*

**POLICY 36.1.1**: The Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan Map series is herby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2020 Financially Feasible Highway Plan Map, as adopted December 8, 2000 and as amended through June 20, 2003, is incorporated as Map 3A of the Transportation Map series, with one format change as approved by the Lee County Board of County Commissioners on March 23, 1999. The format change is a visual indication (with shading) that alignment options for the County Road 951/Bonita Grande Drive extension are still under consideration, consistent with Note 2. The shaded area on the map identifies the limits of the

alternatives analysis for the CR 951 Extension PD&E Study. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Koreshan Boulevard to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41;

| Intersection | Improvements |
|---|---|
| US 41/Constitution Boulevard | Southbound Dual Left Turn Lanes |
| US 41/B & F Parcel | Northbound, Southbound, Eastbound, and Westbound Dual Left Turn Lanes |
| US 41/Sanibel Boulevard | Southbound Dual Left Turn Lanes |
| US 41/Koreshan Boulevard | Southbound and Westbound Dual Left Turn Lanes |

(Amended by Ordinance No. 98-09, 99-15, 02-02, 02-29, 03-19)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. An amendment to Map 3A has been requested as part of this application. This amendment will accommodate the development of the Charlotte County portion of the Babcock Ranch Community. The corresponding changes to the MPO 2030 Financially Feasible Highway Plan Map will be made during the next update cycle.*

**POLICY 36.1.2:** Lee County has included Map 3B (Future Functional Classification Map) as part of the Transportation Map series, to meet the requirements of Chapter 9J-5.019(5)(a), Florida Administrative Code. Map 3B is not intended to serve a regulatory function. References to the functional classification of roadways (i.e., arterials, collectors, etc.) in the county land development regulations will rely on the existing or future classification of roads. The existing classification of public roads will be kept by the Lee County Department of Transportation. The existing classification of private roads will be kept by the Lee County Division of Development Services. The future classifications are identified on the Official Trafficways Map. (Added by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. A series of map amendments has been requested as part of this application. These amendments reflect the road improvements necessary to mitigate the traffic impacts in Lee County associated with the Community's development. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system for Lee County.*

**POLICY 36.1.5:** Construction of new roads and widening of major road segments by the county will be based on a prioritized list of the improvements needed to create the network depicted on Transportation Map 3A. This list will be updated annually through the county's capital improvements program. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. A series of map amendments has been requested as part of this application. These amendments reflect the road improvements necessary to mitigate the traffic impacts in Lee County associated with the Community's development. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system for Lee County.*

**POLICY 36.1.6:** In order to acquire rights-of-way and complete the construction of all roads designated on Transportation Map 3A (2020 Financially Feasible Plan map), voluntary dedications of land and construction of road segments and intersections by developers will be encouraged through relevant provisions in the development regulations and other ordinances as described below:

- Voluntary dedication of rights-of-way necessary for improvements shown on Transportation Map 3A will be encouraged at the time local development orders are granted.
- In cases where there are missing segments in the traffic circulation system, developers will be encouraged to also construct that portion of the thoroughfare that lies within or abuts the development. Road impact fee credits will be granted consistent with the provisions of the Lee County Land Development Code. Site-related improvements are not eligible for credits towards impact fees. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. The applicant has dedicated rights-of-way to support planned roadway improvements and will mitigate the traffic impacts in Lee County associated with the proposed development either completely or with a proportionate share.*

**OBJECTIVE 37.1: GENERAL STANDARDS.** From time of plan adoption, new facilities will be added at a rate equal to growth demands. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Road improvements in Lee County needed to support the Community will be located and timed to be concurrent with development. The economic plan governing build out of the Community will ensure the timeliness and cost-effectiveness of the infrastructure improvements.*

**POLICY 37.3.3:** All proposed development activity (local development order requests), except that which affects constrained roads and roads subject to concurrency alternatives, will be reviewed against the available capacity identified in the annual concurrency report based on existing conditions. If capacity is available, a concurrency certificate may be issued, good for three years; otherwise no concurrency certificate will be issued. (Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 00-08)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**POLICY 37.4.3:** Concurrency vesting (i.e., a long-term concurrency certificate) may be granted for DRIs under limited circumstances in accordance with Chapter 163.3180(12), F.S., and including up to a 10-year time limitation, a limitation on changes to the DRI development parameters over time, and the execution of a local government development agreement in which the developer agrees to pay his full proportionate share/impact fee obligation up front. (Added by Ordinance No. 00-08)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**GOAL 38: CAPITAL IMPROVEMENTS PROGRAMMING.** Provide an objective, predictable, and fully funded program for the construction of roadway improvements, consistent with all portions of this comprehensive plan. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**OBJECTIVE 38.1: REVENUES.** A wide variety of innovative financial planning techniques will be considered to fully develop the facilities depicted on the Transportation Maps and satisfy the travel demand needs of Lee County. (Amended by Ordinance No. 98-09)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 38.1.4:** The county will encourage private funding or contributions of road construction or right-of-way acquisition through innovative means including, but not limited to, voluntary MSTUs and MSBUs. The county may establish involuntary MSTUs or MSBUs to correct deficiencies in specific areas or neighborhoods. MSTUs/MSBUs will be reviewed regularly to determine whether existing units can be eliminated or new units should be created. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share. The applicant has requested that the Florida Legislature create an independent special district (ISD) in Charlotte County that will have spending authority for the road improvements in Lee County.*

**POLICY 38.1.6:** The county will maintain standards, criteria, and fees to equitably define developers' obligations and costs associated with the construction and right-of-way needs for necessary site-related and off-site improvements. (Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 38.1.7:** Roadway and intersection improvements mandated by Lee County development orders will be determined on the basis of demonstrated need resulting in part or in total from the impacts of that development. These improvements, as well as improvements funded by Roads Impact Fees, will be based on roadway and intersection improvement needs resulting from new development and will not be limited by jurisdictional responsibility for any specific road segment. The use of Road Impact Fee revenues to improve state roads is an acceptable application of those funds. Lee County will continue to participate in the funding of improvements to state roads. (Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**OBJECTIVE 38.2: TIMING.** When possible, plan the construction of roadway facilities and new developments so that established service levels are maintained through time despite the additional traffic load. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 38.2.2:** No development order or development permit, as defined in Section 163.3164, F.S., will be granted if the approval will result in a needed facility not being available concurrent with the impacts of the development, unless the applicant has been granted previous development rights consistent with the Florida Department of Community Affairs' Declaratory Statements #88-DS-1 and 88-DS-2. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**POLICY 38.2.5:** The county will maintain an ordinance, pursuant to Section 163.3220-163.3243, Florida Statutes, enabling the county to enter into "development agreements" granting incentives to developers and landowners who commit to provide improvements to public facilities beyond those required by the Lee Plan and other county regulations. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**OBJECTIVE 39.1: DEVELOPMENT IMPACTS.** The county will maintain and enforce development regulations to ensure that impacts of development approvals occur concurrently with adequate roads, and to achieve maximum safety, efficiency, and cost effectiveness. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The list of road improvements in Lee County required for the development of the Community has been provided in the Babcock Ranch Community Road Planning Agreement, signed by Lee County and the applicant. The list is subject to revision in the review of the AMDA. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 39.1.1:** New development must:

- Have adequate on-site parking.
- Have access to the existing or planned public road system except where other public policy would prevent such access.
- Fund all private access and intersection work and mitigate all site-related impacts on the public road system; this mitigation is not eligible for credit against impact fees. (Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**POLICY 39.1.2:** County regulations will encourage proposed development along state roads to protect existing and planned transportation corridors to meet state standards for future expansions consistent with the Transportation Map series and the Official Trafficways Map. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards. The applicant has committed a 300-foot right of way along SR 31 adjacent to the Lee County portion of the Community.*

**POLICY 39.1.3:** County development regulations will require the interconnection of adjacent existing or future residential developments. Where a developer proposes private local streets with access control, he may propose an alternate means of interconnection provided the means does not require all local traffic to use the arterial network. All interconnections will be designed to discourage use by through traffic. (Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**POLICY 39.1.8:** Consistent with state law, Developments of Regional Impact (DRIs) are required to analyze their impacts on an existing-plus-committed (E+C) network. For purposes of DRI analyses, Lee County defines an E+C network as those roadways that exist, or are programmed for improvement through the construction phase within the first three years of an adopted County Capital Improvement Program or State Five-Year Work Program. (Added by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**GOAL 40: SAFETY, ENERGY-EFFICIENCY, ACQUISITION, PRESERVATION, AND PROTECTION MEASURES FOR A MULTIMODAL TRANSPORTATION SYSTEM.** Establish strategies for safe, convenient, and efficient operation for roads and the development acquisition, preservation, and protection of a multi-modal transportation system that is aesthetically-pleasing and furthers the efficient movement of commerce. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 40.1.1:** The through traffic capacity of the county's expressways, arterials, and collectors will be protected by:

- Regulating accesses to collector and arterial streets to the extent permitted by state law.
- Providing sufficient distance between land access and expressway/freeway interchanges.
- Spacing signalized intersections on arterials and collectors for efficient traffic signal operation.
- Prohibiting on-street parking on arterials and collectors except in areas designated by the Board of County Commissioners.
- Developing a system of parallel access or frontage roads along identified collectors, arterials, and limited access facilities.
- Requiring access to arterials and collectors to be designed, funded, or built to meet forecasted use needs, including turn lanes, acceleration and deceleration lanes, and funding for future signalization. (Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 40.1.2:** The following standards are hereby established as the minimum desirable distances between connections to the county-maintained road network:

| Roadway Classification | Centerline Distances (Feet) |
|---|---|
| Arterial | 660 |
| Collector | 330 |
| Local Street | 125 |
| Frontage road, reverse frontage road or accessway | 60 |

Exceptions to these standards, and any criteria that would govern these exceptions, will be specified in the county's land development code. Certain roadways in the county are designated by the board as "controlled access," to which permanent access points are restricted to locations established and set by a specific access plan adopted by the Board by resolution. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 40.1.3:** The county will utilize a combination of methods to maintain the connection separation standards, including but not limited to requiring access roads, interconnections between developments, cross-access easements, continuous right-turn lanes, and other appropriate methods. The proper application of these various methods, and when any exceptions to the standards may apply, will be specified in the county's land development code. The county will maintain an Access Road Location Map identifying where access streets are the preferred method of maintaining the connection separation standards. (Added by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**OBJECTIVE 40.4: OTHER MODES OF TRANSPORTATION.** When conducting all transportation planning and engineering studies, consider the needs and opportunities to allow and encourage the use of all modes of transportation. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 40.4.1:** The county will consider the mass transit policies under Objective 43.1 during roadway studies. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 40.4.2:** The county will develop a safe and interconnected bicycle/pedestrian system in unincorporated Lee County to meet the users' needs for transportation and recreation, consistent with the Bikeways/Walkways Facilities Plan (Map 3D). The system will provide facilities between residential, work, school, shopping, and recreation areas. Map 3D represents a desired future network unrestricted by jurisdictional responsibility or funding availability. The county is not obligated to build all the facilities depicted on the map. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 40.4.3:** Safety considerations for pedestrians and cyclists will be incorporated into the design of segments and intersections of arterial and collectors. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 40.4.5:** The County will establish as priorities for its annual bicycle/pedestrian funding program the development of a network of bicycle/pedestrian facilities on arterial and collector roadways as identified on Map 3D and the connection of public schools to established residential neighborhoods. The county will establish priorities with assistance from the Bicycle/Pedestrian Advisory Committee. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**GOAL 41: COMMUNITY AND ENVIRONMENTAL IMPACTS.** Develop and maintain a transportation system that protects community and neighborhood integrity and that preserves critical environmental habitats and significant aesthetic values. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**OBJECTIVE 41.1: COMMUNITY IMPACTS.** New and expanded transportation facilities will be aligned and designed to protect existing development except where no feasible alternative exists. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 41.1.1:** Alignments of new and expanded roads and other transportation improvements will be selected to minimize the cost/benefit ratio while:

- Minimizing the number of businesses and residences displaced.
- Using major roads to define neighborhoods.
- Allowing sufficient land area between arterials to enable the formation of new neighborhoods.
- Distributing traffic loadings among available facilities. (Amended by Ordinance No. 98-09)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**OBJECTIVE 41.2: ENVIRONMENTAL IMPACTS.** New and expanded transportation facilities will continue to be aligned and designed to protect environmentally sensitive areas and rare and unique habitats (see Conservation and Coastal Management element). (Amended by Ordinance No. 98-09)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 41.2.1:** Construction of new collector and arterial roads will not be undertaken by the county in Non-Urban areas unless fully reimbursed by MSTU/MSBUs or property owners, except where needed for through traffic to or between designated future urban areas. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. The applicant will fund or cause to be funded these road improvements either completely or with a proportionate share.*

**POLICY 41.2.2:** New roads or expansion of existing facilities will not be extended through wetland systems and estuarine water bodies except in instances of overriding public interest and unless:

- It is the only feasible route to serve existing or designated future urban areas;
- The crossing is culverted or bridged to the greatest degree possible, maintaining pre-development volume, direction, distribution, and surface water hydroperiod consistent with County standards and providing adequate wildlife corridors;
- Scenic overlook opportunities are provided if appropriate; and
- Equivalent mitigation is provided. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 41.2.3:** The design phase of all new or improved arterial and collector roads which would affect wetland systems and estuarine water bodies will include an environmental impact assessment. This assessment will also address impacts on historic structures, archaeological resources (if the road travels through a zone of archaeological sensitivity), and rare and unique upland habitats (RU, see

Objective 104.1). (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 41.2.4:** Adequate provision will be included for the safe passage of wildlife across new or reconstructed county roads where required by law, permit conditions or where otherwise appropriate. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**POLICY 41.2.5:** New and expanded roadways will not destroy archaeological sites unless full recovery of data and artifacts is included in the process. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Design of the roadway improvements in Lee County associated with the development will meet all required standards.*

**GOAL 42: INTERGOVERNMENTAL COORDINATION.** Cooperate with other governmental entities in the planning, funding, construction, operations and maintenance of transportation improvements within or affecting Lee County. (Amended by Ordinance No. 99-15, 02-02)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**b. Mass Transit**

**GOAL 43: MASS TRANSIT SERVICE.** Provide public transit service to residents and visitors (especially the transportation-disadvantaged population) in and between the concentrated population centers of Lee County, and ensure that this service is integrated with other modes of transportation. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 43.1.1:** Provide opportunities for bicycle and pedestrian interface with mass transit, through the linkage of bicycle/pedestrian facilities and bus stops and the installation of bicycle racks on buses. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 43.1.4:** Investigate the development of multi-modal transfer facilities, various ride-sharing techniques, paratransit service, and vanpooling to complement conventional public transit service especially where major trip generators or attractors exist or are proposed. Investigate incentives and disincentives to promote Multiple Occupancy Vehicle use and to discourage traffic during the peak hour. (Amended by Ordinance No. 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 43.1.7:** Maintain public transit service where it is currently available in urban areas and expand public transit service to (and between) the future urban areas as delineated in the Future Land Use element where feasible.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 43.1.8:** Develop and maintain convenient public transit between new or expanded urban areas and existing destinations such as central Fort Myers and Cape Coral, other centers of employment, and shopping, medical, educational, and recreation centers.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**OBJECTIVE 43.2: NEW DEVELOPMENT.** Require that large new developments provide convenient access to mass transit.

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

**POLICY 43.2.1:** Through county development regulations and where a rational nexus can be established, require that developments provide:

- Bus accommodations such as dedicated transfer/loading areas, adequate lane widths and turn arounds;
- Bus shelters with route information displays;
- Bicycle storage areas near major bus stops; and
- Walkways for access to bus stops. (Amended by Ordinance No. 98-09, 99-15)

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Adoption of the proposed map amendments will support the provision of a safe, convenient and efficient multi-modal transportation system in Lee County.*

## VI. Capital Improvements

**GOAL 95:** To provide public facilities and services in Lee County adequate to serve the needs of both existing and future development.

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted standards.*

**OBJECTIVE 95.1: CAPITAL IMPROVEMENTS.** Ensure the provision of public facilities at the adopted "Minimum Acceptable Levels of Service" by continuing the established capital improvements programming and budgeting system and using those "Minimum Acceptable Levels of Service" as the basic gauge of need and compliance. (Amended by Ordinance No. 94-30)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted level of service standards.*

**POLICY 95.1.3: MINIMUM ACCEPTABLE LEVEL-OF-SERVICE STANDARDS.** Level-of-service (LOS) standards will be the basis for planning the provision of required public facilities within Lee County. Some of these standards will be the basis for determining the adequacy of public facilities for the purposes of permitting new development. The "Minimum Acceptable Level of Service" will be the basis for facility design, for setting impact fees, and (where applicable) for the operation of the Concurrency Management System (CMS).

Two classes of standards are established. "Regulatory" standards are those which apply to facilities identified in state law as being essential to support development. These consist of facilities for the provision of potable water, sanitary sewer, disposal of solid waste, stormwater management, community and regional parks, and transportation. (It is the intent of this element that these standards will be the same as those established in the various relevant plan elements. If there are discrepancies between standards contained in the elements and standards as set forth herein, the standards as set forth herein will govern.) The second class, "non-regulatory" standards, are those which apply to other facilities for which the county desires to set standards for its own use; compliance with these standards will not be a requirement for continued development permitting.

**REGULATORY STANDARDS**

6. Roadway Facilities:

The minimum acceptable peak hour, peak season, peak direction roadway levels of service will be as follows:

| Minimum Acceptable Level of Service | Peak Hour/Peak Season/Peak Direction |
|---|---|
| State & County Roads: (Non-FIHS Roads) | |
| Arterials | E |
| Collector | E |
| Freeways (non-FIHS system) | D |

| | | | |
|---|---|---|---|
| FIHS Roads [1]: | | | |
| I-75 | | | |
| - Collier Line to Charlotte Line | | (Transitioning Area) | C [2] |
| | | (Urbanized Area) | D [2] |
| SR 80 | | | |
| - I-75 to Buckingham Road | | (Transitioning Area) | C [2] |
| | | (Urbanized Area) | D [2] |
| - Buckingham Road to Hickey Creek (4L) | | (Rural Area) | B [2] |
| | | (Transitioning Area) | C [2] |
| | | (Urbanized Area) | D [2] |
| - Hickey Creek to Hendry County | (2L) | (Rural Area) | C [2][3] |
| | (4L) | (Rural Area) | B [3] |
| | | (Transitioning Area) | C [2] |
| | | (Urbanized Area) | D [2] |

[1] The County may seek variances to the level of service of standards for the FIHS facilities as authorized under Section 120.542, F.S. If granted, the level of service standards for I-75 and SR 80 will be as approved by FDOT in the Order Granting Petition for Variance.

[2] If any portion of I-75 or SR 80 is determined to be within an urbanized area over 500,000 people based on the year 2000 Census by FDOT pursuant to applicable rules, then the standard becomes "D" for any such area. If any portion of SR 80 east of Buckingham Road is determined to be within a transitioning urbanized area based on the year 2000 Census by FDOT pursuant to applicable rules, then the standard becomes "C" for any such area.

[3] If the portion of SR 80 east of Hickey Creek is multi-laned and remains in the rural area after the year 2000 Census then the standard becomes "B".

Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will not be widened. Therefore, 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. These constrained roads are defined in Table 2(a). Growth on those constrained roads will be permitted only within the volume-to-capacity (v/c) ratios established in this plan and only if consistent with the Operational Improvement Program for those constrained roads.

The minimum acceptable level of service as specified above for Pine Island Road between Burnt Store Road and Stringfellow Boulevard is subject to Policy 14.2.1 and Policy 14.2.2.

For minimum acceptable levels of service determination, the peak season, peak hour, peak direction condition will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest hour approximates the typical peak hour during the peak season. Peak season, peak hour, peak direction conditions will be calculated using K-100 factors and "D" factors from the nearest, most appropriate county permanent traffic count station.

*RESPONSE: The Babcock Ranch Community will be consistent with these standards. Traffic impacts in Lee County associated with the Community will be mitigated in compliance with adopted level of service standards.*

**OBJECTIVE 95.2: CONCURRENCY MANAGEMENT SYSTEM.** Maintain a "Concurrency Management System" (CMS) within the development regulations in accordance with F.S. 163.3202. The CMS will ensure that no development permits will be issued unless the established regulatory level-of-service requirements are met or will be met as needed to serve the development. (Amended by Ordinance No. 94-30, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted level of service standards.*

**POLICY 95.2.1:**

a. The purpose of the CMS will be to ensure that no development permit is issued unless the facilities necessary to serve the development are in place and have adequate capacity as defined by the adopted level-of-service standard. Only those facilities for which "regulatory" standards are established will be incorporated in the CMS.

b. The CMS will consider:
   1. The service actually provided by the type of facility and the factors which contribute to the adequacy of that service;
   2. The proximity and/or accessibility of the service in relation to the site of the individual development permit under consideration; and
   3. The type of land use proposed and the density or intensity of use.

c. The CMS will include a review and appeal process to ensure adequate due process for any situation where operation of the CMS results in the denial of permission to make reasonable beneficial use of the land in question. Under this process variances may be issued, but will be limited to allow only such development rights as are necessary to avoid the unconstitutional taking of private property without due process of law.

d. In administering the CMS, the estimated (remaining) capacity of any specified facility will be adjusted to take into account the dormant demand represented by land for which local or DRI Development Orders were issued prior to the effective date of this plan, and by any land the development of which is exempt from the requirements of the Land Development Code. (Amended by Ordinance No. 94-30, 00-08, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Road improvements in Lee County needed to support the Community will be located and timed to be concurrent with development. The economic plan governing build out of the Community will ensure the timeliness and cost-effectiveness of the infrastructure improvements.*

**OBJECTIVE 95.3: OTHER FINANCING POLICIES.** Establish a broad-based system of revenue regulations that ensure that new development pays at least 90% of the capital costs of the public infrastructure directly attributable to that new development. (Amended by Ordinance No. 94-30)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Road improvements in Lee County needed to support the Community will be supported primarily by those who benefit. The applicant will fund or cause to be funded the required road improvements either completely or with a proportionate share.*

## X. Intergovernmental Coordination

**OBJECTIVE 151.2: LEVEL-OF-SERVICE STANDARDS.** Lee County will continue to monitor for conflicts or potential conflicts in level-of-service standards for public facilities in other affected jurisdictions and will pursue resolution of those conflicts. (Amended by Ordinance No. 94-30, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted level of service standards.*

**GOAL 152: GROWTH MANAGEMENT.** To coordinate the plans and policies of Lee County, its municipalities, and adjacent local governments so as to guide, manage, and regulate urban growth in a compatible fashion.

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted growth management provisions.*

**OBJECTIVE 152.1: EFFECTS OF NEW DEVELOPMENT.** Lee County will continue to review impacts of planned developments on the municipalities within Lee County and on adjacent counties, regional agencies, and other governmental units in a coordinated and efficient manner. (Amended by Ordinance No. 94-30, 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this objective. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted growth management provisions.*

**POLICY 152.1.6:** The county will coordinate transportation planning and road improvements with other jurisdictions through the means described under Goal 42 of this plan. (Amended by Ordinance No. 00-22)

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development and in compliance with adopted growth management provisions.*

# THE BABCOCK RANCH COMMUNITY

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## SECTION 7

a. Strategic Regional Policy Plan Consistency (IV.E.4.)

## THE BABCOCK RANCH COMMUNITY

## CONSISTENCY WITH STRATEGIC REGIONAL POLICY PLAN

### REGIONAL TRANSPORTATION ELEMENT

### BALANCED INTERMODAL/MULTIMODAL SYSTEM

**GOAL 1:** Construct an interconnected multimodal transportation system that supports community goals, increases mobility and enhances Southwest Florida's economic competitiveness.

*RESPONSE: The Babcock Ranch Community will be consistent with this goal. At the time of this application, the applicant is seeking Development of Regional Impact (DRI) approval only on the lands in Charlotte County, and is not presently seeking to increase or alter existing land use designations or zoning uses allowed on the lands in Lee County. Development will be pursued in accordance with the Charlotte County comprehensive plan amendment creating the Babcock Ranch Overlay District (BROD) and the Application for Master Development Approval (AMDA), which is being filed in Charlotte County concurrently with this application. A series of map amendments to the Lee County comprehensive plan has been requested as part of this application. These amendments reflect the road improvements necessary to mitigate the traffic impacts in Lee County associated with the Community's development. Adoption of the proposed map amendments will support the provision of a safe, convenient and energy-efficient multi-modal transportation system in Southwest Florida.*

### LIVABLE COMMUNITIES

**STRATEGY:** Promote through the Council's review function a good environment for driving, walking, bicycling, and public transit using a highly connected network of public streets, green space, and community centers.

*RESPONSE: The Babcock Ranch Community will be consistent with this strategy. Adoption of the map amendments proposed in this application will support the creation of a good environment for driving and a more integrated roadway network in Southwest Florida.*

# THE BABCOCK RANCH COMMUNITY

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## SECTION 8

a. State Plan Consistency (IV.E.4.)

## THE BABCOCK RANCH COMMUNITY

## CONSISTENCY WITH THE FLORIDA STATE COMPREHENSIVE PLAN

**187.101 Description of plan; legislative intent; construction and application of plan.**

**187.201 State Comprehensive Plan adopted.**--The Legislature hereby adopts as the State Comprehensive Plan the following specific goals and policies:

(20) TRANSPORTATION.

(a) *Goal.* Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

(b) *Policies.*

2. Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated concurrent with development, will enhance system efficiency, and will be in compliance with adopted environmental standards.*

3. Promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Mitigation of the traffic impacts in Lee County associated with the development will support the state, regional and local transportation planning process.*

9. Ensure that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic mitigation strategies will enhance system efficiency and improve mobility for Florida citizens and visitors.*

11. Emphasize state transportation investments in major travel corridors and direct state transportation investments to contribute to efficient urban development.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. The amendments proposed in this application will support the creation of a safe, efficient and integrated transportation system in an area approved for future urban development.*

15. Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Adoption of the proposed amendments will support the provision of a safe, convenient and energy-efficient multi-modal transportation system in Southwest Florida.*

(21) GOVERNMENTAL EFFICIENCY.

(a) *Goal.* Florida governments shall economically and efficiently provide the amount and quality of services required by the public.

(b) *Policies.*

1. Encourage greater cooperation between, among, and within all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated through the appropriate interlocal agreements, copies of which have been included in this application.*

13. Encourage joint venture solutions to mutual problems between levels of government and private enterprise.

*RESPONSE: The Babcock Ranch Community will be consistent with this policy. Traffic impacts in Lee County associated with the Community will be mitigated through a joint venture between levels of government and the applicant.*

**THE BABCOCK RANCH COMMUNITY**

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**SECTION 9**

AGREEMENTS

a. Development Agreement between Charlotte County and MSKP III, Inc.

b. Interlocal Planning Agreement between Charlotte and Lee Counties, MSKP, III, Inc. and Florida Department of Community Affairs

c. Babcock Ranch Community Road Planning Agreement Regarding the Charlotte County Babcock Ranch Overlay District Amendments between Lee County and MSKP, III, Inc.

The Babcock Ranch was owned by the Babcock Florida Company, a Babcock family entity. MSKP III, Inc. ("MSKP"), a Morgan Stanley and Kitson and Partners entity, merged into the Babcock Florida Company, thereby acquiring control of the Babcock Ranch. Upon the sale of the majority of the Ranch to the State of Florida and Lee County, the portion of the Ranch retained by the Babcock Florida Company for development, commonly known as Area 6, was transferred to Babcock Property Holdings, LLC, a wholly owned subsidiary of the Babcock Florida Company. The CEO of the Babcock Florida Company is Sydney Kitson and the President is Charles DeSanti.

The rights, responsibilities, commitments, and obligations of MSKP under three existing agreements are being assigned to and assumed by Babcock Property Holdings, LLC. Those agreements are: (1) Development Agreement between MSKP and Charlotte County; (2) Interlocal Planning Agreement For the Babcock Ranch between MSKP, Charlotte County, Lee County, and the Florida Department of Community affairs; (3) Babcock Ranch Community Road Planning Agreement Regarding The Charlotte County Babcock Ranch Overlay District Amendments between MSKP and Lee County. Summaries of these agreements can be found in the following section.

APR 25 2006

# County of Charlotte

Office of the County Attorney
18500 Murdock Circle
Port Charlotte, FL 33948-1094
Phone: (941) 743-1330 Fax: (941) 743-1550
www.charlottecountyfl.com
*"To exceed expectations in the delivery of public services"*

JANETTE S. KNOWLTON
COUNTY ATTORNEY

***JSK 06-15***

April 21, 2006

Mr. James R. Brindell
Gunster, Yoakley & Stewart, P.A.
Phillips Point
777 South Flagler Dr., Suite 500 East
West Palm Beach, FL 33401-6194

Dear Jim:

Enclosed for your file is a fully executed, notarized Development Agreement for the Babcock Ranch project. If you have any questions, please do not hesitate to call.

Very truly yours,

Janette S. Knowlton

Janette S. Knowlton
County Attorney

JSK:el
Enclosure

cc: Rich Browne, Assistant County Attorney, w/encl.
Mike Konefal, Community Development Director, w/enclo.

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Agr. 2006-813
4/4/06

# DEVELOPMENT AGREEMENT BETWEEN BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA, AND MSKP III, INC.

**THIS AGREEMENT** is made and entered as of this 20th day of April 2006, by and between the **BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA** ( "Board" or "County"), and **MSKP III, INC.**, a Florida corporation ( "Developer").

## Recitals

**WHEREAS,** the Board and the Developer recognize the following:

A. This Agreement is entered into in accordance with the Florida Local Government Development Agreement Act, 163.3220-163.3243, Florida Statutes ("Act").

B. The Developer is a contract vendee to acquire by corporate merger one hundred percent (100%) of the stock of the Babcock Florida Company ("Babcock Contract") and thereby certain real property located in Charlotte County and Lee County, Florida, and described in the attached Exhibit "A", known as the Babcock Ranch ("Ranch"), and which is comprised of some 91,361 acres of which approximately 81,499 acres are situated in Charlotte County and approximately 9,862 acres of which are situated in Lee County. Developer will also acquire Town and Country Utility Company ("Town and Country") pursuant to the Babcock Contract.

C. On January 24, 2006, the County entered into an Interlocal Planning Agreement for the Babcock Ranch with Developer, Lee County, and the Florida Department of Community Affairs regarding the preservation and development of the Babcock Ranch ("Four-Party Agreement").

D. State and local officials, environmental organizations, and citizens of Charlotte County desire to preserve permanently as much of the Babcock Ranch as possible, and it is recognized by the parties that this preservation goal can be achieved with a public/private partnership and a comprehensive long-term preservation and development plan for the Ranch.

E. Developer, the Board of Trustees of the Internal Improvement Trust Fund ("Trustees"), the Florida Fish and Wildlife Conservation Commission, and Lee County have entered into an Agreement for Sale and Purchase of a majority of the Ranch to the Trustees and Lee County for conservation purposes ("State Contract").

F. Developer proposes to develop approximately 17,890 acres of the Ranch("Area 6"), 13,686 acres of which are located in County ("Property" or "Development"), and 4,204 acres of which are located in Lee County.

G. On September 30, 2005, Developer filed an application with County encompassing the Property for the Babcock Ranch Overlay District Amendments to County's comprehensive plan ("BROD"), and on December 14, 2005, the Board voted to transmit the

proposed amendments to the Florida Department of Community Affairs. The Board approved the BROD on April 4, 2006.

H. In order to foster comprehensive and sound capital facilities planning and financing, to ensure the provision of adequate public facilities for development concurrent with the impacts of development, to encourage the efficient use of resources, to reduce the economic cost of development, and to afford certainty in the approval of development, the Board and the Developer desire to establish by agreement the terms under which the Property may be developed.

I. On March 20, 2006, the County Planning and Zoning Board, sitting as the Land Use Advisory Board, held the first public hearing on this Agreement, after publishing notice approximately seven days prior to the first hearing. Notice of intent to consider this Agreement was provided in accordance with law.

J. On April 4, 2006, the Board held the second public hearing on this Agreement after providing notice in accordance with law.

**NOW, THEREFORE,** in consideration of the mutual covenants entered between the parties, and in consideration of the benefits to accrue to each, it is agreed as follows:

1. Recitals.

The above recitals are true and correct and are incorporated herein and made a part hereof.

2. General Provisions.

a. Legal Description and Owner

The Property is described in Exhibit "B" attached hereto and made a part hereof. As of the Effective Date of this Agreement, the Developer has only an interest as a contract vendee of one hundred percent (100%) of the stock of the Babcock Company pursuant to the Babcock Contract of legal and equitable title to the Property is MSKP III, Inc., a Florida corporation.

b. Duration

This Agreement shall expire ten (10) years after the Effective Date provided in Provision 10, unless earlier terminated as provided in Provisions 5 and 6, or extended as provided in Provision 8. Inasmuch as buildout of the Development Program will not occur within ten (10) years, the parties contemplate that the Term of this Agreement will be extended in ten year intervals until buildout is achieved.

c. Development Uses Proposed to be Permitted

(1) The development program proposed on the Property includes 17,870 residential units and 6,000,000 square feet of non-residential space ("Development Program"). It is contemplated that the development plan will include a town center with a mix of uses. The maximum height of buildings shall be established as part of the Land Development Regulations ("LDR's") adopted by County for the Property.

(2) The general locations of uses are shown on Exhibit "C-1" attached hereto and made a part hereof, subject to revisions made in the ongoing planning process and as finalized in the DRI process.

d. Independent Special District; Community Development District

(1) County shall support the creation of an independent special district or community development district(s) (collectively "District") to fund and construct onsite and offsite infrastructure and to provide services required to support the Development Program, and Developer shall establish, or cause to be established, such District.

(2) Until said District is established, Developer shall be responsible for, or be the beneficiary of, those items under this Agreement expressly assigned to District.

(3) Developer may use any other funding mechanisms and sources to meet its obligations under this Agreement which may be, or may become, available under Florida and federal law.

e. Reservation of Land for Public Purposes and Construction of Buildings.

(1) The number and sizes of school sites, parks, County annex site, police, fire/rescue, sites, solid waste management site, extension services and library site are shown on Exhibit "D", subject to revisions made in the ongoing planning process and as finalized in the DRI process. Developer agrees to convey these sites with the acreages shown on Exhibit "D" at no cost to the appropriate government agencies. District shall remove invasive exotic species from the designated sites. District shall provide associated infrastructure, i.e. pedestrian and vehicular access-ways, water, sewer, electrical, internet technology and reuse water (when available) to the designated sites; impact fees shall be reimbursed to District by County for the costs of this infrastructure, but only up to the amount of the impact fees (not including any interest earned by County) collected from the Development. The sites shall be conveyed with exotics removed, infrastructure provided, and on a schedule agreed to by Developer and County in the DRI process.

(2) District shall construct the shells of the public purpose buildings as set forth on Exhibit "D" on the library, park, County annex, law enforcement, extension services, and fire/rescue sites pursuant to building design criteria provided by County. The term "shell" means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, and general building MEPF (mechanical, electrical, plumbing, and fire) systems, but not including MEPF systems specific to a floor plan layout. Where practical, the building shells may be constructed in phases. The building shells shall be completed by District and turned over to County on the schedule shown on Exhibit "D" hereto. Until the turnover to County, District shall be responsible for maintenance of the building shells and the associated building landscaping and any costs of operations elected by District to be incurred prior to said turnover(s). If the District elects to operate any such buildings prior to turnover to County, County will consider an operational contract with District. The Developer or District shall be reimbursed from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design and construction costs of those buildings and the costs of all associated infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs'), but not for the sites. District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by County standards to satisfy the demand for the building created by the Development Program.

(3) District shall prepare the master plans for the park sites in consultation with County and at no cost to County. The County shall participate with the design team in development of the master plans.

(4) The public purpose buildings and sites shall be subject to the land development regulations and architectural guidelines established for the Property.

(5) The public purpose buildings shall be completed, staffed, and opened by County on the schedule shown on Exhibit "D" hereto.

(6) Developer and County shall enter into a separate impact fee agreement to address more specifically the impact fee credits or reimbursements and the expenditure of impact fee revenues contemplated by this Agreement.

f. Required Public Road Facilities.

(1) District shall be responsible to pay for, or cause to be paid for by other than County, the off-site transportation impacts of the Development in the form of off-site road improvements. Development of the Property is to be phased and the required offsite road improvements within the rights-of-way dimensions shown on Exhibit "E" are to be phased pursuant to the schedule shown thereon. Exhibit "E," which is based on the year 2030 time horizon, shall be revised to reflect the final list of offsite road improvements adopted in the DRI development orders based upon the project buildout date which is currently expected to be year 2020. Developer has provided County an analysis based upon the cost estimates as reflected in Exhibit "E" which demonstrates that the construction of the improvements is financially feasible. The improvements, or their proportionate shares as identified in Exhibit "E", will be financed by District, the Developer or other financial mechanisms approved by County.

(2) Any rights-of-way required for said improvements which are not currently available and which are not currently identified in County's capital improvements plan shall be conveyed to County if located on the Property, other than that for SR31, or if located off of the Property shall be paid for by District pursuant to County's acquisition at a reasonable cost including the cost of the rights-of-way and the associated attorney's fees, consultant and expert witness fees, and other associated costs and expenses.

(3) The offsite road improvements shown on Exhibit "E", subject to subsequent adjustments identified during the DRI review and adopted in the DRI development order based upon the project buildout date, shall be placed in the County's Comprehensive Plan, subject to subsequent adjustments based upon the results of the external trip monitoring required by provision 4b(2) of this Agreement and any subsequent revisions of Levels of Service standards.

(4) District shall be reimbursed for the reasonable cost of any capacity and the associated right-of-way created by District in a particular offsite road improvement beyond the capacity required by the Development Program in that improvement. "Cost" shall mean design and construction costs and the costs of all associated infrastructure; i.e., drainage, landscaping, lighting, signage, signalization, striping, utility relocations, etc. Such reimbursements shall be paid by other development projects benefiting from the particular improvement and shall be paid in proportion to the excess capacity utilized by said other

development projects. To the extent allowed by law, the County shall impose, until the buildout date established in the DRI development order, this reimbursement requirement on those other developments as a condition of the approvals of those developments.

(5) Exhibit "E" indicates which road improvements are to be constructed by District and which ones District is to pay its proportionate share toward. Exhibit "E" shall be revised to reflect the final list of offsite road improvements adopted in the DRI development order based upon the project buildout date.

(6) Developer and County shall cooperate in efforts to obtain federal and state funds, beyond those which otherwise would be available to County, to finance certain of the road facilities contemplated by this provision.

g. Local Development Permits.

The local development permits required for the development of the Property include, but are not limited to:

(1) Comprehensive plan amendment for the BROD

(2) Amendment of the zoning map with a new zoning classification on the Property

(3) Land Development Regulations for the BROD

(4) Development of Regional Impact Development Order

(5) Boundary and/or subdivision plat approvals, as appropriate

(6) Site plan approvals

(7) Building permits

(8) Stormwater permits

(9) Rights-of-way permits

h. Consistency with Comprehensive Plan and Land Development Regulations

(1) The Board finds that the Development Program proposed for the Property as provided in this Agreement is consistent with County's Comprehensive Plan and proposed Land Development

Regulations, and that the commitments set forth herein are those necessary to support the BROD amendments.

(2) If the BROD is adopted, County shall adopt expeditiously LDR's to implement fully the BROD policies and objectives.

i. Compliance with Other Law.

Failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the Development of the necessity of complying with the law governing such permitting requirement, condition, term, or restriction.

3. Contingencies

a. This Agreement is contingent upon satisfaction of the contingencies set forth in provision 12 of the Four-Party Agreement, a copy of which is set forth in Exhibit "F" attached hereto and incorporated herein.

b. This Agreement shall not be effective unless County's comprehensive plan amendments implementing or relating to this Agreement have been found in compliance by the Florida Department of Community Affairs

c. Prior to the Developer closing on the Babcock Contract ,this Agreement shall not constitute a lien, cloud, or encumbrance on the Property and shall not constitute actual or constructive notice of any lien, cloud or encumbrance on the Property.

4. Other Conditions

a. Development of Regional Impact ("DRI").

(1) Developer shall file a DRI Application for Development Approval on the Property. That application shall be consistent with the terms of this Agreement, the BROD, and the LDR's adopted by County for the Property.

(2) The DRI Development Order shall include, among other things, a condition that the Developer provide, or pay its proportionate share of, the road infrastructure required to address the traffic impacts of the Development Program in both Charlotte and Lee Counties.

(3) In the event of an inconsistency between this Agreement and a provision of the DRI development order, the DRI development order provision shall prevail.

(4) County and Developer acknowledge the DRI Development Order will include a Use/Intensity conversion table to allow for a

reasonable level of flexibility with respect to the mix and intensity of uses in order to respond to changing market conditions.

b. Traffic Analysis

(1) Tabulation of traffic volumes. Developer shall provide Charlotte and Lee Counties with a tabulation of existing traffic volumes on roadway links affected by the Development Program, using existing data collected by Charlotte and Lee Counties where available. Developer also shall provide Charlotte and Lee Counties with a tabulation of projected traffic volumes on affected roadway links by phase of the Development Program. Developer shall utilize traffic generation rates for proposed uses as set forth in the Institute of Transportation Engineers Traffic Generation Manual (7th Edition) or the current edition at the time of filing the DRI.

(2) External Trips (Internal Capture). The Development shall not generate more than the number of external trips projected in the approved DRI traffic analysis to leave and enter the property ("Projected External Trips") which is based on a minimum internal rate of vehicle trip capture ("IRC") of 22%. Developer believes that the capture rate will reach 50% or greater. The actual capture rate shall be determined by Developer measuring the External Trips on the periodic basis and pursuant to the methodology agreed upon by Developer and County and which shall be set forth in the DRI development order. The DRI development order will establish the stage in the Development when the number of Projected External Trips shall not be exceeded, as well as the alternative actions which shall be implemented if the number of Projected External Trips has been exceeded. Exhibit "E" sets forth the roadway improvements which have to be met if more than the number of Projected External Trips is occurring, as well as those improvements if less than the number of Projected External Trips is occurring.

(3) Traffic Modeling. Developer shall model projected traffic impacts of the Development Program to the year 2030, provided, however, that the final road improvement program for the Development Program shall be based upon the project buildout date in the DRI required by provision 4a. of this Agreement. Charlotte and Lee Counties each use different traffic models. Developer shall reconcile, to the satisfaction of Charlotte and Lee Counties and prior to filing the DRI applications in each county, the differences in the results of those different models with respect to the roadway links impacted by the Development Program. The Developer shall

develop and use in the DRI process a unified traffic model which includes traffic in Charlotte and Lee Counties.

c. State Road 31 Right-of-Way. Developer shall convey or cause to be conveyed to the State 300 feet of right-of-way for State Road 31 expansion and associated drainage and utility easements along the western boundary of the Ranch property located in County.

d. Transit and Other Alternative Modes of Transportation.

(1) Developer shall analyze the feasibility of a transit system internal to the Property, and if financially feasible, shall incorporate such a system on a phased basis into the land plan for the Property and into the infrastructure financing plan for the Property.

(2) If the County is required to expend County revenues other than grants, District shall provide for payment by the Development of its proportionate share of those county revenues expended on Dial -A-Ride, Sunshine Ride (transportation for the disadvantaged), and other similar transit costs, (capital and operating costs) incurred by County for trips inside and outside of the boundaries of the BROD and which are generated by residents living within the boundaries of the BROD, unless the District establishes a comparable transit program compatible with County's program.

(3) The land plan for the Property shall provide for the alternative modes of transportation proposed by Developer and shall provide typical cross-sections of the corridor facilities to accommodate those modes.

e. Natural Resource Areas, Quality, and Protection. Developer shall identify, quantify, and evaluate all land use cover types, protected plant species, open water features, and groundwater levels and flows on the Property as part of the DRI process.

f. Open Space.

Developer agrees to provide a minimum of thirty-five (35%) percent of the gross acreage of Area 6 as Open Space within Charlotte County. "Open Space" shall consist of the Primary Greenway Plan as depicted on Exhibit C-2, non-residential vegetated green space, lakes and ponds not engineered for stormwater, lakes and ponds engineered for stormwater with general public access, hiking trails, greenways, bike paths, upland and wetland areas. Active uses such as ball fields, golf courses and other related recreation uses can be counted toward Open Space but only 50% of the area can be utilized for calculation purposes. As part of the DRI annual or bi-annual monitoring process, the Developer shall identify compliance with this requirement.

g. Best Management Practices During Land Clearing. Developer shall prepare a field manual of best management practices for erosion and sedimentation control to be utilized during development and land clearing activities ("Field Manual"). The Field Manual shall take into consideration the principles set forth in Chapter 4, "Best Management Practices For Erosion and Sedimentation Control", of the Florida Erosion and Sediment Control Inspector's Manual, (Florida Department of Environmental Protection). The Field Manual shall be provided to all contractors who perform land clearing and site preparation and who construct infrastructure and building shells on the Property. Contracts with such contractors shall require compliance with the appropriate provisions of the Field Manual.

h. Buffer Along Telegraph Swamp. Developer shall provide the required buffer along Telegraph Swamp if required by state and federal permitting processes.

i. Observation Greenway Along East Property Line. An observation greenway along the east side of the Property as conceptually depicted on the Greenway Plan in Exhibit "C-2", attached hereto, shall be provided. The actual delineation will be established in the DRI process.

j. Greenway Connecting Curry Lake and Telegraph Swamp. Developer agrees to design with State and environmental agencies a limited transportation, pedestrian, and utility corridor, including a wildlife underpass, of not more than 120 feet in width with a maximum speed limit of 20 mph in the proposed greenway connecting Curry Lake and Telegraph Swamp. That corridor shall be designated on the conceptual master plan made a part hereof and on the MAP H approved in the DRI development order. Other uses acceptable to the State and County may be allowed within the greenway and shall be set forth in the Land Development Regulations for the BROD.

k. Archaeological and Historical Sites. Developer shall identify and evaluate as part of the DRI process any historical and archeological sites on the Property which are listed on, or are eligible for listing on, the County's Historical Register and shall develop a preservation or archival program for each such site.

l. Provision of Water for Agricultural and Potable Uses and Utility Infrastructure.

(1) Developer shall provide data in the DRI process that demonstrates that there is sufficient water available to support the Development Program and any proposed agricultural activities on the Property. Developer shall file a consumptive use permit ("CUP") with the

South Florida Water Management District ("SFWMD") during the processing of the DRI.

(2) Paragraph 33, entitled "Water Resources", of the State Contract is incorporated herein by reference as Exhibit H. Further, Kitson and Charlotte County agree to cooperate with regard to their respective development and use of water resources from the Babcock Ranch so that the activities of the one will not adversely affect the water resource development and use of the other.

(3) The portion of provision 15 in the Four Party Agreement obligating County to provide water to Developer is no longer in effect.

(4) Developer or Town and Country, as a utility regulated by the Florida Public Service Commission, shall plan, design, permit, and construct a water, wastewater, and reclaimed water utility infrastructure (including water supply, treatment, storage, distribution, collection, and disposal capacity) to support the potable water, sanitary sewer, and irrigation needs of the Development Program at full buildout and in accordance with the level of service established by the County's comprehensive plan, as amended from time to time. This infrastructure shall be built to County standards, and as-built drawings shall be provided to County. County may conduct periodic inspections (the nature and frequency of which are to be determined by County) both during and after construction to ensure that the infrastructure is being properly constructed, operated, and maintained. It is recognized by the parties that said infrastructure may be constructed in phases commensurate with the creation of demand by the Development.

(5) Developer agrees that Town and Country will consider selling that utility to County, if County desires to purchase said utility at fair market value, pursuant to terms agreed upon by Town and Country and County, and at a time designated by Developer or Town and Country.

(6) If County applies for a consumptive use permit ("CUP"), whether the application requires an interdistrict transfer of water or not, Developer agrees to cooperate with and support County's application.

(7) Developer or Town and Country shall prepare and implement wellfield management plans for potable water, agricultural uses, and disposal and storage wells, existing or proposed on the Property. As part of the agricultural wellfield management plan, Developer will identify wells on the Property that need to be

abandoned and properly plugged to avoid potential cross contamination, and will do so at Developer's expense.

(8) Developer agrees to fund all testing and monitoring throughout the entire Ranch as required for successful attainment of the consumptive use permits. County agrees to reimburse Developer for the costs associated with testing conducted outside the development area if, and only if, County is granted the necessary permits to allow the withdrawal of water from the Property for use throughout the County.

m. Affordable Housing.

(1) Ten percent (10%) of the total number of housing units constructed shall be for affordable housing. At least ten percent (10%) of the residential units in each phase of the project shall include affordable housing. If a particular phase includes more than ten percent (10%) of affordable housing, then the ten percent (10%) minimum of each subsequent phase shall be reduced proportionately. In no event shall more than a cumulative total of ten percent (10%) of the total number of housing units built in the project be required to be affordable housing. Sites for such housing shall include, where practical, sites adjacent to those sites for public purposes set forth under provision 2.e. of this Agreement. Developer or District shall establish mechanisms, such as a land trust, to ensure the affordability of such units into the future.

(2) An "Affordable Rental Unit" means a housing unit for which the monthly rent, including utilities, does not exceed 30% of a household's gross income. An "Affordable Ownership Unit" means a housing unit for which the monthly mortgage payment, including taxes and insurance, does not exceed 30% of a household's gross income.

(3) All Affordable Units developed must be targeted to households earning less than 120% of the Charlotte County area median income ("Area Median Income") as updated annually by the Florida Housing Finance Corporation.

(4) Forty (40%) percent of all Affordable Units provided must be targeted to households earning less than 80% of the Area Median Income, with at least 10% of all Affordable Units targeted for households under 50% of Area Median Income.

(5) Developer and County shall establish procedures and identify grant programs which may be used to

(a) monitor the effectiveness of this program and

(b) implement the program (i.e., down payment grant programs).

(6) The affordable units shall be eligible for whatever incentives the County establishes in the future. The County agrees to use its best efforts to develop a comprehensive affordable housing strategy.

n. Hurricane Shelters. (1) District shall develop a hurricane preparation and shelter information program for the residents of the Property. The residential units shall be built to the then current building standards which provide substantially more protection against hurricane damage than in past years. Consequently, the County does not want to encourage residents to leave their residences during hurricanes unless an evacuation order has been issued. However, to provide supplemental protection, District shall build the shells of community center buildings in the public parks required by provision 2.e.(2) of this Agreement to the hurricane building standards set forth in the American Red Cross ("ARC") publication number 4496, as it may be amended, and the buildings shall be equipped by Developer with emergency generators. If County desires to have a particular public community center building built to a standard higher than the ARC 4496 standards, the County shall pay the difference between the design and construction costs of an ARC 4496 building and the higher standard desired by County.

(2) District also shall pay the difference in costs between the ordinary building shell costs of a building shell and the building shell costs that meets the ARC 4496 standards for those building shell portions of the public school buildings on the Property which would be used as hurricane shelters (i.e., cafeterias and gymnasiums), contingent upon County entering into an agreement with Charlotte County School Board to effectuate this hurricane shelter construction.

o. Impact Fee Expenditures.

All road, parks, law enforcement, fire, EMS and library impact fees collected from the Development (not including any interest earned by County) shall be provided to District in the form of reimbursements. Provided, however, that any portion of twenty-three percent (23%) of the road impact fees collected which are not needed to reimburse the District for the costs of improvements to interdistrict roadways or roadways that would serve to enhance interdistrict transportation, as set forth on Exhibit G, shall be available for use by County pursuant to Section 3-3.5-9 of the Charlotte County Code.

p. Job Creation. Developer shall consult with local and state economic development entities, such as Enterprise Charlotte, Enterprise Florida, the State office of Tourism, Trade and Economic Development, and Florida Gulf Coast University in developing a plan for the creation of jobs with special emphasis on clean industries such as telecommunications, bio-technology, healthcare, green building research, Everglades restoration, native plants, and eco-tourism.

q. Fiscal Monitoring and Budget Stabilization

(1) Developer and County wish to guarantee that the development of the Property will not create a negative fiscal impact on the County. To that end the County and the District will enter into an agreement whereby: (a) fiscal monitoring will be conducted at regular milestones, (b) assessments will be triggered, if necessary, on undeveloped portions of the Property privately owned by Developer, or successors-in-interest, in the event of fiscal shortfalls, and (c) a budget stabilization process will be established all as provided for below ("Fiscal Agreement").

(2) The Fiscal Agreement will establish a fiscal monitoring program based on the fiscal impact analysis model ("FIAM") calibrated and maintained by the County. The County will quantify the fiscal impacts of development of the Property using the agreed upon version of the FIAM or other methodology that the County uses to demonstrate to the Florida Department of Community Affairs that the County's Comprehensive Plan and the Capital Improvements Element of the Plan are financially feasible as required under Chapter 163.3164(32). The fiscal monitoring program will begin in the calendar year following the issuance of the 5,000$^{th}$ certificate of occupancy on the Property. Thereafter, the fiscal monitoring will be conducted each year by the County.

(3) The County will submit the results of its monitoring analysis to the District for review and comment. The District and the County will resolve any disagreements concerning the monitoring program within 90-days. If the County and the District cannot resolve a disagreement concerning the results of the monitoring, the issue will be sent to an independent review committee ("Review Committee"). The Review Committee will be composed of three members with substantial experience in fiscal analysis. One member will be appointed by the County, one by the District and those two representatives shall agree on a third member. If the two appointed members cannot agree on the third member they shall request from the American Arbitration Association ("Association") a list of three persons who would be willing to serve on the Committee. Each of the two appointed members shall strike one of

the three persons proposed by the Association and the remaining person shall be the third member of the Committee. The decision of the Review Committee will be binding on the County and the District.

(4) The District agrees that it will provide for any interim fiscal shortfalls following the issuance of the first certificate of occupancy with a surety or other vehicle in a form acceptable to County. The process for determining the amount and form of the surety will be set forth in the Fiscal Agreement which shall provide for an annual transfer of funds to County to cover the County's prior fiscal year shortfall, if any.

(5) When the fiscal monitoring indicates that the development of the Property has generated a fiscal surplus for three years in succession, the County will begin to replenish the Stabilization Fund by depositing 50% of the net fiscal surplus generated in the prior fiscal year ending September 30. The County's obligation to replenish the Stabilization Fund is strictly limited to net fiscal surplus revenues generated by Development of the Property as indicated above. The total amount of replenishment will be no more than the amount drawn down by the County to offset any negative fiscal impacts.

r. County agrees to provide documentation and enter into additional agreements to effectuate the purposes of this agreement, including, but not limited to, that required to support the issuance of bonds by the District and the creation of a separate accounting district.

5. Local Laws and Policies Governing Agreement.

a. The County's laws and policies governing the development of the land at the time of the execution of this Agreement shall govern the development of the Property for the duration of the Agreement, except for impact fees, LDR's, roads to be dedicated to County, and the DRI development order. County's laws and policies adopted after the Effective Date may be applied to the Property only if the determinations required by section 163.3233(2), Florida Statutes, have been made after written notice to Developer and at a public hearing.

b. In the event of any inconsistency between this Agreement and the Four – Party Agreement with respect to matters involving only the Developer and County, this Agreement shall prevail.

6. Amendment or Cancellation by Mutual Consent.

This Agreement may be amended or cancelled by mutual consent of the parties, and shall terminate upon the issuance of the last Certificate of Occupancy for the last building as shown on

the approved Site Plan for the final development parcel on the Property. Prior to amending this Agreement, the Board shall hold two public hearings.

7. Involuntary Revocation of Development Agreement.

The Board may revoke this Agreement if the Board determines through its annual review of this Agreement that there has not been substantial compliance with the terms and conditions of this Agreement, including all amendments or extensions thereto. Prior to any revocation of this Agreement, the Board shall hold two public hearings. At the public hearing(s), the Developer will be given an opportunity to rebut the assertion that there has not been substantial compliance with the requirements of this Agreement, or any amendments thereto. If the Board determines that revocation of this Agreement is not necessary, the Board may amend the terms of this Agreement to provide for any reasonable condition necessary to assure compliance with the requirements of this Development Agreement, and any extensions or amendments thereto. Either party or any aggrieved or adversely affected person may file an action for injunctive relief in the Circuit Court for Charlotte County to appeal the revocation or amendment of this Agreement.

8. Term.

The initial term of this Agreement shall be ten (10) years from the Effective Date. This Agreement may be extended by mutual consent of the Board and the Developer, subject to the County's public hearing requirements. Inasmuch as buildout of the Development Program will not occur within ten (10) years, the parties contemplate that the Term of this Agreement will be extended in ten year intervals until buildout is achieved.

9. Not Binding upon Babcock Florida Company

The parties acknowledge that on the effective date of this Agreement, Developer, by and through certain affiliated entities, only holds a beneficial interest in the Babcock Florida Company by virtue of the Babcock Contract. Developer's obligations to convey any property or take any other actions with respect to the Property are contingent upon Developer completing the merger transaction contemplated by the Babcock Contract. Developer shall have no liability or obligation under this Agreement, other than for consultant fees pursuant to paragraph 12 of the Interlocal Planning Agreement approved by Charlotte County on January 24, 2006, above, in the event that the closing does not occur under the Babcock Contract for any reason or cause whatsoever. Charlotte County acknowledges that:

a. in no event shall the Babcock Florida Company or any of its affiliates or shareholders be bound or obligated under the terms of this Agreement prior to the closing under the Babcock Contract; and

b. this Agreement shall not be deemed to bind or otherwise adversely impact or prejudice the rights of the Babcock Florida Company or its shareholders with respect to any future potential transaction with Lee County, Charlotte County and DCA; and

c. In the event that the closing on the Babcock Contract is not consummated for any reason, this Agreement shall terminate and Charlotte County shall have no further obligation under this agreement.

10. Recording; Submission to Florida Department of Community Affairs

Within 14 days after receiving notice of the closing on the Babcock Contract, the Clerk to the Board shall record the Agreement in the Public Records of Charlotte County. A copy of the recorded Agreement shall be submitted to the Florida Department of Community Affairs within 14 days after the Agreement is recorded. If this Agreement is amended, cancelled, modified, extended, or revoked, the Clerk shall have notice of such action recorded in the public records and such recorded notice shall be submitted to the Florida Department of Community Affairs.

11. Effective Date.

This Agreement shall be effective 30 days after its receipt by the Florida Department of Community Affairs. Notice of the effective date of this Agreement shall be provided by the Board to all affected parties to the Agreement.

12. Annual Review.

The Board shall review the development that is subject to this Agreement every 12 months, commencing 12 months after the Effective Date of this Agreement. The Board shall begin the review process by giving notice, a minimum of 30 days prior to the anniversary date for the effective date of this Agreement, to the Developer of its intention to undertake the annual review of this Agreement and of the necessity for the Developer to provide the following:

a. An identification of any changes in the plan of development as contained in the Master Plan, or in any phasing for the reporting year and for the next year.

b. If the Master Plan provided for phasing, a summary comparison of development activity proposed and actually conducted for the year.

c. Identification of undeveloped tracts of land that have been sold to a separate entity other than Developer.

d. An assessment of the Developer's compliance with each condition of approval set forth in this Agreement.

e. Identification of significant local, state and federal permits which have been obtained or which are pending by agency, type of permit, permit number and purpose of each.

Any information required of the Developer during a review shall be limited to that necessary to determine the extent to which the Developer is

proceeding in good faith to comply with the terms of this Agreement. For each annual review conducted during years 6 through 10 of this Agreement, the Board shall prepare a written report in accordance with rules promulgated by the state land planning agency. The report shall be submitted to the parties to the Agreement and the State land planning agency. If the County finds on the basis of substantial competent evidence that there has been a failure to comply substantially with the terms of the Agreement, the County may revoke or modify the terms of this Agreement in accordance with the procedures set forth in Provision 6.

13. Effect of Contrary State or Federal Laws.

In the event that any state or federal law is enacted after the execution of this Agreement that is applicable to and precludes the parties from complying with the terms of this Agreement, then this Agreement shall be modified or revoked as is necessary to comply with the relevant state or federal law. Prior to modifying or revoking this Agreement under this provision, the Board shall hold two public hearings.

14. Enforcement.

Either party, any aggrieved or adversely affected person, or the state land planning agency, may file an action for injunctive relief in the Circuit Court for Charlotte County to enforce the terms of this Agreement or to challenge compliance of this Agreement with the provisions of the Act. In the event the Board or the Developer is required to seek enforcement of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party all costs of such action, including reasonable attorney's fees.

15. Notices.

a. The parties designate the following persons as representatives to be contacted and to receive all notices regarding this Agreement:

For the Board: County Administrator
Charlotte County
18500 Murdock Cir.
Port Charlotte, FL 33948-1094

with a copy to: County Attorney
Charlotte County
18500 Murdock Cir.
Port Charlotte, FL 33948-1094

For the Developer: Sydney Kitson
MSKP III, Inc.
Kitson & Partners
9055 Ibis Blvd
West Palm Beach, FL 33412

b. Any change in the person designated by a party to receive notices hereunder shall be communicated in writing to the representative of the other party designated hereunder.

16. Successors, Assigns, and Assignments.

This Agreement shall be binding upon the parties and their successors and assigns. This Agreement, or portions hereof, will not be assigned by Developer, except to District, without the express written approval of County, and such approval shall not be unreasonably withheld. In the event of an assignment to District or a proposed assignment to an entity(ies) other than District, the Developer shall provide notice to:

County Administrator
Charlotte County
18500 Murdock Cir.
Port Charlotte, FL 33948-1094

County Attorney
Charlotte County
18500 Murdock Cir.
Port Charlotte, FL 33948-1094

Notwithstanding the foregoing, County recognizes that developer may establish other entities, in addition to District, to exercise its various rights and responsibilities under this Agreement, and County does not object to such exercise by such other entities, as long as Developer, or one of its officers, retains control of the other entity.

**IN WITNESS WHEREOF**, the parties hereto have caused the execution of this Agreement by their duly authorized officials as of the day and year first above written.

Signed, sealed and delivered in the presence of:

Print Name: George G. Spear III
Witness

Print Name: Sandra F Bell
Witness

MSKP III, INC.
a Florida corporation

By:
Its: Director

ATTEST:

Deputy Clerk
4/20/06

BOARD OF COUNTY COMMISSIONERS
CHARLOTTE COUNTY, FLORIDA

By:
Thomas G. Moore, Chairman

APPROVED AS TO FORM AND CORRECTNESS

By:
Janette S. Knowlton, County Attorney

STATE OF FLORIDA

COUNTY OF ~~CHARLOTTE~~ ~~West~~ Palm Beach

The foregoing instrument was acknowledged before me this 17 day of April, 2006, by Sydney Kitson, the Director of MSKP III, INC., a Florida corporation, who is ✓ personally known to me, or _____ who has produced _____ as identification and who _____ did/ _____ not take an oath.

Notary Seal

NANCY G. FOERTMEYER
Notary Public - State of Florida
My Commission Expires Jul 4, 2006
Commission # DD 131123
Bonded By National Notary Assn.

Nancy G. Foertmeyer
Notary Public, State of Florida
Print Name: Nancy G. Foertmeyer
My Commission Expires: July 4, 2006

STATE OF FLORIDA

COUNTY OF CHARLOTTE

The foregoing instrument was acknowledged before me this 20 day of April, 2006, by Thomas G. Moore, the Chairman of The Board of County Commissioners of Charlotte County, Florida, who is ✓ personally known to me, or _____ who has produced _____ as identification and who _____ did/ ____ not take an oath.

Notary Seal

NOTARY PUBLIC-STATE OF FLORIDA
Bonnie S. Stoner
Commission # DD447969
Expires: JULY 06, 2009
Bonded Thru Atlantic Bonding Co., Inc.

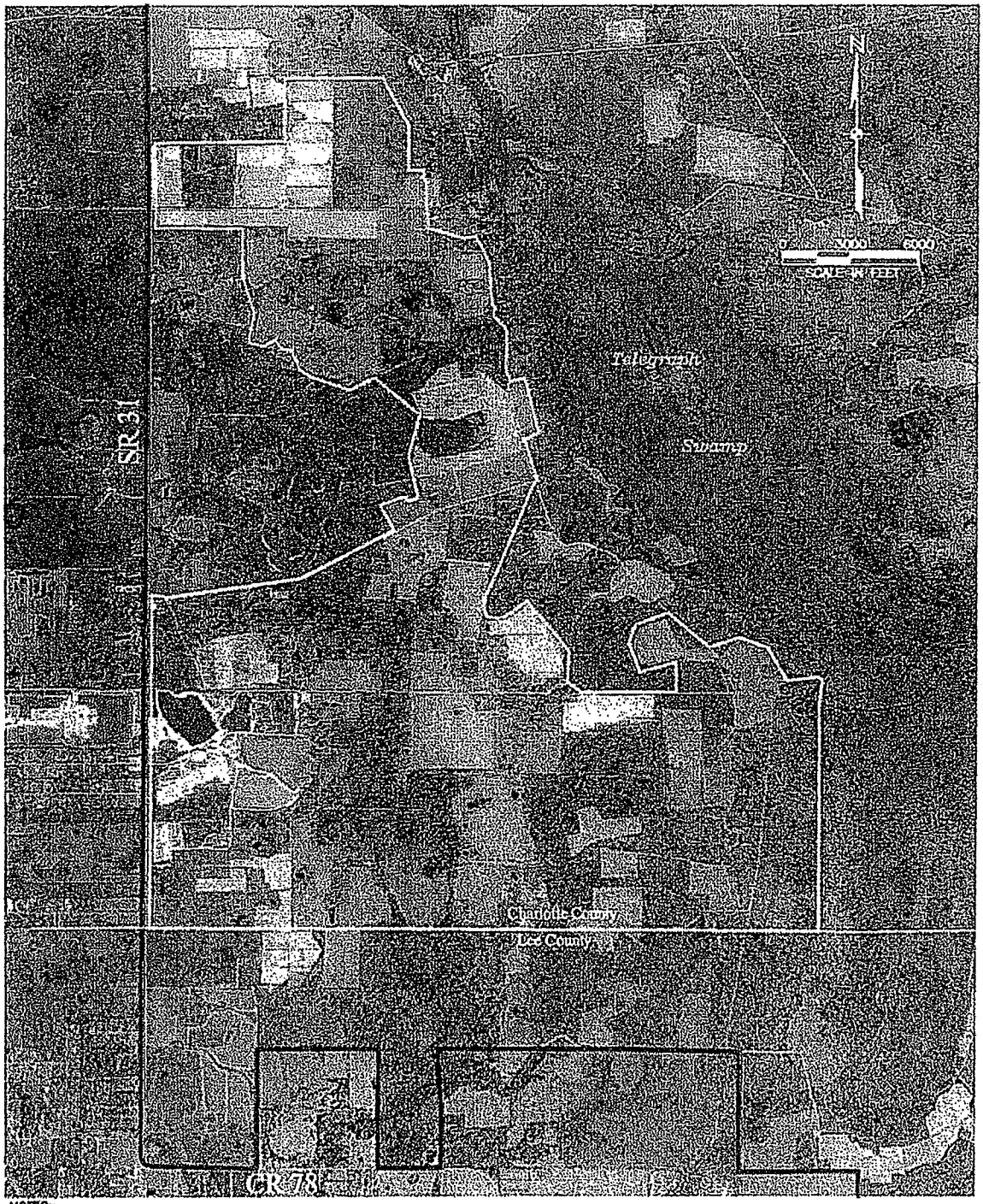
Bonnie S Stoner
Notary Public, State of Florida
Print Name: Bonnie S. Stoner
My Commission Expires: July 6, 2009

## Exhibits

| | | |
|---|---|---|
| Exhibit A | - | aerial photo showing the development area and Telegraph Swamp |
| Exhibit B | - | preliminary legal description of the Property to be developed – the description will be finalized during the DRI process. That final description will be substituted for the one contained herein. |
| Exhibit C-1 | - | BROD Master Plan for the Property |
| Exhibit C-2 | - | Primary Greenway Plan |
| Exhibit D | - | number and sizes of sites for public purposes |
| Exhibit E | - | offsite road improvements, rights-of-way dimensions, and schedule |
| Exhibit F | - | provision 12 of the Interlocal Agreement |
| Exhibit G | - | Interdistrict roadways and roadways enhancing interdistrict transportation |
| Exhibit H | - | Paragraph 33 of the State Contract |

**Exhibit "A"**

(1 of 1)




J:\20055693-201\8x11Area6-RevArea030906.dwg (8x11) mf2 Mar 10, 2006 - 7:18am

NOTES:
1. Aerial photo is from USGS DOQ inventory dated 2004, mosaicked and compressed by Johnson Engineering.
2. Yellow boundary current Area 6 boundary.

| | | | | | |
|---|---|---|---|---|---|
| JOHNSON ENGINEERING | 2158 JOHNSON STREET<br>P.O. BOX 1550<br>FORT MYERS, FLORIDA 33902-1550<br>PHONE (239) 334-0046<br>FAX (239) 334-3661<br>E.B. #642 & L.B. #642 | Area 6 Boundary Showing<br>Revision of 03/06/06 | | | |
| DATE | PROJECT NO. | FILE NO. | SCALE | SHEET | |
| 03/06/06 | 20055693 | 00-00-00 | As Shown | 1 of 1 | |

**Exhibit "B"**

(1 of 5)

**DESCRIPTION**

**BABCOCK RANCH OVERLAY DISTRICT**
LYING IN
SECTIONS 28, 29, 31 THROUGH 33, TOWNSHIP 41 SOUTH, RANGE 26 EAST,
AND SECTIONS 4 THROUGH 10, SECTIONS 15 THROUGH 17 AND
SECTIONS 19 THROUGH 36, TOWNSHIP 42 SOUTH, RANGE 26 EAST,
CHARLOTTE COUNTY, FLORIDA.

A parcel of land lying within Townships 41 and 42, Range 26 East, Charlotte County, Florida, being more particularly described as follows:

Commence at the Southwest corner of Section 31, Township 42 South, Range 26 East and run S89°41'45"E, along the South line of said Section 31, a distance of 350.01 feet to the Point of Beginning of the parcel of land herein described;

Thence along a line 300.00 feet East of, and parallel with, the East right-of-way line for State Road No. 31, the following courses and distances: N00°36'46"E a distance of 5336.09 feet, N00°26'10"E a distance of 5282.78 feet and N00°31'45"E a distance of 4197.65 feet; Thence S77°54'41"E a distance of 707.35 feet; Thence N81°38'00"E a distance of 5168.06 feet; Thence N82°12'01"E a distance of 711.51 feet; Thence N62°45'03"E a distance of 4638.50 feet; Thence N28°10'55"W a distance of 1272.65 feet; Thence N69°50'23"E a distance of 1104.32 feet; Thence S45°00'57"E a distance of 266.61 feet; Thence N71°59'01"E a distance of 448.55 feet; Thence N12°51'59"W a distance of 1862.42 feet; Thence N13°56'09"E a distance of 1953.99 feet; Thence N50°03'22"W a distance of 2565.68 feet; Thence S63°01'21"W a distance of 1215.04 feet; Thence N70°04'12"W a distance of 1843.56 feet; Thence N57°46'34"W a distance of 530.23 feet; Thence N24°01'11"W a distance of 975.16 feet; Thence N86°25'58"W a distance of 385.81 feet; Thence N38°10'48"W a distance of 551.49 feet; Thence S59°20'29"W a distance of 577.78 feet; Thence N73°15'18"W a distance of 661.18 feet; Thence N09°11'59"E a distance of 1325.91 feet; Thence N16°46'15"W a distance of 1740.31 feet; Thence N00°01'22"W a distance of 2084.14 feet; Thence N89°25'59"W a distance of 3804.51 feet to a point lying 300.00 feet East of the East right-of-way line for State Road No. 31; Thence along a line 300.00 feet East of, and parallel with, the East right-of-way line for State Road No. 31, the following courses and distances: N00°34'01"E a distance of 789.90 feet and N00°48'43"W a distance of 2979.88 feet; Thence N89°11'17"E a distance of 5661.25 feet; Thence N00°00'03"W a distance of 2799.47 feet; Thence N89°59'57"E a distance of 4295.48 feet; Thence S28°04'21"E a distance of 2408.38 feet; Thence S00°00'00"W a distance of 1967.31 feet; Thence S89°59'52"E a distance of 688.23 feet; Thence S00°00'29"E a distance of 324.64 feet; Thence S39°50'11"E a distance of 190.87 feet; Thence S00°00'03"E a distance of 1218.43 feet; Thence S89°51'42"E a distance of 67.91 feet; Thence S01°26'06"E a distance of 897.46 feet;

**Exhibit "B"**

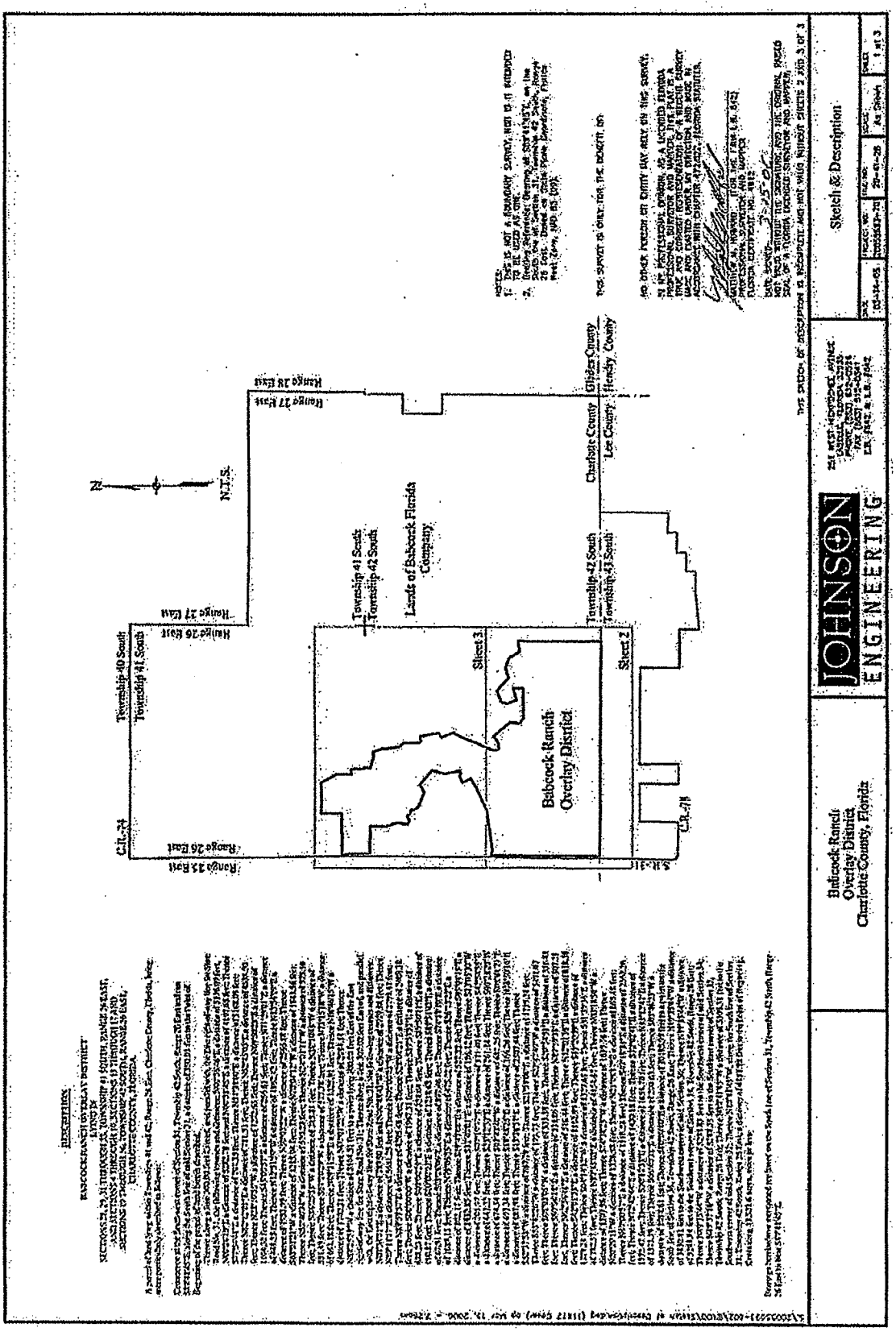
(2 of 5)

Thence S74°19'19"E a distance of 1689.13 feet; Thence N79°06'55"E a distance of 475.22 feet; Thence S26°13'22"E a distance of 802.17 feet; Thence S19°47'08"E a distance of 527.22 feet; Thence S05°04'15"E a distance of 1832.85 feet; Thence S32°40'01"E a distance of 186.12 feet; Thence S13°05'30"W a distance of 201.97 feet; Thence S07°19'37"E a distance of 171.40 feet; Thence S42°54'55"E a distance of 643.22 feet; Thence S25°12'33"E a distance of 261.14 feet; Thence S00°28'20"W a distance of 674.54 feet; Thence S03°43'40"W a distance of 687.25 feet; Thence S08°01'21"E a distance of 493.34 feet; Thence S19°48'25"E a distance of 366.26 feet; Thence N78°50'16"E a distance of 687.98 feet; Thence S13°36'57"E a distance of 2507.44 feet; Thence S52°37'55"W a distance of 867.79 feet; Thence S21°59'06"E a distance of 1739.24 feet; Thence S55°42'26"W a distance of 195.73 feet; Thence S22°47'49"W a distance of 5491.07 feet; Thence S05°03'05"W a distance of 533.38 feet; Thence S20°54'51"E a distance of 336.88 feet; Thence S80°06'18"E a distance of 334.86 feet; Thence N89°59'33"E a distance of 307.21 feet; Thence N62°56'46"E a distance of 516.44 feet; Thence N52°01'16"E a distance of 818.38 feet; Thence S42°01'35"E a distance of 1162.99 feet; Thence S39°20'59"E a distance of 1779.24 feet; Thence S04°14'12"W a distance of 1329.65 feet; Thence S51°39'36"E a distance of 782.57 feet; Thence N89°45'02"E a distance of 4154.67 feet; Thence N00°18'50"W a distance of 1309.98 feet; Thence S74°38'25"W a distance of 1635.76 feet; Thence N20°29'11"W a distance of 1376.98 feet; Thence N21°08'17"E a distance of 865.48 feet; Thence N69°00'57"E a distance of 1518.26 feet; Thence S49°18'31"E a distance of 2362.36 feet; Thence N72°42'44"E a distance of 1430.88 feet; Thence S70°02'41"E a distance of 1332.47 feet; Thence S30°17'33"E a distance of 1686.70 feet; Thence N83°12'47"E a distance of 1373.39 feet; Thence S66°40'38"E a distance of 200.63 feet; Thence S05°46'23"W a distance of 1058.61 feet; Thence S00°00'40"E a distance of 10185.99 feet to a point on the South line of Section 36, Township 42 South, Range 26 East; Thence N89°35'44"W a distance of 3430.81 feet to the Southwest corner of said Section 36; Thence N89°35'44"W a distance of 5294.84 feet to the Southeast corner of Section 34, Township 42 South, Range 26 East; Thence N89°35'44"W a distance of 5294.83 feet to the Southwest corner of said Section 34; Thence N89°37'16"W a distance of 5289.35 feet to the Southeast corner of Section 32, Township 42 South, Range 26 East; Thence N89°41'45"W a distance of 5306.31 feet to the Southwest corner of said Section 32; Thence N89°41'45"W, along the South line of Section 31, Township 42 South, Range 26 East, a distance of 4889.98 feet to the Point of Beginning.

Containing 13,521.6 acres, more or less.

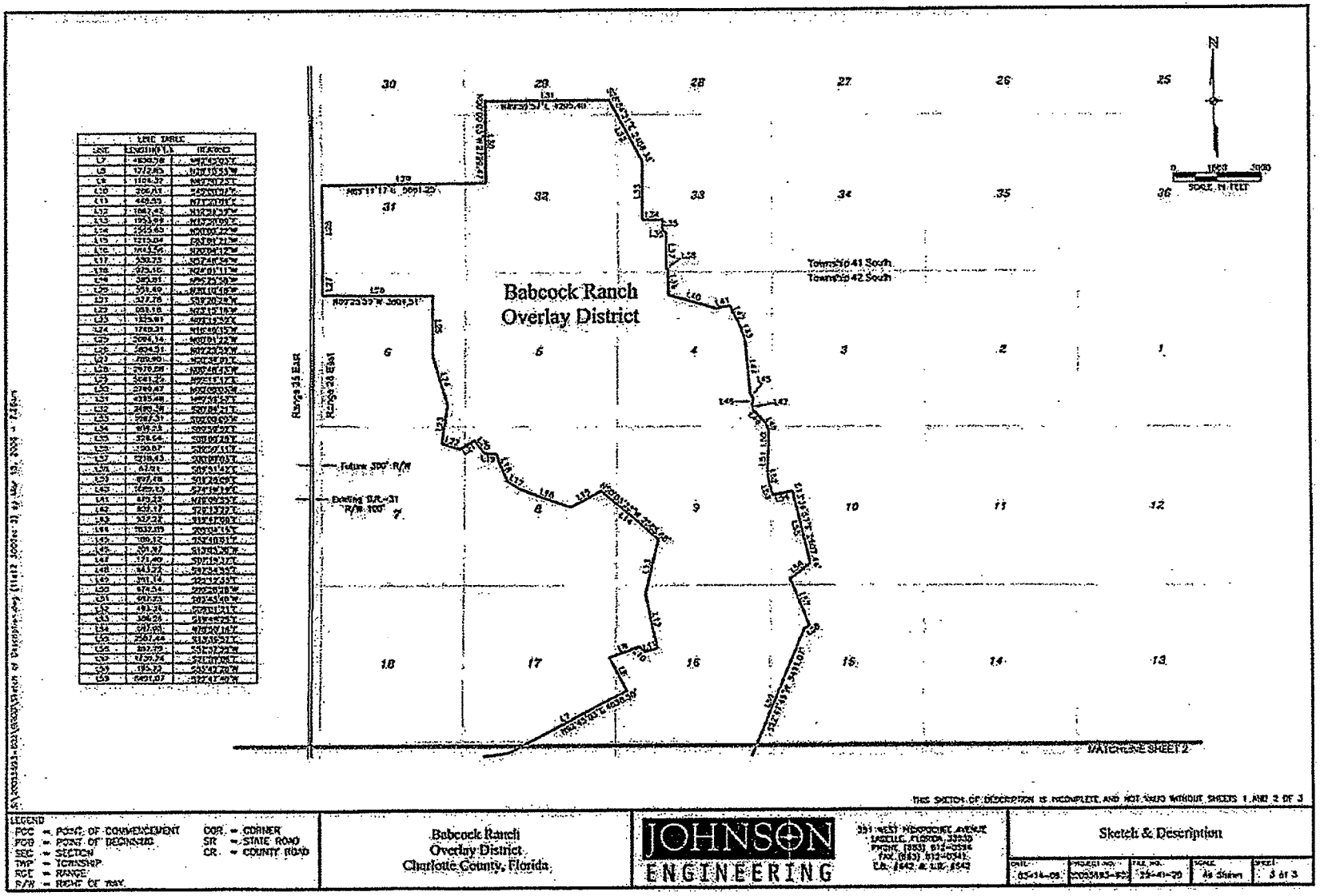
Bearings hereinabove mentioned are based on the South line of Section 31, Township 42 South, Range 26 East to bear S89°41'45"E.

**Exhibit 'B'**
(3 of 5)

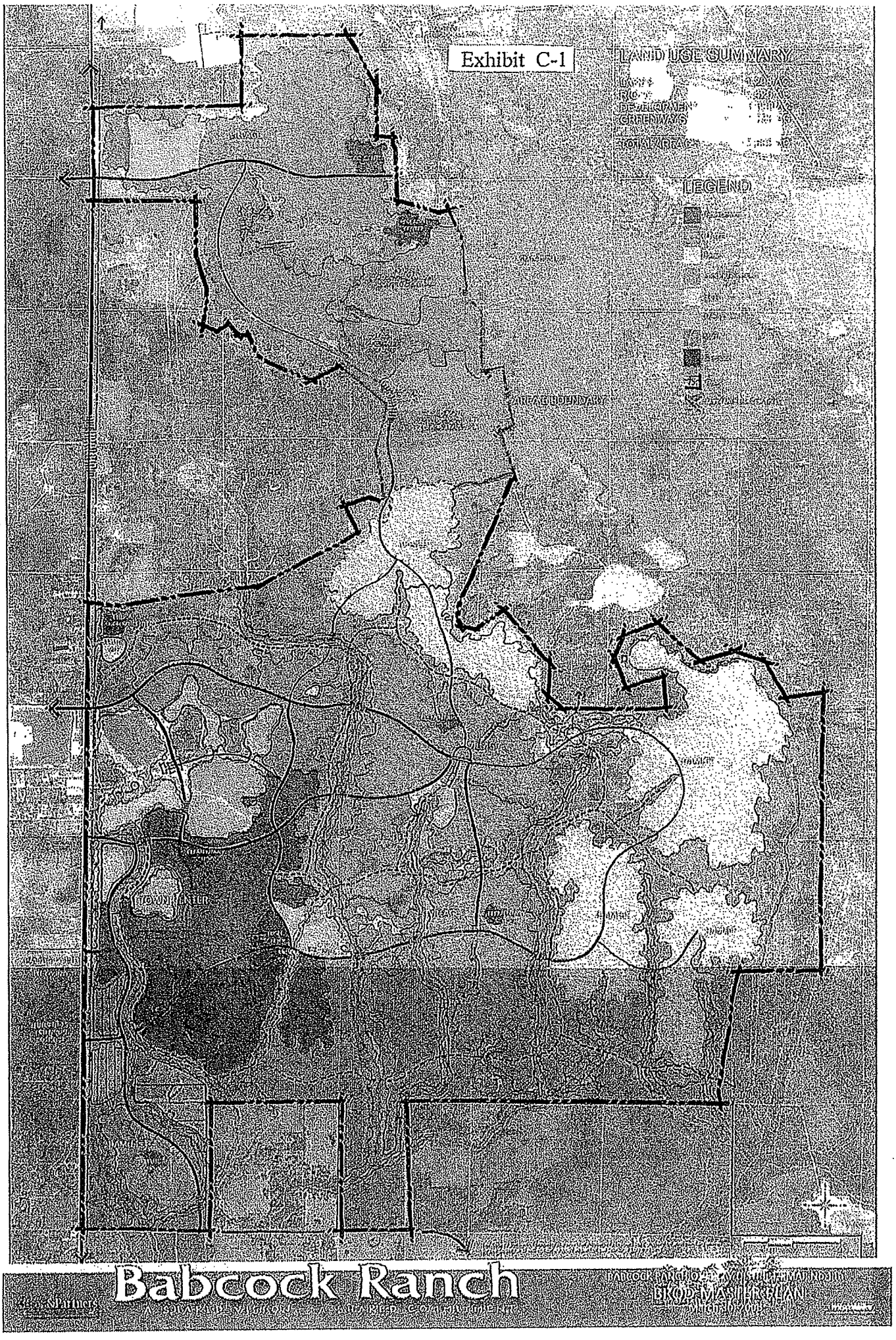


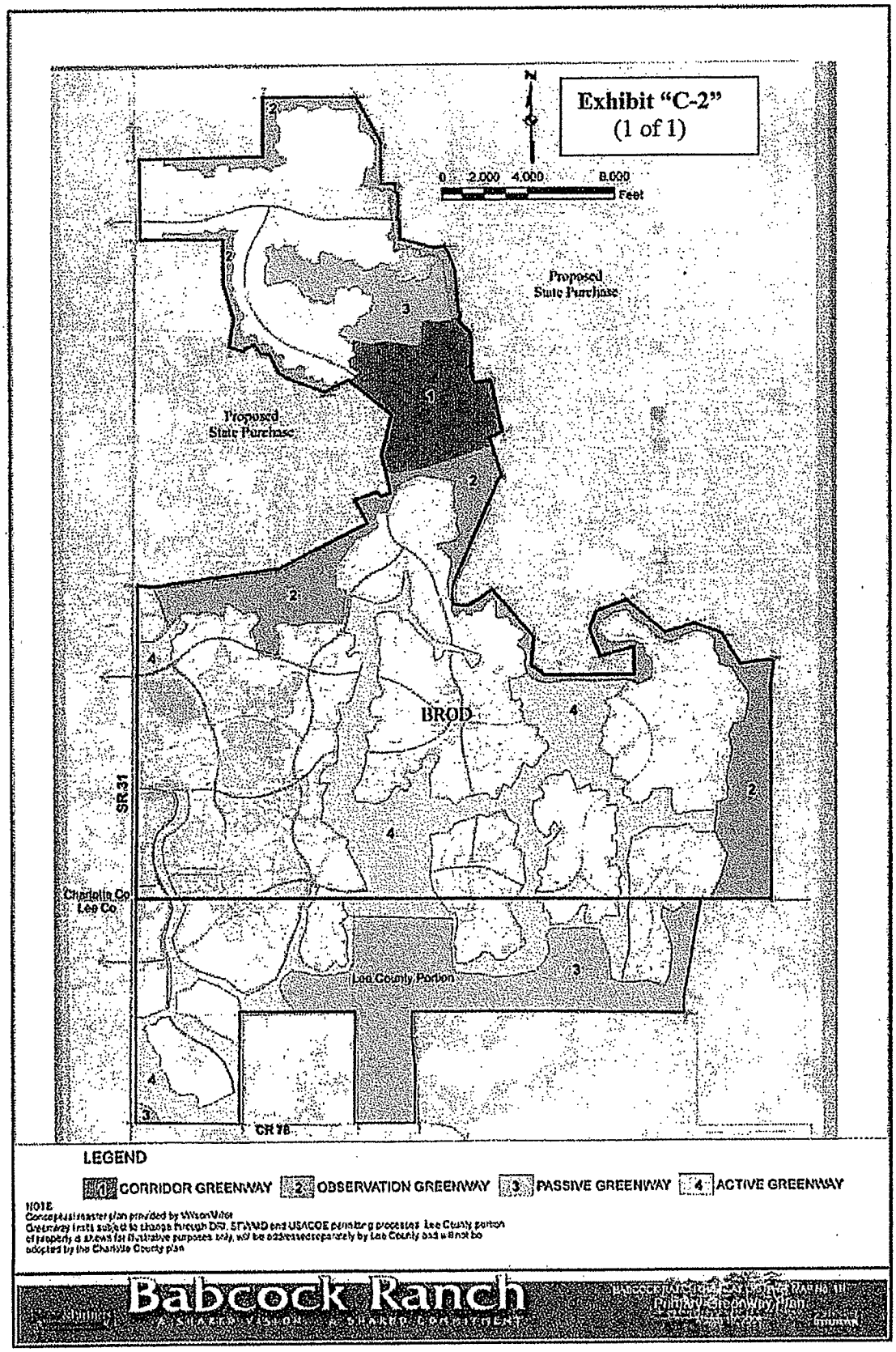
Babcock Ranch
Overlay District
Babcock Ranch
Overlay District
Charlotte County, Florida
JOHNSON
ENGINEERING
Sketch & Description
Township 42 South
Township 43 South
Range 25 East
Range 26 East
P.O.B.
P.O.C.

WPB 8765501




7


Exhibit C-1
LAND USE SUMMARY
LEGEND
Babcock Ranch


Exhibit "C-2"
(1 of 1)
N
0 2,000 4,000 8,000
Feet
Proposed
State Purchase
Proposed
State Purchase
BROD
SR 31
Charlotte Co
Lee Co
Lee County Portion
CR 76
LEGEND
1 CORRIDOR GREENWAY
2 OBSERVATION GREENWAY
3 PASSIVE GREENWAY
4 ACTIVE GREENWAY
NOTE
Conceptual master plan provided by Wilson Miller
Greenway trails subject to change through DRI, SFWMD and USACOE permitting processes. Lee County portion of property is shown for illustrative purposes only, will be addressed separately by Lee County and will not be adopted by the Charlotte County plan
Babcock Ranch

# Exhibit "D"

## Summary of Land Dedication & Facilities Construction

## Site & Building Dedication/Construction Timeline

| Public Facilities Required | Site Dedication (acre) | Number of Sites (#) | Shell Bldg Required (s.f.) | Criteria for County Facility Opening (by C/O) | Phase I 2010-2015 | Phase II 2016-2020 | Phase III 2021-2025 | Phase IV 2026-2030 |
|---|---|---|---|---|---|---|---|---|
| | | | | | The criteria for determining public facility shell completion and/or land dedication shall be by certificate of occupancy ("C/O") referenced below: | | | |
| **Parks, Recreation and Cultural Resources** | | | | | | | | |
| Communiuty Park/Regional Park | 77.9 | 1 | 6500 *1 | 5,900th C/O | | Community Park building and park site improvements by the 5,900th du/C.O. | | |
| Neighborhood Parks (Village Parks) | 58.4 | 7 | 2500 *2 | 500th C/O *5 | 1-Neighborhood Park #1 w/ Pav.& restrooms. (500th C/O within Neighborhood). | 2- Neighborhood Park #2&3 w/ Pav.& restrooms (500th C/O within Neighborhood). | 2-Neighborhood Park #4&5 w/ Pav.& restrooms (500th C/O within Neighborhood). | 2-Neighborhood Park #6&7 w/ Pav & restrooms (500th C/O within Neighborhood). |
| Mini Parks *6 | 19.5 | 11 | | | As Neighborhoods develop | As Neighborhoods develop | As Neighborhoods develop | As Neighborhoods develop |
| Library Component | 15.0 | 1 | 24000 *3 | 10,000th C/O | | Phase I - 20,000 sf building by the 10,000th du/C.O. | Phase II Library by the 15,000th C/O | |
| Regional park and community park to be centrally located | 100.0 | 1 | 6,500 *1 | 5,900th C/O | | Regional Park building and park site improvements by the 5,900th du/C.O. | | |
| **Fire/Rescue** | | | | | | | | |
| Site #1 [8,000sf bldg] | 2.0 | 1 *10 | 8,000 | EMS vehicle by 500th C/O - Fire Station by 5,000th C/O | EMS Transport Vehicle by the 500th C/O - 1st. New 8,000 sf Fire Station by the 5,000th C/O *10 | | | |
| Site #2 [6,500sf bldg] | 2.0 | 1 *4 | 9,100 | 2nd Fire Station/Sheriff Joint bldg 10,000th C/O | | | 2nd. 9,100sf Fire Station (incl sheriff's sub-station) by the 10,000th C/O | |
| Site #3 [8,000sf bldg] | 3.0 | 1 *4 | 10,600 | 3rd Fire Station/Sheriff Joint Bldg 15,000th C/O | | | | 3rd. 10,600sf Fire Station (incl sheriff's sub-station) by the 15,000th C/O |
| Site #4 [6,500sf bldg] | 2.0 | 1 | 6,500 | 4th Fire Station 17,000th C/O | | | | 3rd. 6,500sf Fire Station by the 17,000th C/O. |
| Fire & Police Communications Tower Site *11 | | 1 | | Site identification and dedicaiton by 1st C/O | | | | |
| **Law Enforcement** | | | | | | | | |
| Note: sheriff's facilities to be co-located with Fire/Rescue except for first Sheriff's Sub-Station. | 1.0 | 1 | 2,600 | Free standing Sheriff's Sub-station *9 | 100th C/O | | | |
| The District shall place an interim fully operational trailer, located next to the existing fire station located on SR 31 and will utilitize the utilities serving the existing fire station, to serve the trailer. | | | | Interim sub-station sheriff's trailer | Will be operational by the issuance of the first land development permit. *12 | | | |
| **Public Facilities** | | | | | | | | |
| County Annex - "County Hall" | | | 20,000 | By the issuance of the 7,000th C/O *14 | | The County Hall building will be operational by the issuance of the 7,000th C/O. | | |
| **Solid Waste** | | | | | | | | |
| Site #1 | 6.0 | 1 | n/a | Prior to the issuance of the 1st C/O | | | | |
| **Extension Services** | | | | | | | | |
| Site #1 | 24.0 | 1 | n/a | Prior to the issuance of the 1st C/O | | | | |
| Mosquito Control pre-fab bldg. | 1.0 | 1 | 3,000 *7 | Prior to the issuance of the 100st C/O | Prior to the issuance of the 100st C/O | | | |
| Site#2 | 1.0 | 1 | n/a | Prior to the issuance of the 1st C/O | | | | |
| **Total page 1** | 312.8 | | | | | | | |

# Exhibit "D"

## Summary of Land Dedication & Facilities Construction

| Public Facilities Required | Site Dedication Acreage | Number of Sites | Shell Bldg Square footage Required | | Criteria for County Facility Opening |
|---|---|---|---|---|---|
| Schools *6 | | | | | School Board criteria for land dedication |
| Elementary Schools | 20.0 | 3 | n/a | *6 | By approval of the plat within which the site is located. |
| Middle Schools | 30.0 | 1 | n/a | | By approval of the plat within which the site is located. |
| High Schools | 50.0 | 1 | n/a | | By approval of the plat within which the site is located. |
| Educational Service Center | 25.0 | 1 | n/a | | Dedication along with the 1st school site dedication see above |
| sub-total page 2 | 185.0 | | | | |
| Grand total pages 1 & 2 | 477.6 | | | | |

## Site & Building Dedication Timeline

| Phase I 2010-2015 | Phase II 2016-2020 | Phase III 2021-2025 | Phase IV 2026-2030 |
|---|---|---|---|
| The phase reference above is an estimate only. The criteria for determining public facility shell completion and/or land dedication shall be by certificate of occupancy ("C/O"). | | | |
| 5,900 C/O or before if requested by School Board. | 8,700 C/O or before if requested by School Board. | 13,000 C/O or before if requested by School Board. | |
| | 8,700 C/O or before if requested by School Board. | | |
| | | 11,000 C/O or before if requested by School Board. | |
| 5,900 C/O or before if requested by School Board. | | | |

Notes to exhibit "D"

*1 Community park bldg improvements to include community center plus pavilion and restrooms.

*2 Neighborhood parks (village park) to include pavilion and restrooms.

*3 Phased library option. The developer shall be required to fund the construction of a 24,000 sf library shell building. The County may desire to construct a library facility totaling 40,000 sf. The County and the developer agree to cooperate, with respect to the design, construction and funding of this library facility. The developer shall fund the library shell building costs for 24,000 sf and the County shall fund the construction of the library shell building costs for 16,000 sf., in addition to the construction completion of the library facility described herein.

*4 Fire/Rescue and Sheriff's Dept (sub-station) will be co-located, except as provided for in note #9 below.
[2 of 4 Fire/rescue bldg sizes have been increased by 2,600 sf to accom sheriff co-located sub-stations. See notes #9 and #10 for details regarding a third staged though co-located facility).

*5 Must be completed and turned over prior to the 500th C/O for the village, within which it is located.

*6 First school may be developed as an interim school within a commercial building, located within the Town Center or in some other facility, agreed to between the School Board and the District. The school board and the District shall determine the timing of the dedication of the required school sites and the educational service center, required above, during the DRI review process. During the DRI process the School Board and the District will negotiate an agreement for the bonded construction, leaseback and sale of the buildings pursuant to the issuance of bonds by the District for said construction.

*7 Pre-fab building to include two offices, two bays for vehile and equipment and chemical storage. This facility shall be ADA compliant and shall include all required utilities, parking and landscaping.

*8 Mini parks required herein shall be designed, developed and maintained by the Developer, the District or the master property owner's association. The mini parks shall not be dedicated to the County.

*9 First Sheriff's sub-station to be operational by the issuance of the 100th C/O issued in the first phase of development and shall be a stand alone facility initially (see*10 below).

*10 The first fire station building will be co-located with the first (stand alone) sheriff's sub-station facility contemplated in #9 above. As the first sheriff sub-station will precead the first new fire station site, the first sheriff's sub-station will be designed to accept a fire/EMS facility.

*11 A communication tower site for the exclusive use of the Fire/EMS and Sheriff's department will be located by the developer and will be deeded to the County by the issuance of the first residential C/O.

*12 A interim sheriff's sub-station trailer will be located next to the existing fire station site located on SR 31. The interim trailer will connect to the utilities that service the existing fire stalon. The trailer will be fully operational by the issuance of the first land development permit and will be terminated upon the opening of the Free standing Sheriff's sub-station facility.

*14 A County Annex building will be constructed per the shell requirements of the Developer's Agreement. This facility will be designed as a gathering place for community residents and as County Commission and key staff satellite offices. Appropriate operations shall be served from this facility. The District may choose to construct the shell building earlier than the 7,000th C/O, following which the District will be responsible to maintain the exterior of the building and all site improvements constructed to support the County Annex building, until the building is completed and occupied by the County (7,000 C/O). The County, at its option, may increase the size of the County Annex and fund said expansion.

General Notes:

1) All dedications and construction, required under this schedule, shall be completed and turned over based on a dwelling unit certificate of occupancy use threshold required above.

2) The shell building construction required above, shall be completed by the Developer one (1) year prior to the issuance of the C/O, referenced in the column entitled 'Criteria for County Facility Opening'.

# Exhibit E

**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROADWAY IMPROVEMENTS WITH 22% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**CHARLOTTE COUNTY**

| Roadway | From | To | (4) # Lanes | 2030 # Lanes | # of Lanes Added | Length (Miles) | Cost Per Lane Mile | | Total Cost | | Mitigation Percentage | | Mitigation Amount | Anticipated Phase |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | M Project Entrance | 2 | 4 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | | 1.000000 | (2) | $21,560,000 | 2015 |
| | Lee County Line | M Project Entrance | 4 | 6 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | | 1.000000 | (3) | $21,560,000 | 2015 (5) |
| | M Project Entrance | CR 74 | 2 | 4 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | | 1.000000 | (2) | $31,724,000 | 2015 |
| | M Project Entrance | CR 74 | 4 | 6 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | | 1.000000 | (3) | $31,724,000 | 2020 (5) |
| CR 74 | Piper Road | SR 31 | 2 | 4 | 2 | 14.76 | $2,200,000 | (1) | $64,944,000 | | 1.000000 | (2) | $64,944,000 | 2015 |
| | Piper Road | SR 31 | 4 | 6 | 2 | 7.38 | $2,200,000 | (1) | $32,472,000 | | 1.000000 | (3) | $32,472,000 | 2030 |
| US 17 | CR 74 | Washington Loop Road | 4 | 6 | 2 | 2.98 | $2,200,000 | (1) | $13,112,000 | | 0.333333 | (2) | $4,371,000 | 2030 |
| Babcock N/S Road | Lee County Line | M Project Entrance | 0 | 6 | 6 | 5.90 | $2,200,000 | (1) | $77,880,000 | | 1.000000 | (3) | $77,880,000 | 2020 |
| | | | | | | | | | | **Proportionate Share** | | | **$122,599,000** | |
| | | | | | | | | | | **100% Mitigation** | | | **$163,636,000** | |
| | | | | | | | | | | **Total** | | | **$286,235,000** | |
| | | | | | | | | | | **Total Less Babcock N/S Road** | | | **$208,355,000** | |

FOOTNOTES:

(1) Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(2) Proportionate Share - Project traffic as a percentage of capacity added.
(3) 100% mitigation.
(4) 2030 Cost Feasible Needs number of lanes.
(5) Maximum number of lanes shown. Actual number of lanes may be widening and parallel facilities, such as Nalle Grade Road Extension, Babcock N/S Road, and others.

# Exhibit E

**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROADWAY IMPROVEMENTS WITH 50% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**CHARLOTTE COUNTY**

| Roadway | From | To | (4) # Lanes | 2030 # Lanes | # of Lanes Added | Length (Miles) | Cost Per Lane Mile | | Total Cost | | Mitigation Percentage | | Mitigation Anticipated Amount | Phase |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | M Project Entrance | 2 | 4 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | | 1.000000 | (2) | $21,560,000 | 2015 |
| | Lee County Line | M Project Entrance | 4 | 6 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | | 1.000000 | (3) | $21,560,000 | 2015 |
| | M Project Entrance | CR 74 | 2 | 4 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | | 1.000000 | (2) | $31,724,000 | 2015 |
| | M Project Entrance | CR 74 | 4 | 6 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | | 1.000000 | (3) | $31,724,000 | 2020 |
| CR 74 | Piper Road | SR 31 | 2 | 4 | 2 | 14.76 | $2,200,000 | (1) | $64,944,000 | | 1.000000 | (2) | $64,944,000 | 2015 |
| Babcock N/S Road | Lee County Line | M Project Entrance | 0 | 2 | 2 | 5.90 | $2,200,000 | (1) | $25,960,000 | | 1.000000 | (3) | $25,960,000 | 2020 |

| | |
|---|---|
| **Proportionate Share** | **$144,188,000** |
| **100% Mitigation** | **$53,284,000** |
| **Total** | **$197,472,000** |
| **Total Less Babcock N/S Road** | **$171,512,000** |

FOOTNOTES:

(1) Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(2) Proportionate Share - Project traffic as a percentage of capacity added.
(3) 100% mitigation.
(4) 2030 Cost Feasible Needs number of lanes.
(5) Maximum number of lanes shown. Actual number of lanes may be widening and parallel facilities, such as Nalle Grade Road Extension, Babcock N/S Road, and others.

# Exhibit E

BABCOCK RANCH PLAN AMENDEMENT
RECOMMENDED ROAD IMPROVEMENTS WITH 22% INTERNAL CAPTURE
2030 COST ESTIMATES

LEE COUNTY

| Roadway | From | To | (6) # of Lanes | (5) 2030 # Lanes | (6) # of Lanes Added | Length (Miles) | Cost Per Lane Mile | Improvement Cost Per Mile | | (n) RW & Engg. Adj. Factor | Adjusted Cost Per Lane Mile | Adjusted Improvement Cost Per Mile | Total Improvement Cost | Adjusted Total Improvement Cost | | Mitigation Percentage | | Mitigation Amount | Anticipated Phase |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | Slater Road | I-75 | 4 | 6 | 2 | (12) 2.90 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $14,800,000 | $15,900,000 | (2) | 1.00000 | (12) | $15,900,000 | 2015 |
| | I-75 | Nalle Road | 2 | 4 | 2 | (11) 0.60 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $2,700,000 | $2,900,000 | (2) | 1.00000 | (11) | $2,900,000 | 2015 |
| | I-75 | Nalle Road | 4 | 6 | 2 | (12) 0.60 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $3,100,000 | $3,300,000 | (2) | 1.00000 | (12) | $3,300,000 | 2020 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (11) 2.70 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $13,100,000 | (2) | 1.00000 | (11) | $13,100,000 | 2015 |
| | Nalle Road | SR 31 | 4 | 6 | 4 | (12) 2.70 | $1,451,700 | $5,830,800 | (1) | 1.46 | $2,128,242 | $8,512,968 | $23,000,000 | $24,700,000 | (2) | 1.00000 | (12) | $24,700,000 | 2020 |
| Buckingham Road | Orange River Boulevard | SR 80 | 2 | 4 | 2 | (11) 2.60 | $5,305,077 | $10,610,154 | (3) | 1.00 | $5,305,077 | $10,610,154 | $27,600,000 | $27,600,000 | | 0.68478 | (11) | $18,900,000 | 2015 |
| North River Road | SR 31 | Broadway Road | 2 | 4 | 2 | (12) 10.20 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $46,000,000 | $49,400,000 | (2) | 1.00000 | (12) | $49,400,000 | 2015 |
| SR 31 | SR 80 | Bridge | 2 | 4 | 2 | (11) 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 1.00000 | (11) | $3,100,000 | 2016 |
| | SR 80 | Bridge | 4 | 8 | 4 | (12) 0.70 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $6,200,000 | $6,200,000 | | 1.00000 | (12) | $6,200,000 | 2020 (13) |
| | Bridge | Bridge | 0 | 8 | 8 | (12) 0.50 | $8,745,000 | $69,960,000 | (7) | 1.00 | $8,745,000 | $69,960,000 | $35,000,000 | $37,500,000 | (2) | 1.00000 | (12) | $37,500,000 | 2015 |
| | Bridge | Bayshore Road | 2 | 4 | 2 | (11) 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 1.00000 | (11) | $900,000 | 2015 |
| | Bridge | Bayshore Road | 4 | 8 | 4 | (12) 0.20 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $1,800,000 | $1,800,000 | | 1.00000 | (12) | $1,800,000 | 2020 (13) |
| | Bayshore Road | North River Road | 2 | 4 | 2 | (11) 1.30 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | | 1.00000 | (11) | $5,700,000 | 2015 |
| | Bayshore Road | North River Road | 4 | 14 | 10 | (12) 1.28 | $2,200,000 | $22,000,000 | (9) | 1.00 | $2,200,000 | $22,000,000 | $28,600,000 | $28,600,000 | | 1.00000 | (12) | $28,600,000 | 2020 (13) |
| | North River Road | Project Entrance | 2 | 4 | 2 | (11) 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (11) | $4,800,000 | 2015 |
| | North River Road | Project Entrance | 4 | 6 | 2 | (12) 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (12) | $4,800,000 | 2020 (13) |
| | Project Entrance | County Line | 2 | 4 | 2 | (11) 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (11) | $4,000,000 | 2015 |
| | Project Entrance | County Line | 4 | 8 | 2 | (12) 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (12) | $4,000,000 | 2020 (13) |
| SR 80 | Seaboard Street | Palmetto Avenue | 4 | 6 | 2 | (11) 0.63 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $4,200,000 | $4,500,000 | (2) | 0.33696 | (11) | $1,516,000 | 2015 |
| | Ortiz | I-75 | 6 | 8 | 2 | (12) 1.20 | $1,863,950 | $3,727,900 | (1) | 1.46 | $2,721,367 | $5,442,734 | $6,500,000 | $7,000,000 | (2) | 1.00000 | (12) | $7,000,000 | 2015 |
| | I-75 | SR 31 | 6 | 8 | 2 | (12) 2.70 | $1,863,950 | $3,727,900 | (1) | 1.46 | $2,721,367 | $5,442,734 | $14,700,000 | $15,800,000 | (2) | 1.00000 | (12) | $15,800,000 | 2025 |
| | SR 31 | Tropic Avenue | 6 | 8 | 2 | (12) 1.50 | $1,863,950 | $3,727,900 | (1) | 1.46 | $2,721,367 | $5,442,734 | $8,200,000 | $8,800,000 | | 1.00000 | (12) | $8,800,000 | 2025 |
| | Tropic Avenue | Buckingham Road | 4 | 6 | 2 | (12) 1.00 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $7,300,000 | $7,300,000 | | 1.00000 | (12) | $7,300,000 | 2025 |
| | South Olga Drive | Hickey Creek | 4 | 6 | 2 | (12) 0.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $3,600,000 | $3,600,000 | | 1.00000 | (12) | $3,600,000 | 2030 |
| | Hickey Creek | Joel Boulevard | 4 | 6 | 2 | (11) 4.90 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $35,500,000 | $35,500,000 | | 1.00000 | (11) | $35,500,000 | 2030 |
| Babcock N/S Road | North River Road | Project Entrance | 0 | 6 | 6 | (12) 1.10 | $2,200,000 | $13,200,000 | (9) | 1.00 | $2,200,000 | $13,200,000 | $14,500,000 | $14,500,000 | | 1.00000 | (12) | $14,500,000 | 2020 |
| | Project Entrance | County Line | 0 | 4 | 4 | (12) 0.90 | $2,200,000 | $8,800,000 | (9) | 1.00 | $2,200,000 | $8,800,000 | $7,900,000 | $7,900,000 | | 1.00000 | (12) | $7,900,000 | 2025 |

| | |
|---|---|
| Proportionate Share | $90,418,000 |
| 100% Mitigation | $241,200,000 |
| Total | $331,618,000 |
| Total Less Babcock N/S Road | $309,218,000 |

FOOTNOTES:

(1) Improvement costs (2004 $) obtained from Florida DOT 2004 Transportation Costs, March 2005 (pages 6-9).
(2) Improvement costs adjusted (or inflated) to 2005$, where applicable, per Implicit Price Deflator Index from the Florida DOT 2004 Transportation Costs, March 2005 (page 17).
(3) Per Lee County MPO 2030 Highway Element As Adopted December 7th, 2006 with Approved Amendments on January 26th, 2009.
(4) Parallel facility, capacity and improvement costs are based on Hanson Street Extension (new 4L) from Ortiz Avenue to Fowler (1.15 miles).
(5) Improvement cost based on (6) widening of I-75 from Alico Road to SR 82.
(6) Number of lanes is based on the volume/capacity ratio. The actual number of lanes added could be parallel facilities.
(7) Adjustment factor to account for right-of-way and other engineering costs, where needed.
Per Florida DOT 2004 Transportation Costs, March 2005 (page 11) the ratio of engineering to construction costs is approximately 40%.
Engineering costs include preliminary engineering, construction engineering inspection, right-of-way support and related overhead costs.
(8) 2030 Financial Feasible Plan needs number of lanes.
(9) Cost per Lane Mile Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs
(10) Intentionally left blank.
(11) Proportionate Share = Project traffic as a percentage of capacity added.
(12) 100% mitigation.
(13) Maximum number of lanes shown. Actual number of lanes may be widening and parallel facilities, such as Nalle Grade Road Extention, Babcock N/S Road, and others.

# Exhibit E

BABCOCK RANCH PLAN AMENDMENT
RECOMMENDED ROAD IMPROVEMENTS WITH 50% INTERNAL CAPTURE
2030 COST ESTIMATES

LEE COUNTY

| Roadway | From | To | (4) # of Lanes | (6) 2030 # Lanes | (5) # of Lanes Added | Length (Miles) | Cost Per Lane Mile | Improvement Cost Per Mile | | (7) R/W & Engr. Adj. Factor | Adjusted Cost Per Lane Mile | Adjusted Improvement Cost Per Mile | Total Improvement Cost | Adjusted Total Improvement Cost | Mitigation Percentage | Mitigation Amount | Anticipated Phase |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | I-75 | Nalle Road | 2 | 4 | 2 | (11) 0.00 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $12,200,000 (2) | 1.000000 (11) | $12,200,000 | 2015 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (11) 2.70 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $13,100,000 (2) | 1.000000 (11) | $13,100,000 | 2015 |
| | Nalle Road | SR 31 | 4 | 6 | 2 | (12) 2.70 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $13,800,000 | $14,200,000 (2) | 1.000000 (12) | $14,200,000 | 2020 |
| Buckingham Road | Orange River Boulevard | SR 80 | 2 | 4 | 2 | (13) 2.60 | $5,305,077 | $10,610,154 | (3) | 1.00 | $5,305,077 | $10,610,154 | $27,600,000 | $27,600,000 | 0.434783 (11) | $12,000,000 | 2015 |
| North River Road | SR 31 | Broadway Road | 2 | 4 | 2 | (12) 10.20 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $46,000,000 | $46,400,000 (2) | 1.000000 (12) | $46,400,000 | 2015 |
| SR 31 | SR 80 | Bridge | 2 | 4 | 2 | (11) 0.70 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | 1.000000 (11) | $3,100,000 | 2015 |
| | SR 80 | Bridge | 4 | 6 | 2 | (12) 0.70 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | 1.000000 (12) | $3,100,000 | 2020 (13) |
| | Bridge | Bridge | 0 | 6 | 6 | (12) 0.50 | $9,020,000 | $54,120,000 | (3) | 1.00 | $9,020,000 | $54,120,000 | $27,100,000 | $29,100,000 (2) | 1.000000 (12) | $29,100,000 | 2015 |
| | Bridge | Bayshore Road | 2 | 4 | 2 | (11) 0.20 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | 1.000000 (11) | $900,000 | 2015 |
| | Bridge | Bayshore Road | 4 | 6 | 2 | (12) 0.20 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | 1.000000 (12) | $900,000 | 2020 (13) |
| | Bayshore Road | North River Road | 2 | 4 | 2 | (11) 1.30 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | 1.000000 (11) | $5,700,000 | 2015 |
| | Bayshore Road | North River Road | 4 | 10 | 6 | (12) 1.30 | $2,200,000 | $13,200,000 | (3) | 1.00 | $2,200,000 | $13,200,000 | $17,100,000 | $17,100,000 | 1.000000 (12) | $17,100,000 | 2020 (13) |
| | North River Road | Project Entrance | 2 | 4 | 2 | (11) 1.10 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | 1.000000 (11) | $4,800,000 | 2015 |
| | North River Road | Project Entrance | 4 | 6 | 2 | (12) 1.10 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | 1.000000 (12) | $4,800,000 | 2020 (13) |
| | Project Entrance | County Line | 2 | 4 | 2 | (11) 0.90 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | 1.000000 (11) | $4,000,000 | 2015 |
| | Project Entrance | County Line | 4 | 6 | 2 | (12) 0.90 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | 1.000000 (12) | $4,000,000 | 2020 (13) |
| SR 80 | Seaboard Street | Palmetto Avenue | 4 | 6 | 2 | (12) 0.83 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $14,200,000 | $14,200,000 (2) | 0.217736 (11) | $913,000 | 2015 |
| | SR 31 | Tropic Avenue | 6 | 8 | 2 | (10) 1.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $10,900,000 | $10,900,000 | 1.000000 (10) | $10,900,000 | 2025 |
| | Tropic Avenue | Buckingham Road | 4 | 6 | 2 | (12) 1.00 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $7,300,000 | $7,300,000 | 1.000000 (12) | $7,300,000 | 2025 |
| | South Olga Drive | Hickey Creek | 4 | 6 | 2 | (12) 0.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $3,600,000 | $3,600,000 | 1.000000 (12) | $3,600,000 | 2030 |
| | Hickey Creek | Joel Boulevard | 4 | 6 | 2 | (12) 4.90 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $35,500,000 | $35,500,000 | 0.089296 (11) | $3,169,000 | 2030 |
| Babcock N/S Road | North River Road | Project Entrance | 0 | 4 | 4 | (12) 1.10 | $2,200,000 | $8,800,000 | (3) | 1.00 | $2,200,000 | $8,800,000 | $9,700,000 | $9,700,000 | 1.000000 (12) | $9,700,000 | 2020 |
| | Project Entrance | County Line | 0 | 2 | 2 | (12) 0.90 | $2,200,000 | $4,400,000 | (3) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | 1.000000 (12) | $4,000,000 | 2025 |

| | |
|---|---|
| Proportionate Share | $72,109,000 |
| 100% Mitigation | $120,800,000 |
| Total | $230,509,000 |
| Total Less Babcock N/S Road | $217,209,000 |

FOOTNOTES:

(1) Improvement costs (2004 $) obtained from Florida DOT 2004 Transportation Costs, March 2005 (page 54).
(2) Improvement costs adjusted (for inflation) to 2025$, where applicable, per the 3rd Price Deflator factor from the Florida DOT 2004 Transportation Costs, March 2005 (page 17).
(3) Per Lee County MPO 2030 Highway Cost Feasible Adopted November 7th, 2005 with Approved Amendments on January 25th, 2006.
(4) Parallel facility, capacity and improvement costs are based on Hanson Street Extension (Item #) from Old Alabama to Florida (1.15 Miles).
(5) Total Capacity Link Basis.
(6) Number of lanes is based on the volume-to-capacity ratio. The actual number of lanes added could be parallel facilities.
(7) Adjustment factor to account for right-of-way and other engineering costs, where needed.
Per Florida DOT 2004 Transportation Costs, March 2005 (page 11) the ratio of engineering to construction costs is approximately 46%.
Engineering costs include preliminary engineering, construction engineering inspection, right-of-way support and related overhead costs.
(9) 2030 financially feasible Plan needs number of lanes.
(9) Cost per Lane Mile Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(10) Interstate Link Basis.
(11) Proportionate Share - Project traffic as a percentage of capacity added.
(12) 100% mitigation.
(13) Maximum number of lanes shown. Actual number of lanes may be widening and parallel facilities, such as Nalle Grade Road Extension, Babcock N/S Road, and others.

## Exhibit "F"

12. Contingent upon Execution by the Board of Trustees of the Internal Improvement Trust Fund, the Florida Fish and Wildlife Commission ("FFWC"), Lee County, and Kitson of the State Purchase Contract and Other Events. The rights and obligations under this agreement shall be of no further force and effect if:

(a) the Trustees, FFWC, Lee County, and Kitson do not execute the State Purchase Contract (with "Paragraph 33 Water Resources" in the form acceptable to the Board of County Commissioners of Charlotte County) for the purchase by the State of approximately 73,476.5 acres of the Babcock Ranch lands ("State Purchase Contract"); or

(b) Kitson does not close on the Babcock Contract to acquire the stock of Babcock;

(c) Charlotte County does not adopt the Charlotte Area 6 Amendments to its Comprehensive Plan and Land Development Code, allowing densities and intensities acceptable to Kitson, or such adopted Charlotte Area 6 Amendments and Land Development Code have not become final as adopted, whether or not challenged or appealed; or

(d) Kitson does not file by June 30, 2006 the applications with the Counties for the comprehensive plan amendments contemplated by provision 6 of this Agreement, subject to extension as set forth in provision 11 above.

# Exhibit "G"

CHARLOTTE COUNTY PUBLIC WORKS
CRITERIA FOR APPLICATION OF INTER DISTRICT IMPACT FEES lrf 3/15/06

The roadway should be a hurricane evacuation route, or connects to two hurricane evacuation routes

The roadway should meet criteria of the Regional Multi-Modal Transportation System (MPO) which requires all arterials be designated Hurricane Evacuation routes per the local comprehensive plan

Adopted roads for Interdistrict Impact Fees include:
US 41
Veterans Boulevard
SR 776

Adopted roads meeting "enhancement" criteria
Edgewater Corridor

Additional roads meeting "enhancement" criteria, hurricane evacuation, or Regional Multi-Modal Transportation criteria thus being eligible for Inter District Impact fee funding for future projects:

| Hurricane Evacuation Route | | RMMTS Criteria | |
|---|---|---|---|
| SR 39 | Toledo Blade Blvd. | SR 39 | Toledo Blade Blvd. |
| CR 74 | Bermont Road | CR 74 | Bermont Road |
| CR 765 | Burnt Store Road | CR 765 | Burnt Store Road |
| CR 768 | Jones Loop Road | | North Jones Loop Road |
| CR 771 | Gasparilla Road | CR 771 | Gasparilla Road |
| CR 775 | Placida Road | CR 775 | Placida Road |
| CR 769 | Kings Highway | CR 769 | Kings Highway |
| CR 776 | Harborview Road | CR 776 | Harborview Road |
| | Pine Street | Pine Street | |
| CR762 | Tuckers Grade | CR762 | Tuckers Grade |
| | Aqui Esta | Aqui Esta | |
| | Winchester Blvd. | Winchester Blvd | |
| | Midway Blvd. | | |
| | Piper Road | Piper Road | |

Edgewater connects SR 776 to US 41, eligible in the enhancement criteria of connecting two designated hurricane evacuation routes.

Midway Blvd connects Edgewater to US 41, and US 41 to Kings Highway, eligible in the enhancement criteria of connecting two designated hurricane evacuation routes.

33. WATER RESOURCES.

(A) As a result of the merger under the provisions of the Babcock Contract, Town and Country Utility Company will be wholly owned by Seller's parent company. Town and Country Utility Company holds Florida Public Service Commission Certificate No. 613 W as the exclusive water service provider for the Property and the Retained Property. Town and Country Utility Company is also the lessee under the provisions of a lease for well sites and access thereto granted by Babcock. Town and Country Utility Company, its successors and assigns, but not a receiver appointed under the provisions of Section 367.165, Florida Statutes, is hereinafter referred to as "Utility". Seller agrees that Seller shall cause the Utility's Public Service Commission Certificate to be released and terminated with respect to the Property as applied to each Takedown Parcel acquired by the Purchaser as soon as practicable after closing thereon.

(B) On or before each Takedown, Seller shall amend those certain Lease Agreements dated October 5, 1998, and May 17, 1999, as amended, between Babcock Florida Company and Town and Country Utilities Company so that such Leases will be terminated with respect to and no longer encumber the applicable Takedown Parcel.

(C) Prior to the Closing of each Takedown Parcel that has a surface water control structure, the parties hereto will agree upon the following, working in conjunction with the South Florida Water Management District: (i) the range of seasonal control elevations for surface water on such Takedown Parcel; and (ii) the party responsible for the operation, management and maintenance of such structure in order to protect natural areas and for the purposes of flood control on the Property and on Seller's Retained Property.

(D) Pursuant to Chapters 253 and 259, Florida Statutes, and 18-2, Florida Administrative Code, Trustees may grant proprietary authorization for the use of state-owned lands provided that the proposed use is compatible with and consistent with the purpose for which the lands were acquired.

At such a time as Charlotte County has demonstrated the need and demand for a public water supply beyond its current capacity to the satisfaction of the regulatory agency with jurisdiction to allocate and permit the withdrawal of water and it has obtained a consumptive use permit for such a purpose, it may apply for the use of the Property for the location of well sites, the installation of necessary pipelines and the installation of electrical utilities for such withdrawal. It is anticipated that the initial application will be for 10 MGD. Charlotte County may apply for a greater amount of withdrawal if there is a demonstrated need and demand for public water supply beyond 10 MGD to the satisfaction of the regulatory agency with jurisdiction to allocate and permit the withdrawal of water and it has obtained a consumptive use permit for such a purpose. Charlotte County is authorized access to the Property solely for the purpose of applying for the consumptive use permit and conducting studies associated with the same. The Division of State Lands as staff to the Trustees shall accept and process an application from Charlotte County for the use of the Property for such purposes and agenda such application for consideration by the Trustees if the application meets the criteria of Paragraph 33(D) of this Agreement. Any such application must provide that:

1. No such well site shall be provided on any portion of the Property lying within Lee County; and

2. The use of the Property for withdrawal of water by Charlotte County shall be solely for public water supply purposes and not for wholesale or retail sale outside Charlotte County; and

3. Any pipeline proposed to be used for transferring water across Telegraph Swamp shall be co-located along the existing water control structures or immediately adjacent thereto. Well sites and any easements for water pipelines and electrical utilities necessary to transport the water withdrawn from the Property shall be located along existing roads and in previously impacted areas or designed in such a way as to create the least environmental impact. In no event will any well site or easements for water transport be located in wetlands or environmentally sensitive areas, including but not limited to Telegraph Cypress Swamp.

4. Any proprietary use granted by the Trustees to Charlotte County as provided for in this paragraph 33(D) or otherwise for the placement of water wells on the Property and the transport of water from such wells across the Property shall require consideration to be paid by Charlotte County to Trustees.

Nothing herein shall be construed to affect the exercise of any regulatory authority of the applicable Water Management District under Chapter 373, Florida Statutes, the Florida Department of Environmental Protection or the Florida Land and Water Adjudicatory Commission under Chapter 373, Florida Statutes, or to provide any assurances that a consumptive use permit will be issued to withdraw water from well sites on the Property. Nothing herein shall be construed to constitute Trustees' authorization to Charlotte County or others to use the Property for any purpose not specified herein. Any authorization for the use of the Property may only be granted by the Trustees and is not subject to delegation of authority.

(E) The parties hereto acknowledge and agree that it is the intention of Seller and Utility to provide water and wastewater service wholly within the Retained Property, and that the Seller shall not use any portion of the Property or its resources for such purposes except as provided in paragraph 12. G of this Agreement for Sale and Purchase. Seller will comply with all applicable permitting requirements under Chapter 373, Florida Statutes. Nothing herein shall be construed to affect the exercise of any regulatory authority of the applicable Water Management District under Chapter 373, Florida Statutes, Florida Department of Environmental Protection or the Florida Land and Water Adjudicatory Commission under Chapter 373, Florida Statutes.

FINAL 12/2/05

# INTERLOCAL PLANNING AGREEMENT FOR THE BABCOCK RANCH

This Agreement for Interlocal Planning of the Babcock Ranch (the "Interlocal Planning Agreement") is entered into between MSKP III, Inc. ("Kitson"), a Florida corporation, whose mailing address is 9055 Ibis Boulevard, West Palm Beach, Florida, 33412, Florida Department of Community Affairs ("DCA"), whose principal place of business is 2555 Shumard Oak Boulevard, Tallahassee, Florida 32399; Lee County, Florida ("Lee County"), a political subdivision of the State of Florida, whose mailing address is P.O. Box 398, Fort Myers, Florida 33902; and Charlotte County, Florida ("Charlotte County"), a political subdivision of the State of Florida, whose mailing address is 18500 Murdock Circle, Room 573, Port Charlotte, Florida 33948.

WHEREAS, the purpose of this agreement is to outline certain steps that could achieve the potential preservation of the vast majority of the Babcock Ranch and the potential development of the remaining portion of the Babcock Ranch, along with a process for consideration by the various governmental entities of applications as described below, with the express understanding that this agreement does not grant any approvals or commit the various governments to grant any approvals; and

WHEREAS, the State of Florida, Lee County, Charlotte County, the southwest Florida community and environmental organizations have long been desirous of establishing a contiguous wildlife protection area from Lake Okeechobee to the Charlotte Harbor Estuary Project, thus providing a regional habitat corridor for wildlife movement; and

WHEREAS, preserving and restoring a majority of the Babcock Ranch is a significant component of Everglades restoration; and

WHEREAS, Babcock Florida Company ("Babcock"), a Florida corporation, whose mailing address is 8000 State Road 31, Punta Gorda, Florida 33982 is the current owner of 81,499 +/- acres in Charlotte County and 9,862 +/- acres in Lee County for a total ownership of approximately 91,361 +/-

acres (collectively referred to herein as the "Babcock Ranch") as generally depicted on the map attached hereto, and incorporated by reference herein, as Attachment A; and

WHEREAS, efforts by the State of Florida and others to purchase the entirety of the Babcock Ranch have been in the past unsuccessful and negotiations for such potential public purchase ceased; and

WHEREAS, Kitson, by and through certain affiliated entities, has entered into that certain Merger Agreement dated as of July 1, 2005 ("Babcock Contract"), whereby, under certain conditions (including paying all of Babcock's corporate taxes associated with the sale to Kitson), Kitson can acquire 100% of the stock in Babcock; and

WHEREAS, State and local officials, environmental organizations, and citizens of Charlotte and Lee Counties desire to preserve permanently as much of the Babcock Ranch as possible, and it is recognized by the parties that this preservation goal can be achieved with a public/private partnership; and.

WHEREAS, the environmental values of portions of the Babcock Ranch which are to be preserved may likely support more density/intensity of use in the Charlotte County portion of Area 6 by transfer of credits under the Rural Land Stewardship program (should Charlotte County and Kitson agree to utilize the Stewardship Program) than is proposed by Kitson for Area 6. Kitson agrees not to create any excess credits or to relinquish to the State any credits in excess of those needed to support the Babcock Ranch Development Program with the condition that those excess credits will be null and void and of no further use to support any additional development anywhere; and

WHEREAS, Kitson and Lee County executed the Agreement for Sale and Purchase on November 15, 2005, which will be considered by the Board of Trustees of the Internal Improvement Trust Fund ("Trustees") at their meeting on November 22, 2005, for the purchase by the State and Lee County of a majority of the Babcock Ranch lands ("State Contract") for conservation purposes; and

WHEREAS, Charlotte County, Lee County and Kitson have determined that an achievable way to preserve, protect, enhance, maintain, and use the Babcock Ranch is to adopt a comprehensive long-

term preservation and development plan for the entire 91,361 acres in the Babcock Ranch, which plan contains the following general planning elements:

(A) A sale in fee simple of approximately 73,476.5 acres of environmentally sensitive land within the Babcock Ranch, some of which is impacted (over 80% of the Ranch), a majority of which is to be sold to the State of Florida in one or more phases starting in 2006, and a portion of which is to be sold to Lee County, contingent upon approval of the purchase by Lee County and by the Governor and Cabinet sitting as the Trustees of the Internal Improvement Trust Fund ("Trustees"), execution of this Interlocal Planning Agreement, adoption by Charlotte County of certain comprehensive plan "Overlay Amendments" (described below), and legislative allocation of funding for each phase of the State purchase.

(B) The creation if Charlotte County and Kitson agree, of a Rural Land Stewardship Program on the Charlotte County portion of the Babcock Ranch, pursuant to Section 163.3177(11)(d), Florida Statutes ("Stewardship Program") for the Babcock Ranch, other than that property to be sold to the Trustees in Phases One and Two of the sale, with the understanding that the portion of Area 6 located in Charlotte County will be the location of the receiving area to be created through the Stewardship Program.

(C) Creation by Charlotte and Lee Counties pursuant to revisions to their respective comprehensive plans of defined criteria and standards, acceptable to Kitson and Counties, for the development of a sustainable mixed-use community in Area 6; and

(D) The establishment of a Management Plan for the balance of the Ranch outside of Area 6 along with a managing entity(s) and a funding plan.

WHEREAS, the inland location of the Babcock Ranch and its high elevation relative to coastal areas may allow hurricane shelters to be built (to Category 3 standards) within the project which may reduce the need for residents to add to road congestion during most hurricane events; and

WHEREAS, DCA, Charlotte County, and Lee County believe it is in the best interests of the citizens of Charlotte and Lee Counties, as well as all of the citizens of the State of Florida, to establish a community-based planning process by entering into this Interlocal Planning Agreement; and

WHEREAS, this agreement is intended to be an Interlocal Planning Agreement, as authorized by Sections 163.3171(1),(3) and (4), Florida Statutes, and, therefore, must be adopted following a public hearing on the proposed agreement with public notice by each governing body involved; and

WHEREAS, Charlotte County, Lee County, and Kitson agree that Kitson may continue to conduct bona fide agricultural and mining uses, in any particular portion of Area 6 where such uses currently exist until an approval has been issued to undertake physical site work for that particular portion of Area 6; and

WHEREAS, Charlotte County, Lee County, and Kitson agree that, when implemented, this Agreement and the comprehensive long-range Babcock Ranch plan should provide for an innovative, balanced, environmentally sensitive and well-planned approach for the protection, maintenance, and future use of the entire 91,361 acres within the Babcock Ranch; and

WHEREAS, time is of the essence, and the parties agree to use all reasonable, good faith efforts to file, review, and consider all agreements, comprehensive plan amendments, land development regulations, and development approvals as expeditiously as possible given each party's established procedures and the obligation to give due consideration to each of them, through required public hearing processes.

NOW, THEREFORE, based on the foregoing considerations, Kitson, DCA (only to the limited degree set forth in provision 39 of this Agreement), Lee County, and Charlotte County agree as follows:

1. **Recitals**. The parties agree that the above recitals, which are incorporated herein, are accurate to the best of each of the parties' knowledge.

2. **Purpose**. The purposes of this agreement are to establish a mutual, cooperative process:

(a) Whereby Charlotte and Lee Counties, the citizens of those Counties, and Kitson can provide preferences, ideas, and comments on the plan as it is being developed for Area 6.

(b) To facilitate the development of a plan for Area 6 that establishes the densities and intensities of uses allowable for all of Area 6 and a conceptual master plan for same. Kitson's proposed program of densities and intensities for all of Area 6 is set forth in Attachment B, and is not a binding part of this agreement.

(c) To identify the impacts of the proposed development of Area 6 and necessary mitigation of such impacts.

(d) To identify the infrastructure required for the proposed development of Area 6.

(e) To identify the funding and sources of funding necessary to mitigate the impacts and infrastructure required for the development ultimately authorized for all of Area 6.

3. **No Approvals Granted by this Agreement.** This agreement includes a process and timeline for consideration by the various governmental entities of applications as described below, but this agreement does not grant any approvals or commit the various governments to grant any approvals.

4. **Joint Planning Process.**

(a) Charlotte County, Lee County, and Kitson agree that the planning of the 17,870 acres within Area 6 of the Babcock Ranch would benefit from cooperative efforts among the parties. Charlotte and Lee Counties and Kitson will work jointly in the development of the plan for all of Area 6 to establish a proposed program of densities and intensities as set forth in Attachment B for a sustainable community within Area 6 ("Plan").

(b) The Plan for the Area 6 shall address applicable policies, objectives, and/or factors in the State Comprehensive Plan, the Southwest Florida Regional Planning Council's Strategic Regional Policy Plan, Chapter 163, Florida Statutes, Chapters 9J-2 and 9J-5, Florida Administrative Code, the comprehensive plans of Charlotte and Lee Counties, and the Development of Regional Impact

("DRI") review items set forth in the DRI Application for Development Approval pursuant to section 380.06, Florida Statutes, including but not limited to:

(1) Protection of wildlife and natural resources;

(2) Discouraging urban sprawl;

(3) Provision of infrastructure;

(4) Transportation facilities;

(5) Public and institutional facilities;

(6) Use of innovative planning techniques;

(7) Intergovernmental coordination;

(8) Use of innovative and efficient funding mechanisms for infrastructure concurrency requirements, e.g. special taxing districts, community development districts, or any other mechanism allowed by law;

(9) Workforce housing;

(10) Hurricane protection and sheltering (to Category 3 standards);

(11) Energy Conservation;

(12) Schools; and

(13) Financing of the capital facilities inside and outside of Area 6 needed to support the development in Area 6 and to offset impacts to surrounding areas.

(c) In developing this Plan, Charlotte and Lee Counties shall conduct joint planning workshops and/or meetings to allow for the integration of planning strategies and equitable mitigation of impacts. Each County shall adopt only the portion of the Plan located within its own jurisdiction as comprehensive plan amendments pursuant to Florida law. It is the intent of the parties that this is to be a collective, joint planning process between the parties, the public, and other interested stakeholders.

(d) Each County will make available appropriate growth management, land use planning, and infrastructure personnel as is reasonable to participate in the various joint planning meetings with Kitson and in the public workshop sessions.

5. **Public Participation**. In developing the Plan for Area 6, Kitson, Charlotte and Lee Counties shall solicit and encourage public participation consistent with the requirements of Section 163.3184, Florida Statutes. Before adopting their portions of the Plan for Area 6, Charlotte and Lee Counties shall hold duly noticed public workshops to review the proposed Plan, and to receive public comment thereon. Charlotte and Lee Counties shall also hold duly noticed public hearings to consider approval of their portions of the proposed Plan.

6. **Proposed Processes and Timetable**. The parties agree to use all reasonable, good faith efforts to meet the timeframes set forth in Attachment C, attached hereto and incorporated by reference herein, subject to the procedures and requirements established by local and state law, and subject to time extensions allowed by provision 11 of this Agreement. If any timeframe is waived or extended by mutual agreement of the affected parties, the subsequent timeframes shall likewise be extended.

7. **Job Creation Efforts**. Kitson shall consult with the economic development agencies of Charlotte and Lee Counties, with Enterprise Florida, the State Office of Tourism, Trade, and Economic Development ("OTTED"), Enterprise Charlotte, Lee County Economic Development officers and Florida Gulf Coast University in developing a plan for the creation of jobs. Special emphasis shall be placed on clean industries, such as telecommunications, bio-tech and environmental industry jobs such as those associated with research, Everglades restoration, native plants and eco-tourism.

8. **Comprehensive Plan Amendments and Land Development Code Regulations.**

(a) Kitson on September 30, 2005 filed an application with Charlotte County for Babcock Ranch Overlay Amendments, which if approved, would allow for the proposed densities and intensities as set forth in Attachment B for the Charlotte County portion of Area 6 ("Charlotte Area 6 Amendments") and Babcock Ranch Overlay District Regulations on the portion of the Babcock Ranch in

Area 6 located in Charlotte County ("Charlotte Overlay Area"). These Charlotte Area 6 Amendments shall address the factors set forth in provision 4(b) of this Agreement. Charlotte County has agreed to consider for transmittal purposes the Charlotte Area 6 Amendments, and if approved, to transmit the Charlotte Area 6 Amendments to DCA in December of 2005. If these Charlotte Area 6 Amendments are thereafter adopted, and Kitson does not close on the Babcock Contract, said Charlotte Area 6 Amendments shall automatically terminate, leaving the affected Area 6 land subject to the comprehensive plan designation(s) in effect on the Effective Date. Kitson has provided to the parties a letter from Babcock, set forth in Attachment "D", waiving any right Babcock might have to object to the termination of the Charlotte Area 6Amendments contemplated by this provision.

(b) If Charlotte County and Kitson agree to utilize the Stewardship Program, Kitson shall file by June 30, 2006 an application with Charlotte County for Babcock Ranch Rural Land Stewardship Overlay comprehensive plan amendments ("Charlotte Stewardship Amendments") and implementing Stewardship Program land development regulations for the Charlotte County portions of the Babcock Ranch, not including the first two takedown areas of the sale to the Trustees.

(c) Kitson shall file by June 30, 2006 an application with Lee County for a comprehensive plan amendment(s) and implementing land development regulations covering the portion of Area 6 which is located in Lee County ("Lee County Amendments"). That application(s) shall request appropriate amendments to the County's comprehensive plan (e.g., Year 2020 Overlay) which would allow for an increase in the number of dwelling units and the amount of non-residential support uses on the Lee County portion of Area 6 outside of the portion of Area 6 purchased by Lee County

(d) The Plan to be filed by Kitson for Area 6 of the Babcock Ranch shall not exceed the proposed densities and intensities as set forth in Attachment B (inclusive of the density allowed under the existing comprehensive plans of the Counties for their respective portions of Area 6), none of which shall be developed outside of Area 6. Except under the default situations addressed in provision 10 of this Agreement, none of the development density/intensity which is allowed under the existing comprehensive

plans of the Counties for the portions of the Babcock Ranch located outside of Area 6 may be utilized by Kitson.

9. **Land Development Applications.**

(a) Kitson may choose to file an application for a Development of Regional Impact ("DRI") approval. However, Kitson shall file a DRI application if either County expresses its desire that a DRI application be filed for its portion of Area 6, or if such DRI is required by law. Accordingly, Kitson agrees not to submit any land development applications, other than for a DRI in conjunction with applications for the comprehensive plan amendments and applications for permits associated with such a DRI application, until those amendments have been adopted, or not for two years from the Effective Date of this agreement, whichever occurs first.

(b) If a DRI is undertaken by Kitson, Kitson will file a DRI application with the County(s) wherein the land within the DRI is located. Kitson agrees not to enter into a preliminary development agreement or an agreement under section 380.032(3), Florida Statutes, regarding lands in either of the Counties.

(c) If Charlotte County and Kitson agree to utilize the Stewardship Program, and CharlotteStewardship Amendments have been adopted for the Charlotte County portion of the Babcock Ranch within said two years, then Charlotte County and Kitson will take whatever action is necessary to ensure that the Charlotte Area 6 Amendments are no longer in effect.

10. **Comprehensive Plan Amendments and Potential State Default on Future Phases of Purchase.**

(a) Should any governmental party to this agreement or to the State Purchase Contract not comply with the provisions of either of those agreements in a material and substantial manner, then the Charlotte Area 6 Amendments shall become the permanent overlay amendments for the area covered by the Charlotte Area 6 Amendments.

(b) If Kitson has closed on the Babcock Contract and the Charlotte Stewardship Amendments (if Charlotte County and Kitson agree to utilize the Stewardship Program) have not been adopted within two years of the Effective Date, then the Charlotte Area 6 Amendments shall remain the Overlay District for the Charlotte County portion of Area 6. If the Trustees default on any portion of the purchase, Charlotte and/or Lee County can agree to complete the purchase obligations contemplated by the State Purchase Contract under the same terms as the Trustees under that Contract. Furthermore, Lee County shall be entitled to complete the purchase under the State Contract of that portion of the Babcock Ranch located in Lee County. If the Counties do not agree to complete the purchase, then Kitson may develop any remaining portion of the Babcock Ranch lying outside of Area 6 not purchased by the Trustees or Lee County by developing the density currently allowed as of the Effective Date (See Attachment E) through the underlying future land use and existing zoning on that area outside of Area 6 not purchased ("Non-Area 6 Density")

(c) If Kitson has closed on the Babcock Contract and the Charlotte Stewardship Amendments (if Charlotte County and Kitson agree to utilize the Stewardship Program) have been adopted within two years of the Effective Date, and if the Trustees default on any portion of the purchase, then Charlotte/or and Lee County can agree to complete the purchase obligations contemplated by the State Purchase Contract under the same terms as the Trustees under that Contract. If the Counties do not agree to complete the purchase, then Kitson may develop any remaining portion of the Babcock Ranch lying outside of Area 6 not purchased by the Trustees or Lee County by developing the density currently allowed as of the Effective Date (see Attachment E) through the underlying future land use and existing zoning on that area outside of Area 6 not purchased ("Non-Area 6 Density").

11. Time Extensions.

(a) The two year time limit in provisions 9 and 10 of this Agreement may be extended twice for sixty days each time by an affirmative vote of the County Commission(s), with respect

to the land development applications and comprehensive plan amendments within their jurisdiction contemplated by these provisions.

(b) The two year time limit in provisions 9 and 10 of this Agreement shall automatically be extended for the period of time required to achieve a final disposition of any timely filed legal challenges to or appeals of the adoption of the Charlotte Area 6 Overlay Amendments or of the adoption of the Charlotte Stewardship Amendments (if Charlotte County and Kitson agree to utilize the Stewardship Program), or of the Lee County Amendments.Kitson shall have the option to extend the filing deadlines set forth in provision 8 for sixty days by providing thirty days written notice to the Counties.

12. **Contingent upon Execution by the Board of Trustees of the Internal Improvement Trust Fund, the Florida Fish and Wildlife Commission ("FFWC"), Lee County, and Kitson of the State Purchase Contract and Other Events.** The rights and obligations under this agreement shall be of no further force and effect if:

(a) the Trustees, FFWC, Lee County, and Kitson do not execute the State Purchase Contract (with "Paragraph 33 Water Resources" in the form acceptable to the Board of County Commissioners of Charlotte County) for the purchase by the State of approximately 73,476.5 acres of the Babcock Ranch lands ("State Purchase Contract"); or

(b) Kitson does not close on the Babcock Contract to acquire the stock of Babcock; or

(c) Charlotte County does not adopt the Charlotte Area 6 Amendments to its Comprehensive Plan and Land Development Code, allowing densities and intensities acceptable to Kitson, or such adopted Charlotte Area 6 Amendments and Land Development Code have not become final as adopted, whether or not challenged or appealed; or

(d) Kitson does not file by June 30, 2006 the applications with the Counties for the comprehensive plan amendments contemplated by provision 6 of this Agreement, subject to extension as set forth in provision 11 above.

13. **Consultant Fees**. Kitson agrees to reimburse the Counties for the reasonable fees and expenses of any independent contractor consultants hired by Charlotte and Lee Counties to review Kitson's proposed comprehensive plan amendments,proposed master development plan for Area 6, and this agreement. Each County shall submit to Kitson in writing a list of all such consultants hired and shall promptly update its list as consultants are added or deleted from the list. Each County shall submit periodically an invoice to Kitson and Kitson shall submit payment to the County within thirty (30) days of receipt of each invoice.

14. **Expedited Permitting**. The parties agree that if OTTED certifies the Babcock Ranch Community development as eligible for expedited permitting under section 403.973, Florida Statutes, they will consider an appropriate Memorandum of Agreement pursuant to that section to effectuate the expedited permitting process.

15. **Charlotte County Water Supply**. Paragraph 33,entitled Water Resources of the State Contract is incorporated herein by reference and a copy of the entire State Contract is included as Attachment F. Further, Kitson and Charlotte County agree to cooperate with regard to their respective development and use of water resources from the Babcock Ranch so that the activities of the one will not adversely affect the water resource development and use of the other. Provided, however, Charlotte County further agrees that if either Kitson or Town and Country cannot obtain enough water from the Charlotte County portion of Area 6 to be able to deliver in a timely manner the quantity and quality of water necessary to serve all of the users during the development of and at buildout of the new community(ies) in Area 6, Charlotte County will provide (if it obtains the necessary consumptive use permit) sufficient water at bulk rates to Kitson or Town and Country to cover such water deficit.

16. Existing Water Agreements

(a) The terms and conditions of the Memorandum of Agreement between Lee County and Town and Country dated May 25, 1999 regarding Town and Country's application to the Florida Public Service Commission to operate a water utility in Lee and Charlotte Counties ("Memorandum of Agreement") are incoroporated herein by reference.

(b) The terms and conditions of the Stipulated Settlement Agreement Between Charlotte County and Town and Country Utilities Company dated April 13, 1999 in the matter under Docket No. 981288-WU before the State of Florida Public Service Commission ("Stipulated Settlement") are incorporated herein by reference.

17. School Sites. Kitson agrees to work with the school boards of Charlotte and Lee Counties to identify the school facilities needed to serve the Babcock Ranch Community and to identify and donate at no cost to those school boards the sites needed for those facilities, without other compensation, including no credit towards impact fees for those sites. Kitson also agrees to work with Florida Gulf Coast University to pursue the location of an Environmental Education and Research Center in the Community.

18. Vesting. Nothing in this agreement alone shall be deemed to have vested Kitson with any development rights in Babcock Ranch without such rights being approved by the respective governments at open meetings pursuant to law and pursuant to approporiate comprehensive plan amendments, land development regulations, and development orders.

19. Challenges.

(a) The parties agree that Kitson will provide wastewater collection and treatment services within the Charlotte County portion of Area 6 and will apply to the Florida Public Service Commission ("PSC") for a Certificate of Authority to provide those services. The parties will not object to such an application to the PSC for those services within the Charlotte County portion of Area 6.

(b) Lee County Government and Charlotte County Government, each of which is defined above, agree not to institute, or to authorize others to institute on their behalf, legal challenges to the transfer and use of water between Water Management District boundaries contemplated by this agreement, provided that such transfer and use are accomplished pursuant to the requirements of section 373.2295, Florida Statutes, and do not adversely affect the established minimum flows and levels for the Caloosahatchee River and the aquifers in the Counties as they may be revised from time to time.

20. **Defense of Third Party Challenges**. If this Interlocal Agreement, the Interim Babcock Ranch Overlay Amendments, the Rural Land Stewardship Overlay Amendments, or other comprehensive plan amendments contemplated by this Agreement are approved by the Counties, and if there is any legal challenge by a third party to these matters, the affected parties (Kitson and Charlotte County or Kitson and Lee County, but not DCA) shall have a mutual obligation to defend any such challenges through hearing or trial, and any appeals. The obligation to defend these matters shall include a requirement that each party provide an attorney (the parties may agree, but have no obligation, to joint representation) to represent the party in the litigation and actively participate in the litigation.

21. **Infrastructure Financing**.

(a) All of the capital necessary for the construction of the public infrastructure needed to support development in Area 6 shall be provided by Kitson or by the development in Area 6 (e.g., Community Development District, other special taxing districts, or other acceptable financing tools authorized by law). All of the impact fees collected by each County from development in its portion of Area 6 shall be applied toward the financing obligations created by this provision for required public infrastructure located outside of Area 6, but within their respective counties.

(b) It is the responsibility of Kitson to mitigate the project's impacts on both counties outside of Area 6. Kitson and the Counties will work together to mitigate impacts on the Counties through funding by Kitson, or appropriate allocation of proportionate share, other funding sources or any combination thereof.

22. No Encumbrance on Real Property. This Agreement shall not constitute a lien, cloud, or encumbrance on real property, or actual or constructive notice of any such lien, cloud, or encumbrance.

23. Not Binding upon Babcock Company. The parties acknowledge that on the effective date of this Agreement, Kitson, by and through certain affiliated entities, only holds a beneficial interest in Babcock by virtue of the Babcock Contract. Kitson's obligations to convey any property or take any other actions with respect to the property are contingent upon Kitson completing the merger transaction contemplated by the Babcock Contract. Kitson shall have no liability or obligation under this Agreement, other than for consultant fees pursuant to paragraph 12 above, in the event that the closing does not occur under the Babcock Contract for any reason or cause whatsoever. Lee County, Charlotte County and DCA acknowledge that:

(a) in no event shall the Babcock Company or any of its affiliates or shareholders be bound or obligated under the terms of this Agreement prior to the closing under the Babcock Contract; and

(b) this Agreement shall not be deemed to bind or otherwise adversely impact or prejudice the rights of the Babcock Company or its shareholders with respect to any future potential transaction with Lee County, Charlotte County and DCA in the event that the transaction contemplated hereby is not consummated for any reason.

24. Acknowledgment of Governmental Limitations. The parties acknowledge and agree that this Agreement shall not limit or restrict DCA's or the Counties' discretion in the exercise of their governmental or police powers and shall not constitute a delegation of DCA's or the Counties' governmental authority or police powers to Kitson. Kitson acknowledges and agrees that DCA's and the Counties' approval to execute this Agreement and direct its staff to review any of the applications for the approvals set forth in this part: (i) in no way restricts the legislative, quasi-judicial or executive discretion of DCA, the Boards of County Commissioners, Planning and Zoning Boards, and other County approval bodies, or staffs of the Boards of County Commissioners regarding the contents of any of the

applications; and (ii) does not guarantee any particular results for Kitson on the applications. The parties further acknowledge that all governmental actions to be taken by DCA, the counties, including County Commissioners, County staff and/or any quasi-judicial boards regarding the Kitson applications shall be in conformance with applicable laws and ordinances with no guarantees or agreement by DCA or the Counties as to any particular outcomes.

25. **Effective Date**. The effective date of this Agreement shall be the date upon which the last party signs this Agreement ("EFFECTIVE DATE").

26. **Notice**. Until further written notice by any party to the others, all notices provided for herein shall be in writing and transmitted by messenger, by mail or by telefax:

| | |
|---|---|
| as to Kitson: | MSKP III, LLC<br>9055 Ibis Boulevard<br>West Palm Beach, FL 33412 |
| to Charlotte County: | Charlotte County<br>c/o County Attorney's Office<br>18500 Murdock Circle, Room 573<br>Port Charlotte, Florida 33948 |
| to Lee County: | Lee County<br>c/o County Attorney's Office<br>P.O. Box 398<br>Fort Myers, Florida 33902 |
| to Department of Community Affairs: | Department of Community Affairs<br>c/o General Counsel's Office<br>2555 Shumard Oak Boulevard<br>Tallahassee, Florida 32399 |

27. **Remedies**.

(a) In the event of a default hereunder, the non-defaulting party shall have all remedies at law or equity; provided, however, that the party asserting a default shall first notify in writing the alleged defaulting party, and said alleged defaulting party shall have ten (10) business days from the date of receipt of said notice to respond in writing to the party asserting the default.

(b) In the event of any litigation relating to this Agreement, each party shall bear its own expenses and costs incurred, including reasonable attorney's fees, expert fees, consultant fees, and paraprofessional fees, including, but not limited to, appeals, bankruptcy and collection.

28. Time of Essence. Time is of the essence with respect to each provision of this Agreement, which requires that action be taken by either party within the stated time period, or upon a specified date.

29. Venue. The venue of any litigation arising out of this Agreement shall be either Charlotte or Lee County, Florida, wherever the action arises.

30. Headings. The headings contained in this Agreement are for convenience of reference only, and do not limit or otherwise affect in any way the meaning or interpretation of this Agreement.

31. Pronouns. In this Agreement, the use of any gender will be deemed to include all genders, and the use of the singular will include the plural, wherever it appears appropriate from the context.

32. Waivers. The failure or delay of any party at any time to require performance by another party of any provision of this Agreement, even if known, will not affect the right of that party to require performance of that provision or to exercise any right, power or remedy, and any waiver by any party of any breach of any provision of this Agreement should not be construed as waiver of any continuing or succeeding breach of provisions, a waiver of the provision itself, or a waiver of any right, power or remedy under this Agreement. No notice to or demand on any party in this case will, of itself, entitle a party to any other or further notice or demand in similar or other circumstances, unless otherwise specified in this Agreement. This waiver provision does not apply to any statutory requirements regarding permits or development orders.

33. Assignment. This Agreement will not be assigned by Kitson to its heirs, legal representatives, and successors-in-interest, without the express written approval by DCA and both Counties, and such approval shall not be unreasonably withheld.

34. **Other Kitson Entities**. The parties recognize that Kitson may establish other entities to exercise its various rights and responsibilities under this Agreement.

35. **Binding Effect**. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, and shall be binding upon and inure to the benefit of the parties hereto and their heirs, respective legal representatives, successors and assigns.

36. **Counterparts**. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original.

37. **Construction**. This Agreement shall be construed as the joint and equal work product of the parties and shall not be construed more or less favorably on account of its preparation.

38. **Entire Agreement**. This Agreement constitutes the entire Agreement between the parties relating to the subject matter hereof and supersedes all prior agreements or understandings made in connection with the subject matter. No modification or amendment of this Agreement shall be binding upon the parties unless the same is in writing and signed with the same authorization originally given by the party to be bound.

39. **DCA Limited Party Status**. DCA is a party to this Agreement only with respect to provisions 3, 6, 14, 18, 22 through 28 inclusive, 30, 31, 33-36 inclusive, 38 and 39.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals as of the dates set forth below.

Signed, sealed and delivered in our presence:

**MSKP III, Inc,**
**a Florida corporation**

First Witness: _____

By: _____

Typed/Printed Name: Charles W. DeSantis

Print Name: Sydney Ritson

Title: President & CEO

DATED: 12/13, 2005

Second Witness: _____

Typed/Printed Name: Ernest A. Cox
(AS TO MSKP III, LLC)

First Witness: Beth Barineau

**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS, an agency of the State of Florida**

Typed/Printed Name: Beth Barineau

By: _____

Second Witness: Mike McDaniel

Name: Valerie J. Hubbard

Title: Director, Division of Community Planning

Typed/Printed Name: Mike McDaniel
(As to the Florida DCA)

DATED: 3/13/06, 2005

ATTEST:
CHARLIE GREEN, CLERK

By: Michele D Cooper
Deputy Clerk

LEE COUNTY, FLORIDA
a Political Subdivision of the State of Florida

By: _____

Name: Tammara Hall

Title: Chairwoman

Date: November 29, 2005

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: _____
Office of the County Attorney

ATTEST:
CLERK OF COURTS

By: _____
Deputy Clerk

CHARLOTTE COUNTY, FLORIDA
a Political Subdivision of the State of Florida

By: _____

Name: Thomas G. Moore
BOARD OF COUNTY COMMISSIONERS

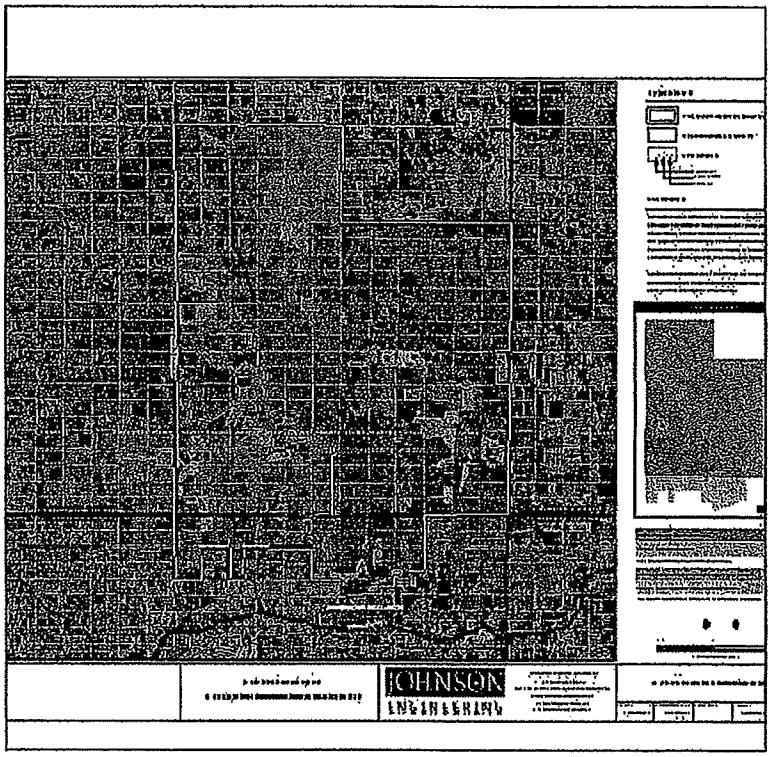
Title: Chairman

Date: January 24, 2006

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: Janette S. Knowlton
Office of the County Attorney

**Attachment A**




| | | |
|---|---|---|
| **A – Area 6 – Charlotte County** | **13,686 acres** | |
| **B - Area 6 – Lee County** | **4,204 acres** | |
| Total Area 6 | | 17,890 acres |
| **C – State Purchase** | **67,813 acres** | |
| **D – Lee County Purchase** | **5,658 acres** | |
| Total Purchase | | 73,471 acres |
| **Total Babcock Ranch** | | **91,361 acres** |

Attachment "B"

Kitson's proposed General Program of densities and intensities of uses for Area 6

(A) Charlotte County portion of Area 6: 17,870 residential units and 6,000,000 square feet of non-residential space

(B) Lee County portion of Area 6: 1,610 dwelling units.

Attachment "C"

## TIME SCHEDULE

| | DATE | ACTION |
|---|---|---|
| (1) | Sept. 30, 2005 | Kitson filed application with Charlotte County for the Charlotte Area 6 Amendments to County Comprehensive Plan |
| (2) | Nov 22, 2005 | Governor and Cabinet to consider purchase and sale agreement |
| (3) | Dec.__ 2005 | Parties to finalize and execute Interlocal Agreement |
| (4) | Dec. 5, 2005 | Charlotte County P&Z to hold transmittal hearing on the Charlotte Area 6 Amendments |
| (5) | Dec. 14, 2005 | Charlotte County BCC to hold transmittal hearing on the Charlotte Area 6 Amendments, and if approved, to transmit to DCA |
| (6) | Dec. 05 – Mar. 06 | Joint planning process on Plan to take place |
| (7) | 45 days after receipt of complete submission of Transmitted Amendments | DCA to issue ORC Report on the Charlotte Area 6 Amendments |
| (8) | 30 days after receipt of ORC Report | Charlotte County to hold adoption hearing on the Charlotte Area 6 Amendments |
| (9) | 30 days after receipt of complete submission of Adopted Amendments | DCA to issue notice of intent on the Charlotte Area 6 Amendments |
| (10) | 21 days after NOI | The Charlotte Area 6 Amendments would become final |
| (11) | Apr. __, 2006 | DRI Pre-Application Conference |
| (12) | May. __, 2006 | Legislature may approve funding for purchase of Babcock Ranch |
| (13) | June __, 2006 | Kitson and School Boards of Charlotte and Lee Counties to identify school sites |
| (14) | June __, 2006 | Kitson to file applications for Charlotte Stewardship Amendments (if Charlotte County and Kitson utilize the Stewardship Program) and Lee County Amendments with Charlotte and Lee Counties and files DRI application(s) with the SWFRPC |

| | | |
|---|---|---|
| (15) | July __, 2006 | 1st DRI Sufficiency Review |
| (16) | Aug. __, 2006 | Reply to 1st DRI Sufficiency Review |
| (17) | Sept.__, 2006 | Charlotte and Lee Counties to hold respective transmittal hearings on Charlotte Stewardship Amendments and Lee County Amendments, and if approved, to transmit to DCA |
| (18) | Sept. __, 2006 | 2nd DRI Sufficiency Review |
| (19) | Oct. __, 2006 | Reply to 2nd DRI Sufficiency Response |
| (20) | Oct. __, 2006 | SWFRPC to notify Counties to set DRI public hearings |
| (21) | Nov. __, 2006 | DCA to issue ORC Report on Charlotte Stewardship Amendments and Lee County Amendments |
| (22) | Dec. __, 2006 | DRI hearings held |
| (23) | Jan. __, 2007 | Charlotte and Lee Counties to conduct respective adoption hearings on Charlotte Stewardship Amendments and Lee County Amendments |
| (24) | Feb. __, 2007 | DCA to issue Notice of Intent on Charlotte Stewardship Amendments and Lee County Amendments |
| (25) | Feb. __, 2007 | DRI development orders to be rendered to DCA |
| (26) | Mar. __, 2007 | Rural Land Stewardship Amendments and Lee County Amendments would become final |
| (27) | Mar. __, 2007 | DRI development orders would become final |

BABCOCK
FLORIDA
CO.

Private Land and Water Conservation in Action

Mr. Mike Konefel
Charlotte County Community Development
1850 Murdock Circle
Port Charlotte, FL 33948-1094

Re: **Babcock Ranch Interlocal Planning Agreement**

Dear Mr. Konefel:

In accordance with Paragraph 8(a) of that certain Interlocal Planning Agreement for the Babcock Ranch (copy attached; the "Agreement"), Babcock Florida Company hereby acknowledges that if: (i) the Charlotte Area 6 Amendments described in the Agreement (the "Charlotte Area 6 Amendments") are adopted by Charlotte County, and (ii) thereafter, MSKP, III, Inc. ("MSKP III") does not close under that certain Merger Agreement dated July 1, 2005 ("Merger Agreement") on or before the Closing Date (as defined in the Merger Agreement), and thereby merge into Babcock, then: (x) the Charlotte Area 6 Amendments shall automatically terminate, leaving the affected Area 6 land subject to the Comprehensive Plan designation(s) and agreements in effect on the Effective Date (as defined in the Agreement) and (y) Babcock waives its rights to object to the termination of the Charlotte Area 6 Amendments contemplated by Paragraph 8(a) of the Agreement.

Babcock Florida Company

By: Richard S. Cuda
Print: RICHARD S. CUDA
Title: PRESIDENT
Date: 2/23/06

2220 Palmer Street • Pittsburgh, PA 15218 • Phone: 412-351-3515 • Fax 412-351-1522

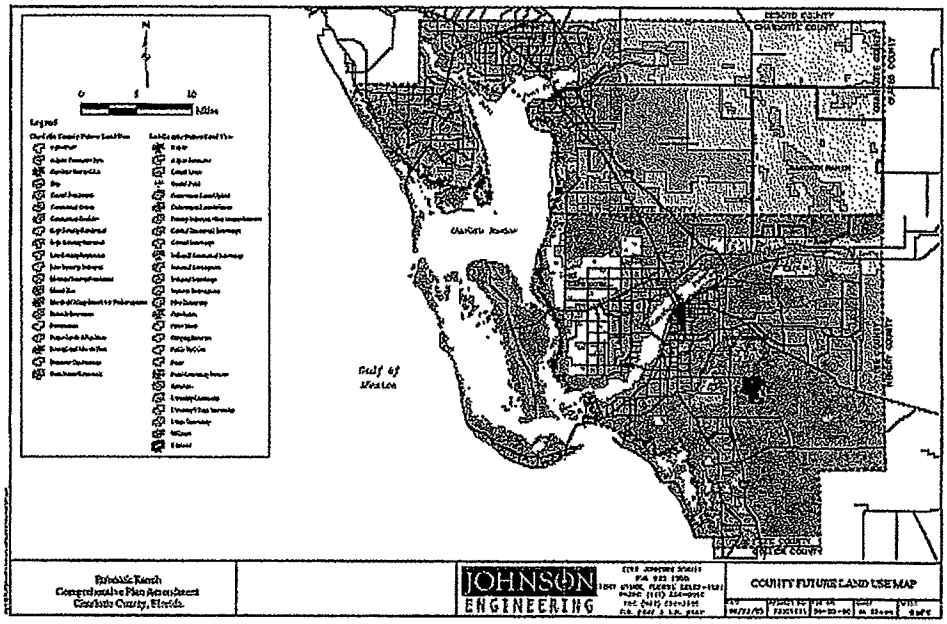
8. **Comprehensive Plan Amendments and Land Development Code Regulations.**

(a) Kitson on September 30, 2005 filed an application with Charlotte County for Babcock Ranch Overlay Amendments, which if approved, would allow for 17,870 residential units and 6,000,000 squre feet of non-residential space ("Charlotte Area 6 Amendments") and Babcock Ranch Overlay District Regulations on the portion of the Babcock Ranch in Area 6 located in Charlotte County ("Charlotte Overlay Area"). These Charlotte Area 6 Amendments shall address the factors set forth in provision 2(b) of this Agreement. Charlotte County has agreed to consider for transmittal purposes the Charlotte Area 6 Amendments, and if approved, to transmit the Charlotte Area 6 Amendments to DCA in December of 2005. If these Charlotte Area 6 Amendments are thereafter adopted, and Kitson does not close on the Babcock Contract, said Charlotte Area 6 Amendments shall automatically terminate, leaving the affected Area 6 land subject to the comprehensive plan designation(s) in effect on the Effective Date. Kitson has provided to the parties a letter from Babcock, set forth in Attachment "D", waiving any right Babcock might have to object to the termination of the Charlotte Area 6 Amendments contemplated by this provision.

8. **Comprehensive Plan Amendments and Land Development Code Regulations.**

(a) Kitson on September 30, 2005 filed an application with Charlotte County for Babcock Ranch Overlay Amendments, which if approved, would allow for 17,870 residential units and 6,000,000 squre feet of non-residential space ("Charlotte Area 6 Amendments") and Babcock Ranch Overlay District Regulations on the portion of the Babcock Ranch in Area 6 located in Charlotte County ("Charlotte Overlay Area"). These Charlotte Area 6 Amendments shall address the factors set forth in provision 2(b) of this Agreement. Charlotte County has agreed to consider for transmittal purposes the Charlotte Area 6 Amendments, and if approved, to transmit the Charlotte Area 6 Amendments to DCA in December of 2005. If these Charlotte Area 6 Amendments are thereafter adopted, and Kitson does not close on the Babcock Contract, said Charlotte Area 6 Amendments shall automatically terminate, leaving the affected Area 6 land subject to the comprehensive plan designation(s) in effect on the Effective Date. Kitson has provided to the parties a letter from Babcock, set forth in Attachment "D", waiving any right Babcock might have to object to the termination of the Charlotte Area 6 Amendments contemplated by this provision.

Attachment "E"



Attachment "F"

SET FORTH BELOW IS LANGUAGE APPROVED BY GOVERNOR AND CABINET ON 11/22/05

33. WATER RESOURCES.

(A) As a result of the merger under the provisions of the Babcock Contract, Town and Country Utility Company will be wholly owned by Seller's parent company. Town and Country Utility Company holds Florida Public Service Commission Certificate No. 613 W as the exclusive water service provider for the Property and the Retained Property. Town and Country Utility Company is also the lessee under the provisions of a lease for well sites and access thereto granted by Babcock. Town and Country Utility Company, its successors and assigns, but not a receiver appointed under the provisions of Section 367.165, Florida Statutes, is hereinafter referred to as "Utility". Seller agrees that Seller shall cause the Utility's Public Service Commission Certificate to be released and terminated with respect to the Property as applied to each Takedown Parcel acquired by the Purchaser as soon as practicable after closing thereon.

(B) On or before each Takedown, Seller shall amend those certain Lease Agreements dated October 5, 1998, and May 17, 1999, as amended, between Babcock Florida Company and Town and Country Utilities Company so that such Leases will be terminated with respect to and no longer encumber the applicable Takedown Parcel.

(C) Prior to the Closing of each Takedown Parcel that has a surface water control structure, the parties hereto will agree upon the following, working in conjunction with the South Florida Water Management District: (i) the range of seasonal control elevations for surface water on such Takedown Parcel; and (ii) the party responsible for the operation, management and maintenance of such structure in order to protect natural areas and for the purposes of flood control on the Property and on Seller's Retained Property.

(D) Pursuant to Chapters 253 and 259, Florida Statutes, and 18-2, Florida Administrative Code, Trustees may grant proprietary authorization for the use of state-owned lands provided that the proposed use is compatible with and consistent with the purpose for which the lands were acquired.

At such a time as Charlotte County has demonstrated the need and demand for a public water supply beyond its current capacity to the satisfaction of the regulatory agency with jurisdiction to allocate and permit the withdrawal of water and it has obtained a consumptive use permit for such a purpose, it may apply for the use of the Property for the location of well sites, the installation of necessary pipelines and the installation of electrical utilities for such withdrawal. It is anticipated that the initial application will be for 10 MGD. Charlotte County may apply for a greater amount of withdrawal if there is a demonstrated need and demand for public water supply beyond 10 MGD to the satisfaction of the regulatory agency with jurisdiction to allocate and permit the withdrawal of water and it has obtained a consumptive use permit for such a purpose. Charlotte County is authorized access to the Property solely for the purpose of applying for the consumptive use permit and conducting studies associated with the same. The Division of State Lands as staff to the Trustees shall accept and process an application from Charlotte County for the use of the Property for such purposes and agenda such application for consideration by the Trustees if the application meets the criteria of Paragraph 33(D) of this Agreement. Any such application must provide that:

1. No such well site shall be provided on any portion of the Property lying within Lee County; and

2. The use of the Property for withdrawal of water by Charlotte County shall be solely for public water supply purposes and not for wholesale or retail sale outside Charlotte County; and

3. Any pipeline proposed to be used for transferring water across Telegraph Swamp shall be co-located along the existing water control structures or immediately adjacent thereto. Well sites and any easements for water pipelines and electrical utilities necessary to transport the water withdrawn from the Property shall be located along existing roads and in previously impacted areas or designed in such a way as to create the least environmental impact. In no event will any well site or easements for water transport be located in wetlands or environmentally sensitive areas, including but not limited to Telegraph Cypress Swamp.

4. Any proprietary use granted by the Trustees to Charlotte County as provided for in this paragraph 33(D) or otherwise for the placement of water wells on the Property and the transport of water from such wells across the Property shall require consideration to be paid by Charlotte County to Trustees.

Nothing herein shall be construed to affect the exercise of any regulatory authority of the applicable Water Management District under Chapter 373, Florida Statutes, the Florida Department of Environmental Protection or the Florida Land and Water Adjudicatory Commission under Chapter 373, Florida Statutes, or to provide any assurances that a consumptive use permit will be issued to withdraw water from well sites on the Property. Nothing herein shall be construed to constitute Trustees' authorization to Charlotte County or others to use the Property for any purpose not specified herein. Any authorization for the use of the Property may only be granted by the Trustees and is not subject to delegation of authority.

(E) The parties hereto acknowledge and agree that it is the intention of Seller and Utility to provide water and wastewater service wholly within the Retained Property, and that the Seller shall not use any portion of the Property or its resources for such purposes except as provided in paragraph 12. G of this Agreement for Sale and Purchase. Seller will comply with all applicable permitting requirements under Chapter 373, Florida Statutes. Nothing herein shall be construed to affect the exercise of any regulatory authority of the applicable Water Management District under Chapter 373, Florida Statutes, Florida Department of Environmental Protection or the Florida Land and Water Adjudicatory Commission under Chapter 373, Florida Statutes.

LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number (239) 335-2236

Facsimile (239) 335-2118

Bob Janes
*District One*

Douglas R. St. Cerny
*District Two*

Ray Judah
*District Three*

Tammy Hall
*District Four*

John E. Albion
*District Five*

Donald D. Stilwell
*County Manager*

David M. Owen
*County Attorney*

Diana M. Parker
*County Hearing Examiner*

June 1, 2006

James R. Brindell, Esq.
Gunster, Yoakley & Stewart, P.A.
Phillips Point
777 South Flagler Drive, Suite 500 East
West Palm Beach, Florida 33401-6194

**RE: BABCOCK RANCH COMMUNITY PLANNING AGREEMENT**

Dear Mr. Brindell:

Further to the Board of County Commissioners' action at their regular meeting of Tuesday, May 23, 2006, I am providing you with one (1) fully executed, original of the above referenced Agreement for your files.

Your diligent efforts in the finalization of this document are greatly appreciated.

If I may be of any further assistance to you with respect to this matter, please let me know. Best wishes.

Cordially,

*David M. Owen*

*Electronically signed to expedite*

David M. Owen
County Attorney

DMO/dm
Enclosure
xc: Timothy Jones, Chief Assistant County Attorney
Donna Marie Collins, Assistant County Attorney
Wayne Daltry, Smart Growth Director
Mary Gibbs, Director, Department of Community Development
Paul O'Connor, Director, Planning
David Loveland, AICP, Transportation Planning Manager, DOT


P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111
Internet address http://www.lee-county.com
Recycled Paper
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

# BABCOCK RANCH COMMUNITY ROAD PLANNING AGREEMENT REGARDING THE CHARLOTTE COUNTY BABCOCK RANCH OVERLAY DISTRICT AMENDMENTS

The following Agreement ("Road Planning Agreement") is entered into by and between MSKP III, Inc. ("Kitson" or "Developer"), a Florida corporation, whose mailing address is 9055 Ibis Boulevard, West Palm Beach, Florida, 33412 and Lee County, Florida ("Lee County" or "County"), a political subdivision of the State of Florida, whose mailing address is P.O. Box 398, Fort Myers, Florida 33902.

## ARTICLE I. RECITATIONS

A. The parties hereto previously entered in that certain Interlocal Planning Agreement for the Babcock Ranch, executed by Lee County on November 29, 2005 (the "Four-Party Agreement"); and

B. This Agreement is supplemental to and in furtherance of the Four-Party Agreement; and

C. Charlotte County approved a development agreement with Kitson on April 4, 2006 ("Charlotte Development Agreement") which addresses the mitigation of the various impacts of the proposed development on public infrastructure, including roads in Lee County.

D. The list of preliminary road improvements in Charlotte and Lee Counties that Charlotte County believes is required by development contemplated in Charlotte County by the BROD through the year 2030 ("Preliminary Road Improvements"), the costs of which Kitson has agreed to fund or cause to be funded either completely or with a proportionate share, is attached hereto and made a part hereof as Exhibit "B". That exhibit also provides the estimated timing and costs of the Preliminary Road Improvements.

E. Babcock Florida Company ("Babcock"), a Florida corporation, whose mailing address is 8000 State Road 31, Punta Gorda, Florida 33982 is the current owner of 81,499 +/- acres in Charlotte County and 9,862 +/- acres in Lee County for a total ownership of approximately 91,361 +/- acres (collectively referred to herein as the "Babcock Ranch") as generally depicted on the aerial photo attached hereto, and incorporated by reference herein, as Exhibit "A"; and

10:00AM PH
5-23-06

F. Developer, by and through certain affiliated entities, is a contract vendee to acquire by that certain Merger Agreement dated as of July 1, 2005 ("Babcock Contract"), whereby, under certain conditions, Developer can acquire 100% of the stock in Babcock; and

G. The provision of sufficient infrastructure by the Developer for the Babcock Ranch development program as contemplated by the Four-Party Agreement ("Development Program") is a fundamental element of the Four-Party Agreement; and

H. The defined terms as set forth in this agreement are consistent with the definitions set forth in the Lee County Comprehensive Land Use Plan and Land Development Code. The plain meaning will control the definition of words and terms not otherwise defined in those documents.

I. Lee County conducted a public hearing in conjunction with the adoption of this agreement. This public hearing was properly noticed by publication in the Ft. Myers News Press.

NOW, THEREFORE, for and in consideration of the terms and conditions as set forth below, Developer and Lee County agree as follows:

## ARTICLE II. TERMS OF THE AGREEMENT

A. **Recitals**. The parties agree that the above recitals, which are incorporated herein, are true and correct to the best of each of the parties' knowledge and are incorporated herein as a part of this Agreement.

B. **Purpose**. The comprehensive plan amendments to create the Babcock Ranch Overlay District in Charlotte County ("BROD"), were filed in Charlotte County on September 30, 2005, as contemplated by the Four-Party Agreement. The BROD was adopted by Charlotte County on April 4, 2006. Development in Charlotte County pursuant to the BROD will generate traffic impacts on Lee County roads.

1. To close on the Babcock Contract, Kitson must pay a price for the Babcock Ranch which is substantially greater than the total amount which the State of Florida and Lee County will pay Kitson to acquire the majority of the Ranch from Kitson.

2. The purpose of this Agreement is to provide Kitson with certain identified reasonable assurances that Lee County will proceed in good faith to allow the mutually agreed upon road improvements in Lee County which are required to mitigate the impacts on roads in Lee County created by development in Charlotte County contemplated by the BROD (i.e., 17,800 dwelling units and 6 million square feet of non-residential uses, not including schools) and any associated DRI development orders issued by Charlotte County allowing development pursuant to the BROD.

C. **Road Infrastructure Improvements and Funding**

1. The list of Preliminary Road Improvements for the BROD will be subject to revision in the Charlotte County development of regional impact ("DRI"). That revised finalized list must be agreed upon by Lee County, Charlotte County and Kitson and will be based upon an appropriate traffic methodology which creates a Bi-County Traffic Model as agreed upon by Lee County, Charlotte County, and Kitson. Agreement on the methodology and the Model will not be unreasonably withheld by any party to this Agreement.

2. Upon Kitson meeting all conditions contained herein, County agrees to facilitate and authorize the construction of those elements of the Preliminary Road Improvements, as finally revised by mutual consent of Lee and Kitson, which are located in Lee County and which are necessary to mitigate the impacts in Lee County of Kitson's development on the Charlotte County portion of the Babcock Ranch pursuant to the BROD. The implementing details of this commitment, including but not limited to design and turnover, will be the subject of a separate road construction agreement between Lee and Kitson to be entered into on or before the time the DRI development order in Charlotte County is entered.

3. Any rights-of-way required for the Preliminary Road Improvements which are not currently available and which are not currently identified in County's Capital Improvements Plan shall be conveyed to the appropriate entity if located on Developer's property, or if located off of Developer's property shall be paid for by Kitson or District, as defined in Article II.C. of this Agreement. If County acquires such right-of-way, Kitson or District shall reimburse County for all of its reasonable

costs of acquisition including the cost of the rights-of-way and the associated attorney's fees, consultant and expert witness fees, and other associated costs and expenses. With respect to SR-31 right-of-way, Kitson or District will first pursue private acquisition south of Developer's property necessary for the required improvements.

4. (a) The County agrees to allow Developer to make, or cause to be made, the road improvements shown on the Preliminary Road Improvements list as adjusted by the results of the Bi-County Traffic Model contemplated in Article II.C, Provision 5 of this Agreement. No development will be undertaken by Developer on the Charlotte County portion of the Babcock Ranch until the revised list of improvements has been generated by the Bi-County Traffic Model and accepted by Lee as valid regarding the data inputs to the Model and as to the road improvement results of the modeling. Lee's acceptance of said data inputs and road improvement results will not be unreasonably withheld. This limitation on development shall not apply if Kitson decides not to undertake development pursuant to the BROD and Charlotte County repeals the BROD. In that event, this Agreement in its entirety shall be deemed terminated and of no further force and effect.

(b) The County agrees to accept and process as expeditiously as possible after Kitson files the appropriate comprehensive plan amendment applications, the consideration by Lee County of any necessary amendments to the Transportation Map and the Capital Improvements Plan of the Lee County Comprehensive Plan to effectuate Kitson's commitment to have constructed or fund the Preliminary Road Improvements in Lee County as adjusted through the Bi-County Model required by the BROD comprehensive plan amendments along with any land use amendments to the Lee Comprehensive Plan for the portion of the Babcock Ranch located in Lee County. None of said improvements shall be constructed in Lee County until the Preliminary Road Improvements list has been finalized pursuant to the Bi-County Traffic Model.

(c) Any comprehensive plan amendments ("Lee Amendments") or DRI application filed in Lee County with respect to the portion of the Babcock Ranch located in Lee County will include any amendments contemplated by subsection (b) above in this provision and will take into

account the cumulative impacts on Lee County Roads of development allowed under the BROD in Charlotte County and the development proposed under the Lee plan amendment and the Lee DRI.

5. Kitson agrees to develop for use in the Charlotte and Lee DRI processes a bi-county traffic model which covers Lee and Charlotte Counties, which satisfies Charlotte's and Lee's methodological issues, and which is approved by both counties as to the model and its data inputs ("Bi-County Model").

D. **Independent Special District; Community Development District.**

1. County will not object to the creation and establishment of an independent special district or community development district(s) (collectively "District") whose powers are limited to the provision of onsite and offsite infrastructure and services required to support the Development Program.

2. Such District powers shall not include any zoning or permitting powers governing development.

3. Developer may use any other funding mechanisms and sources to meet its obligations under this Agreement which are, may be, or may become, available under either Florida or federal law.

## ARTICLE III. OTHER PROVISIONS

A. **EFFECT OF AGREEMENT**

1. The failure of this Road Planning Agreement to address a particular permit, condition, term or restriction, does not relieve the Developer of the necessity of complying with the law governing those permitting requirements, conditions, terms or restrictions. The terms of this Community Agreement may not supersede the procedural requirements of State law under Chapter 380.06 and 163.3220 *et seq.*

2. This Agreement does not grant any approvals or commit County to grant any approvals other than as to roads as provided herein.

B. **NOTICE**

All Notices required by this agreement shall be provided in writing. All notices shall be provided to the parties at the address set forth below:

David Owen, Esq.
County Attorney and
Timothy Jones, Esq.
Chief Assistant County Attorney
Lee County Attorneys' Office
2115 Second Street
P.O. Box 398
Ft. Myers, FL 33902-0398

Sydney Kitson
MSKP III, Inc.
Kitson & Partners
9055 Ibis Blvd.
West Palm Beach, FL 33412

Should the entity entitled to receive notice change, written notice must be sent to the other Party providing the name and address of the new entity that is to receive notice.

C. **AMENDMENT OF AGREEMENT**

1. This agreement may be amended or canceled by mutual consent of the parties or by their successors in interest.

2. If State or Federal laws are enacted after the execution of this agreement that are applicable to, and preclude the parties' compliance with the terms of this Community Agreement, the agreement will be modified or revoked as necessary to comply with the relevant State or Federal laws after a public hearing. Any amendment must comply with the applicable provisions of Florida Statutes.

D. **TIME EXTENSIONS**

Except as otherwise provided herein, extensions of the time of performance of any time-certain commitment in this Road Planning Agreement may be granted provided the time extensions comply with the terms of the DRI Development Order approvals and Section 380.06, Florida Statutes.

E. **ASSIGNMENT**

Developer may assign with County's approval the benefits and obligations of this Road Planning Agreement to a third party; provided, however, no such County approval is required for such an

assignment to District; and further provided that the assignee must accept in writing responsibility for all obligations assigned without exception. Assignments must be in writing, with two witnesses and notarized. Written evidence of assignment must be provided to the County. The County will provide written acknowledgment of the assignment to the parties identified in Article III.C as well as to the assignee identified in the notice.

F. **SEVERABILITY**

If any part, term, or provision of this Road Planning Agreement is found by a court of competent jurisdiction to be illegal, the validity of the remaining portions and provisions will not be affected and the rights and obligations of the parties will be construed and enforced as if this Agreement did not contain the particular part, term, or provision held to be invalid, provided that the invalid provision is not material to the benefits or obligations created by the remaining portions and provisions, in which case either party may cancel this Agreement.

G. **BINDING EFFECT**

1. All terms, conditions, responsibilities, duties, promises and obligations of the parties are binding upon the parties, their successors and assigns.

2. Prior to Kitson closing on the Babcock Contract, this Agreement shall not constitute a lien, cloud, or encumbrance on the Property and shall not constitute actual or constructive notice of any lien, cloud, or encumbrance on the Property.

3. In no event shall the Babcock Florida Company or any of its affiliates or shareholders be bound or obligated under the terms of this Agreement prior to the closing under the Babcock Contract; and

4. This Agreement shall not be deemed to bind or otherwise adversely impact or prejudice the rights of the Babcock Florida Company or its shareholders with respect to any future potential transaction with Lee County.

5. If Kitson does not close on the Babcock Contract, this Agreement shall be of no further force and effect.

H. **RECORDATION IN PUBLIC RECORDS AND EFFECTIVE DATE**

1. This Road Planning Agreement shall not be recorded.

2. The Effective Date shall be the date on which the last party to execute this Agreement has signed this Agreement.

3. This Agreement may be executed by the parties hereto in separate counterparts, each of which when so executed and delivered shall be deemed to be an original and all of which counterparts taken together shall constitute one and the same instrument.

**IN WITNESS WHEREOF**, the parties hereto have caused the execution of this Agreement by their duly authorized officials as of the day and year first above written.

Signed, sealed and delivered in the presence of:

Linda DeMarco
Print Name: Linda DeMarco
Witness

Virginia A Feiner
Print Name: VIRGINIA FEINER
Witness

MSKP III, INC.
a Florida corporation

By: Jeff
Its: President + CEO

ATTEST: Charlie Green, Clerk

by: Michele B. Cooper
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
LEE COUNTY, FLORIDA

By: Ray Hall
Chairman

BOARD OF COUNTY COMMISSIONERS SEAL LEE COUNTY, FLORIDA

APPROVED AS TO FORM AND CORRECTNESS

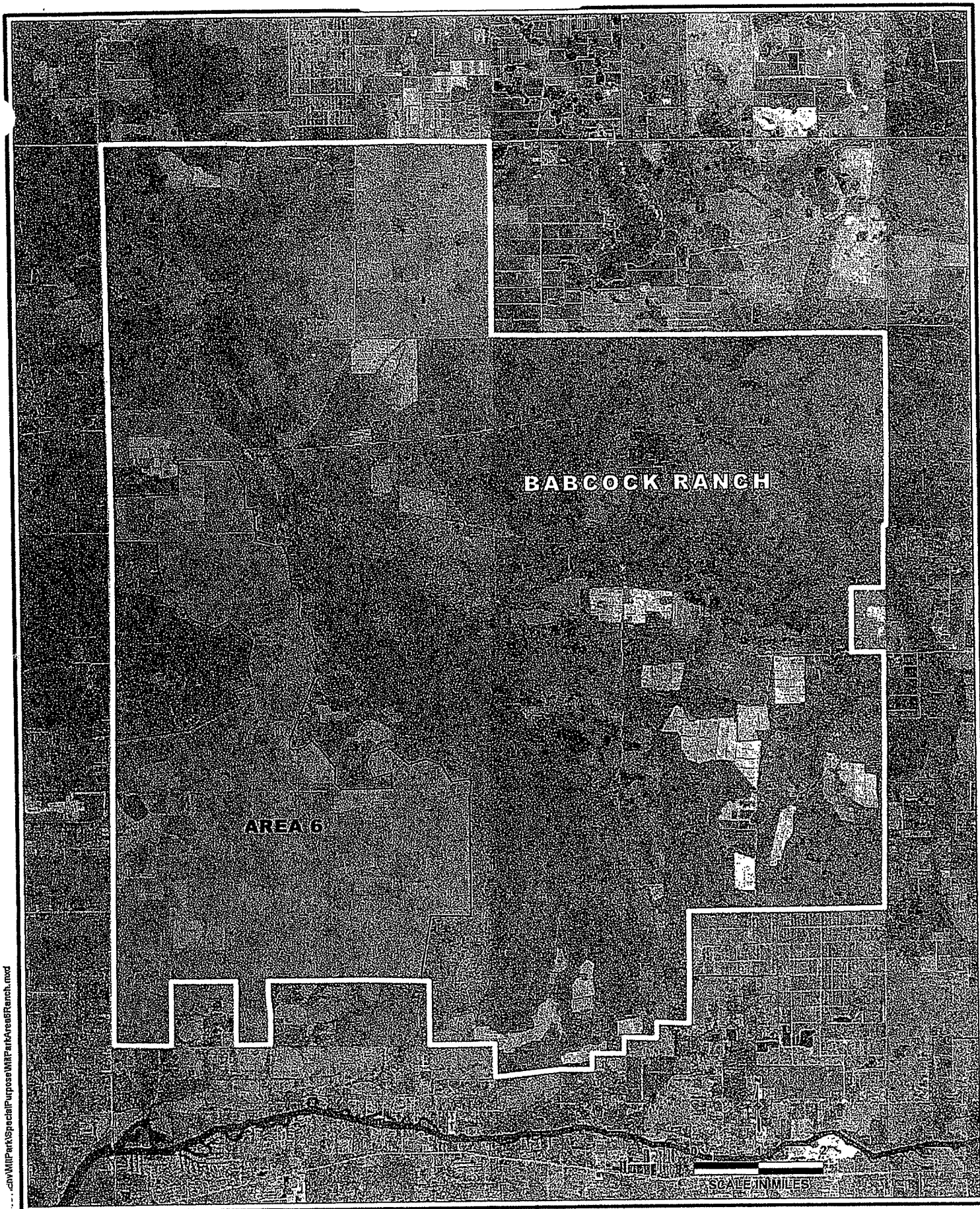
By: D. M. Owen
County Attorney

List of Exhibits

Exhibit "A" – Aerial photo showing Babcock Ranch

Exhibit "B" – Preliminary Road Improvements List

EXHIBIT A




W:\fms911\Proj\el2005569s...\...dwMillParkSpecialPurposeMillParkArea6Ranch.mxd

JOHNSON ENGINEERING

2158 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

Babcock Ranch Area 6

| DATE | PROJECT | FILE NO. | SCALE | SHEET |
|---|---|---|---|---|
| April 2006 | 20055693 | | As Shown | 1 |

RECOMMENDED BR[illegible] 11e
BABCOCK RANCH PLAN AMENDEMENT
RECOMMENDED ROAD IMPROVEMENTS WITH 22% INTERNAL CAPTURE
2030 COST ESTIMATES

# EXHIBIT B

LEE COUNTY

| Roadway | From | To | (8) # of Lanes | (8) 2030 # Lanes | (6) # of Lanes Added | | Length (Miles) | Cost Per Lane Mile | Improvement Cost Per Mile | | (7) R/W & Eng. Adj. Factor | Adjusted Cost Per Lane Mile | Adjusted Improvement Cost Per Mile | Total Improvement Cost | Adjusted Total Improvement Cost | | Mitigation Percentage | | Mitigation Amount |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bayshore Road (SR 78) | Slater Road | I-75 | 4 | 6 | 2 | (12) | 2.90 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $14,800,000 | $15,900,000 | (2) | 1.00000 | (12) | $15,900,000 |
| | I-75 | Nalle Road | 2 | 4 | 2 | (11) | 0.60 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $2,700,000 | $2,900,000 | (2) | 1.00000 | (11) | $2,900,000 |
| | I-75 | Nalle Road | 4 | 6 | 2 | (12) | 0.60 | $1,745,150 | $3,490,300 | (1) | 1.46 | $2,547,919 | $5,095,838 | $3,100,000 | $3,300,000 | (2) | 1.00000 | (12) | $3,300,000 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (11) | 2.70 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $12,200,000 | $13,100,000 | (2) | 1.00000 | (11) | $13,100,000 |
| | Nalle Road | SR 31 | 4 | 6 | 2 | (12) | 2.70 | $2,915,400 | $5,830,800 | (1) | 1.46 | $4,256,484 | $8,512,968 | $23,000,000 | $24,700,000 | (2) | 1.00000 | (12) | $24,700,000 |
| Buckingham Road | Orange River Boulevard | SR 80 | 2 | 4 | 2 | (11) | 2.60 | $5,305,077 | $10,610,154 | (3) | 1.00 | $5,305,077 | $10,610,154 | $27,600,000 | $27,600,000 | | 0.68478 | (11) | $18,900,000 |
| Del Prado Extension | U.S. 41 | Mellow Drive | 2 | 4 | 2 | (13) | 2.52 | $8,115,079 | $16,230,159 | (3) | 1.00 | $8,115,079 | $16,230,159 | $40,900,000 | $40,900,000 | | 0.00000 | (13) | $0 |
| | Mellow Drive | Nalle Grade Road | 0 | 4 | 4 | (13) | 2.23 | $3,587,444 | $14,349,776 | (3) | 1.00 | $3,587,444 | $14,349,776 | $32,000,000 | $32,000,000 | | 0.00000 | (13) | $0 |
| | W. of I-75 | E. of I-75 | | Intrchg | Intrchg | (13) | | | $0 | (3) | 1.00 | | $0 | $9,000,000 | $9,000,000 | | 0.00000 | (13) | $0 |
| Hart Road | Gage Way | Del Prado Ext. | 0 | 2 | 2 | (12) | 1.00 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $4,500,000 | $4,800,000 | (2) | 1.00000 | (12) | $4,800,000 |
| Nall Grade Extension | Del Prado Extension | Nalle Road | 2 | 4 | 2 | (12) | 3.80 | $3,520,000 | $7,040,000 | (3) | 1.00 | $3,520,000 | $7,040,000 | $26,800,000 | $26,800,000 | (2) | 1.00000 | (12) | $26,800,000 |
| | Nalle Road | SR 31 | 0 | 2 | 2 | (13) | 2.50 | $3,520,000 | $7,040,000 | (3) | 1.00 | $3,520,000 | $7,040,000 | $17,600,000 | $17,600,000 | (2) | 0.00000 | (13) | $0 |
| | Nalle Road | SR 31 | 2 | 4 | 2 | (12) | 2.50 | $3,520,000 | $7,040,000 | (3) | 1.00 | $3,520,000 | $7,040,000 | $17,600,000 | $17,600,000 | (2) | 1.00000 | (12) | $17,600,000 |
| Nalle Road | Bayshore Road | Nalle Grade Ext.. | 2 | 4 | 2 | (12) | 3.00 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $13,500,000 | $14,500,000 | (2) | 1.00000 | (12) | $14,500,000 |
| North River Road | SR 31 | Broadway Road | 2 | 4 | 2 | (12) | 10.20 | $1,543,700 | $3,087,400 | (1) | 1.46 | $2,253,802 | $4,507,604 | $46,000,000 | $49,400,000 | (2) | 1.00000 | (12) | $49,400,000 |
| SR 31 | SR 80 | Bridge | 2 | 4 | 2 | (11) | 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 1.00000 | (11) | $3,100,000 |
| | SR 80 | Bridge | 4 | 6 | 2 | (12) | 0.70 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $3,100,000 | $3,100,000 | | 1.00000 | (12) | $3,100,000 |
| | Bridge | Bridge | 0 | 6 | 6 | (12) | 0.50 | $8,745,000 | $52,470,000 | (1) | 1.00 | $8,745,000 | $52,470,000 | $26,200,000 | $26,100,000 | (2) | 1.00000 | (12) | $26,100,000 |
| | Bridge | Bayshore Road | 2 | 4 | 2 | (11) | 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 1.00000 | (11) | $900,000 |
| | Bridge | Bayshore Road | 4 | 6 | 2 | (12) | 0.20 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $900,000 | $900,000 | | 1.00000 | (12) | $900,000 |
| | Bayshore Road | North River Road | 2 | 4 | 2 | (11) | 1.30 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | | 1.00000 | (11) | $5,700,000 |
| | Bayshore Road | North River Road | 4 | 6 | 2 | (12) | 1.30 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $5,700,000 | $5,700,000 | | 1.00000 | (12) | $5,700,000 |
| | North River Road | Project Entrance | 2 | 4 | 2 | (11) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (11) | $4,800,000 |
| | North River Road | Project Entrance | 4 | 6 | 2 | (12) | 1.10 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,800,000 | $4,800,000 | | 1.00000 | (12) | $4,800,000 |
| | Project Entrance | County Line | 2 | 4 | 2 | (11) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (11) | $4,000,000 |
| | Project Entrance | County Line | 4 | 6 | 2 | (12) | 0.90 | $2,200,000 | $4,400,000 | (9) | 1.00 | $2,200,000 | $4,400,000 | $4,000,000 | $4,000,000 | | 1.00000 | (12) | $4,000,000 |
| SR 80 | SR 31 | Tropic Avenue | 4 | 6 | 2 | | 1.50 | $3,600,000 | $7,200,000 | (3) | 1.00 | $3,600,000 | $7,200,000 | $10,800,000 | $10,800,000 | | 0.00000 | | $0 |
| | Tropic Avenue | Buckingham Road | 4 | 6 | 2 | (12) | 1.00 | $3,600,000 | $7,200,000 | (3) | 1.00 | $3,600,000 | $7,200,000 | $7,200,000 | $7,200,000 | | 1.00000 | (12) | $7,200,000 |
| | South Olga Drive | Hickey Creek | 4 | 6 | 2 | (12) | 0.50 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $3,600,000 | $3,600,000 | | 1.00000 | (12) | $3,600,000 |
| | Hickey Creek | Joel Boulevard | 4 | 6 | 2 | (11) | 4.90 | $3,625,727 | $7,251,455 | (3) | 1.00 | $3,625,727 | $7,251,455 | $35,500,000 | $35,500,000 | | 1.00000 | (11) | $35,500,000 |
| Babcock N/S Road | North River Road | Project Entrance | 0 | 6 | 6 | (12) | 1.10 | $2,200,000 | $13,200,000 | (9) | 1.00 | $2,200,000 | $13,200,000 | $14,500,000 | $14,500,000 | | 1.00000 | (12) | $14,500,000 |
| | Project Entrance | County Line | 0 | 6 | 6 | (12) | 0.90 | $2,200,000 | $13,200,000 | (9) | 1.00 | $2,200,000 | $13,200,000 | $11,900,000 | $11,900,000 | | 1.00000 | (12) | $11,900,000 |

| | |
|---|---|
| Proportionate Share | $88,900,000 |
| 100% Mitigation | $240,800,000 |
| Babcock Total | $329,700,000 |
| Total Less Babcock N/S Road | $303,300,000 |
| Total Improvement Cost | $448,700,000 |
| % Babcock | 73.5% |

FOOTNOTES:

(1) Improvement costs (2004 $) obtained from Florida DOT 2004 Transportation Costs, March 2005 (pages 5-8).
(2) Improvement costs adjusted (for inflation) to 2005$, where applicable, per Implicit Price Deflator factor from the Florida DOT 2004 Transportation Costs, March 2005 (page 17).
(3) Per Lee County MPO 2030 Highway Element As Adopted December 7th, 2005 with Approved Amendments on January 20th, 2006.
(4) Parallel facility, capacity and improvement costs are based on Hanson Street Extension (new 4L) from Ortiz Avenue to Forum (1.15 miles).
(5) Improvement cost based on 10L widening of I-75 from Alico Road to SR 82.
(6) Number of lanes is based on the volume/capacity ratio. The actual number of lanes added could be parallel facilities.
(7) Adjustment factor to account for right-of-way and other engineering costs, where needed.
Per Florida DOT 2004 Transportation Costs, March 2005 (page 11) the ratio of engineering to construction costs is approximately 45%.
Engineering costs include preliminary engineering, construction engineering inspection, right-of-way support and related overhead costs.
(8) 2030 Financial Feasible Plan needs number of lanes.
(9) Cost per Lane Mile Source: Charlotte County Public Works Department, includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(10) Intentionally left blank.
(11) Proportionate Shar[illegible] roject traffic as a percentage of capacity added.
(12) 100% mitigation
(13) Parallel facility is [illegible] greater than 6 lane capacity on SR 31.

# EXHIBIT B

**BABCOCK RANCH PLAN AMENDEMENT**
**RECOMMENDED ROADWAY IMPROVEMENTS WITH 50% INTERNAL CAPTURE**
**2030 COST ESTIMATES**

**CHARLOTTE COUNTY**

| Roadway | From: | To: | (4) # Lanes | 2030 # Lanes | # of Lanes Added | Length (Miles) | Cost Per Lane Mile | | Total Cost | | Mitigation Percentage | | Mitigation Anticipated Amount | Phase |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 31 | Lee County Line | M Project Entrance | 2 | 4 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | | 1.000000 | (2) | $21,560,000 | 2015 |
| | Lee County Line | M Project Entrance | 4 | 6 | 2 | 4.90 | $2,200,000 | (1) | $21,560,000 | | 1.000000 | (3) | $21,560,000 | 2015 |
| | M Project Entrance | SR 74 | 2 | 4 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | | 1.000000 | (2) | $31,724,000 | 2015 |
| | M Project Entrance | SR 74 | 4 | 6 | 2 | 7.21 | $2,200,000 | (1) | $31,724,000 | | 1.000000 | (3) | $31,724,000 | 2020 |
| CR 74 | Piper Road | SR 31 | 2 | 4 | 2 | 14.76 | $2,200,000 | (1) | $64,944,000 | | 1.000000 | (2) | $64,944,000 | 2015 |
| Babcock N/S Road | Lee County Line | M Project Entrance | 0 | 2 | 2 | 5.90 | $2,200,000 | (1) | $25,960,000 | | 1.000000 | (3) | $25,960,000 | 2020 |
| | | | | | | | | | Proportionate Share | | | | $144,188,000 | |
| | | | | | | | | | 100% Mitigation | | | | $53,284,000 | |
| | | | | | | | | | Total | | | | $197,472,000 | |
| | | | | | | | | | Total Less Babcock N/S Road | | | | $171,512,000 | |

FOOTNOTES:

(1) Source: Charlotte County Public Works Department. Includes preliminary engineering, design, construction engineering inspection, right-of-way and related overhead costs.
(2) Proportionate Share - Project traffic as a percentage of capacity added.
(3) 100% mitigation.
(4) 2030 Cost Feasible Needs number of lanes.
(5) Maximum number of lanes shown. Actual number of lanes may be widening and parallel facilities, such as Halle Grade Road Extension, Babcock N/S Road, and others.

3/14/2006

#05630, Charlotte_Phasing, Charlotte2030 -50_ 030306

**MSKP III, Inc.**
**Secretary's Certificate**

**May 9, 2006**

The undersigned, Thomas Hoban, hereby certifies that he is the duly elected corporate secretary of MSKP III, Inc., a Florida corporation (the "Company"), and in his capacity as such officer further certifies as follows:

1. Attached hereto as Exhibit A is a true and correct copy of the resolutions of the Board of Directors of the Company (the "Board") authorizing the Babcock Ranch Community Road Planning Agreement Regarding the Charlotte County Babcock Ranch Overlay District Amendments (the "Agreement"); such resolutions have not been amended, modified or rescinded and remain in full force and effect as of the date hereof; and such resolutions are the only resolutions which have been adopted by the Company's governing body relating to the transaction contemplated by the Agreement.

2. Each of the following persons is a duly qualified and acting officer of the Company, duly elected to the office or offices set forth opposite his name, is authorized to execute documents on behalf of the Company, and the signature appearing opposite the name of each such officer is his authentic signature:

| Name | Title | Signature |
|---|---|---|
| Sydney Kitson | Chief Executive Officer and President | |
| Thomas Hoban | Chief Operating Officer and Secretary | |
| George Speer | Chief Financial Officer and Assistant Secretary | |

*[Signature page follows]*

IN WITNESS WHEREOF, I have executed this Certificate as of the day and year first above written.

Name: Thomas Hoban
Title: Secretary

I, George Speer, Assistant Secretary of the Company, hereby certify that Thomas Hoban is the duly elected Secretary of the Company and that the signature shown above is his genuine signature.

Name: George Speer
Title: Assistant Secretary

Date: May 9, 2006

Public Inquiry

# Florida Profit

## MSKP III, INC.

PRINCIPAL ADDRESS
9055 IBIS BLVD
WEST PALM BEACH FL 33412

MAILING ADDRESS
9055 IBIS BLVD
WEST PALM BEACH FL 33412

| Document Number | FEI Number | Date Filed |
|---|---|---|
| P05000093512 | 061752594 | 06/30/2005 |
| **State** | **Status** | **Effective Date** |
| FL | ACTIVE | NONE |

## Registered Agent

| Name & Address |
|---|
| SPEER, GEORGE<br>9055 IBIS BOULEVARD<br>WEST PALM BEACH FL 33412 |
| Name Changed: 03/14/2006 |
| Address Changed: 03/14/2006 |

## Officer/Director Detail

| Name & Address | Title |
|---|---|
| KITSON, SYDNEY<br>9055 IBIS BOULEVARD<br><br>WEST PALM BEACH FL 33412 US | D/P |
| HOBAN, THOMAS<br>9055 IBIS BOULEVARD<br><br>WEST PALM BEACH FL 33412 US | D/S |
| BROCKWAY, RICHARD<br>9055 IBIS BOULEVARD<br><br>WEST PALM BEACH FL 33412 US | D |
| | |

| | |
|---|---|
| DESANTI, CHARLES<br>9055 IBIS BOULEVARD<br><br>WEST PALM BEACH FL 33412 US | D |
| SPEER, GEORGE<br>9055 IBIS BOULEVARD<br><br>WEST PALM BEACH FL 33412 US | CFO |

# Annual Reports

| Report Year | Filed Date |
|---|---|
| 2006 | 03/14/2006 |

Previous Filing | Return to List | Next Filing

No Events
No Name History Information

# Document Images

Listed below are the images available for this filing.

03/14/2006 -- ANNUAL REPORT
06/30/2005 -- Domestic Profit

**THIS IS NOT OFFICIAL RECORD; SEE DOCUMENTS IF QUESTION OR CONFLICT**

Corporations Inquiry | Corporations Help

**Exhibit A**
**Resolutions**

**WRITTEN CONSENT**
**OF THE**
**BOARD OF DIRECTORS**
**OF**
**MSKP III, INC.**

The undersigned, being all of the Board of Directors (the "Board") of MSKP III, INC., a Florida corporation (the "Company"), hereby consent to the taking of the following actions in lieu of a meeting.

**WHEREAS**, the Board believes that it is in the best interest of the Company to enter into that certain Babcock Ranch Community Road Planning Agreement Regarding the Charlotte County Babcock Ranch Overlay District Amendments (the "Agreement"); and

**NOW, THEREFORE, BE IT RESOLVED**, that the Agreement, in substantially the form presented to the undersigned, is hereby approved and adopted, and that any officer or authorized person of the Company is authorized, empowered and directed to execute and deliver such Agreement, in substantially the form presented, with such amendments, additions, modifications and corrections thereto as such officer, authorized person may approve, such approval to be evidenced conclusively by his execution and delivery thereof; and it is further

**RESOLVED**, that any officer or authorized person of the Company is hereby authorized to take actions and to execute and deliver any documents that are necessary or desirable to effect the transactions contemplated by the Agreement, and take any and all such further actions and to execute and deliver all such further agreements, instruments and documents, in the name of and on behalf of the Company, and under its corporate seal or otherwise, in each case, as such officer or authorized person in his judgment deems necessary or advisable in order to fully carry out the intent and to accomplish the purposes of the foregoing resolutions; and it is further

**RESOLVED**, that any officer or authorized person of the Company is authorized, directed and empowered to make any amendments or modifications to the Agreement and any documents that are necessary or desirable to effect the transactions contemplated by the Agreement, such amendments or modifications and such other documents and instruments to be conclusively evidenced by the execution and delivery thereof; and it is further

**RESOLVED**, that all actions heretofore taken by any officer or authorized person of the Company in connection with the foregoing are ratified in all respects.

*[Signature page follows]*

**IN WITNESS WHEREOF**, the Board has executed this Consent as of this 9th day of May, 2006.

**DIRECTORS:**

SYDNEY W. KITSON

THOMAS HOBAN

RICHARD BROCKWAY

CHARLES DESANTI

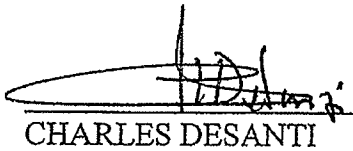
**IN WITNESS WHEREOF**, the Board has executed this Consent as of this 9th day of May, 2006.

**DIRECTORS:**

SYDNEY W. KITSON

THOMAS HOBAN

RICHARD BROCKWAY



CHARLES DESANTI