

September 8, 2008

Mr. Matt Noble, Principal Planner
Division of Planning
Lee County Department of Community Development
P.O. Box 398
Fort Myers, FL 33902-0398

RE: Babcock Ranch Community (CPA2006-08)

RECEIVED
SEP 8 2008

COMMUNITY DEVELOPMENT

Dear Mr. Noble:

On behalf of the applicant, Babcock Property Holdings, LLC, we have prepared the following response to your letter, dated September 3, 2008, which informed us that the above-referenced case was to be carried over into next year's regular amendment cycle. For reference purposes, we have included below in our response the associated text from your correspondence (in *italics*).

Division of Planning: The applicant has not addressed the previous June 5, 2008 staff insufficiency letter. Planning staff finds the above mentioned case is still insufficient and further information is needed.

RESPONSE: The applicant acknowledges that additional information is needed in order for the application in the above-referenced case to be deemed sufficient. However, the applicant disagrees with staff's assessment that there has not been a response to the June 5, 2008, insufficiency letter.

First, the applicant has worked closely with staff to draft a memorandum of understanding (MOU) establishing the process by which the current and future Lee Plan amendments will be processed to satisfy the requirements of the Community Road Planning Agreement. The final MOU was submitted to staff on August 27, 2008.

Second, the applicant has coordinated with staff to prepare a proposed text amendment to Lee Plan Policy 36.1.1 to codify the process by which Lee Plan Map 3A will be updated to reflect the roadway improvements associated with the Babcock Ranch Community (BRC) and to distinguish between the BRC-related improvements and the remainder of Map 3A. The final text amendment language was deemed sufficient by staff on August 4, 2008.

Third, the applicant on August 29, 2008, submitted for staff's review a complete traffic analysis and list of road improvements based on the approved FDOT District Model. Although the applicant recognizes that staff has raised technical issues relating to the

traffic analysis, and is prepared to work with staff to resolve those issues, the actions cited above represent a good-faith effort on the part of the applicant to respond to staff's June 5, 2008, insufficiency letter. It is the applicant's position that staff's finding of non-responsiveness fails to consider the substantial progress made in this case during the past four months.

Division of Planning: It was noted in the June 5, 2008 insufficiency letter that the Board of County Commissioners plan a transmittal public hearing in October and amendments not through the Local Planning Agency by the September meeting would have to be considered in next year's round of amendments. A response now would not allow sufficient time for the staff to review the submittal and draft a staff report for the September Local Planning Agency public hearing.

RESPONSE: The applicant acknowledges the timeline established by the Board of County Commissioners (BOCC) for the current Lee Plan regular amendment cycle. However, the terms and conditions of the MOU, the governing provisions of the Community Road Planning Agreement, and the BOCC's action of April 11, 2007, warrant special consideration on the part of staff and the County Administrator for this case.

Specifically, as we discussed on September 4, 2008, we agree that this case should be pulled from the regular amendment cycle and processed as a Special Amendment, pursuant to Section AC-13-6.B.4.d of the Lee County Administrative Code.

This would enable the applicant to coordinate with staff to resolve the remaining technical issues, without the undue delay associated with being carried over into next year's regular amendment cycle.

Concurrent with this Lee Plan amendment application, the applicant is pursuing approval for the first increment of the BRC Development of Regional Impact. The first increment application will be submitted in the fall of 2008 with an expected approval in the summer of 2009.

Carrying over the current Lee Plan amendment into next year's regular cycle would, in effect, delay adoption of this plan amendment until 2010, a year after the anticipated approval of the first increment. It would be more timely for this plan amendment to be reviewed prior to or concurrent with the first increment.

Therefore, the applicant requests that Lee County act in good faith to process the current Lee Plan amendment case in a reasonable time frame, as called for under the MOU and the Community Road Planning Agreement.

*Sufficiency Response Cover Letter
Babcock Ranch Community (CPA2006-08)
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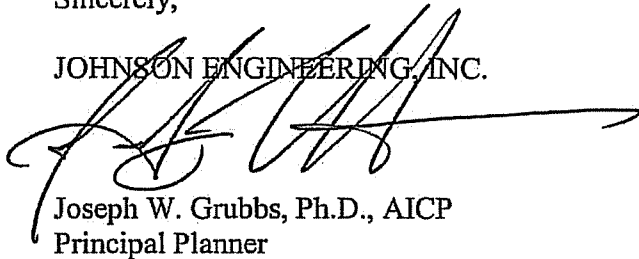
In support of this case being processed as a Special Amendment, we have enclosed with this letter the documents mentioned above, e.g., the MOU, the proposed text amendment to Policy 36.1.1, and the traffic analysis/road list based on the FDOT District Model.

The purpose of this submittal is to update the application file so that we may proceed with the Special Amendment cycle, as well as to formally respond to your letter dated September 3, 2008, and the June 5, 2008 insufficiency letter. We will amend the application into a codified version once staff has signed-off on the traffic analysis and road list.

Please contact me if you have questions. Thank you for your consideration.

Sincerely,

JOHNSON ENGINEERING, INC.

A handwritten signature in black ink, appearing to read 'J. Grubbs', is written over the typed name and title.

Joseph W. Grubbs, Ph.D., AICP
Principal Planner

Enclosures

cc: Steve Webb, Kitson Babcock, LLC
Erica Chutkan, Esq., Kitson Babcock, LLC
Russell Schropp, Henderson, Franklin, Starnes & Holt, P.A.
Mark Gillis, David Plummer & Associates
Stephen Leung, David Plummer & Associates

JWG:jrs/20066201-010

Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (“MOU”), entered into this _____ day of _____, 2008, by and between: BABCOCK PROPERTY HOLDINGS, LLC (hereinafter “Developer”), a Delaware liability company, whose address for purposes of this MOU is 4500 PGA Boulevard, Suite 400, Palm Beach Gardens, Florida 33418; the BABCOCK RANCH COMMUNITY INDEPENDENT SPECIAL DISTRICT (hereinafter “ISD”), an independent special district of the State of Florida created pursuant to Chapter 2007-306, Laws of Florida, whose address for purposes of this MOU is 12051 Corporate Boulevard, Orlando, FL 32817; and LEE COUNTY, a political subdivision of the State of Florida (hereinafter, “County”), whose mailing address for purposes of this MOU is P.O. Box 398, Fort Myers, FL 33902-0398 (Developer, ISD and County being hereinafter referred to as “the Parties”).

RECITALS

WHEREAS, Developer received Master Development Order (“MDO”) approval pursuant to Section 380.06(21), Fla. Stat., from Charlotte County on December 13, 2007, for a Master Development of Regional Impact known as Babcock Ranch Community (“BRC DRI”); and

WHEREAS, the BRC DRI provides for the development at buildout of a maximum of 17,870 dwelling units and 6,000,000 square feet of non-residential uses, along with various ancillary, institutional, and educational uses, on 13,630 acres of land, all as more particularly set forth in the MDO; and

WHEREAS, the BRC DRI is located in southeastern Charlotte County, immediately north of and adjacent to Lee County; and

WHEREAS, development of the BRC DRI is anticipated to have traffic impacts upon existing and planned roadways in Lee County; and

WHEREAS, Developer (through its predecessor-in-interest MSKP III, Inc.) and County have previously entered into that certain agreement entitled “Babcock Ranch Community Road Planning Agreement” dated May 23, 2006 (the “Community Planning

Agreement”) in order to, among other things, (a) refine and revise a master list of roadways in Lee County that may be impacted by the BRC DRI that was initially identified in a Development Agreement between Developer and Charlotte County, such revisions to be based upon a new Bi-County Traffic Model agreed to between the Parties, and (b) provide for the necessary amendments to the Long-Range (2030) Financially Feasible Transportation Map (“Map 3A”) of the Lee County Comprehensive Plan (“Lee Plan”); and

WHEREAS, the Parties have agreed that the Districtwide (D1) Travel Model developed by the Florida Department of Transportation and approved by the Technical Advisory Committee for the Joint Collier-Lee Metropolitan Planning Organization (“MPO”) is acceptable for use as the Bi-County Traffic Model required by the Community Planning Agreement (said model being hereinafter referred to as the “FDOT District Model”); and

WHEREAS, Developer desires to proceed forward with its first application for incremental development approval (“First Increment”) pursuant to the MDO; and

WHEREAS, the MDO requires the Developer to periodically update its Master Traffic Study Update(s); and

WHEREAS, the ISD has been created by the Florida Legislature to, among other things, provide for the future funding of capital improvements necessary or beneficial for the BRC DRI; and

WHEREAS, the Parties desire to establish and have agreed upon a “process” for the review and acceptance of the revised buildout list of potentially impacted roadways in Lee County, the incorporation of that revised buildout list into Map 3A of the Lee Plan,

the review of the traffic impacts associated with the First Increment and future increments, and the incorporation of roadway and funding commitments made by Developer into the Capital Improvements Program ("CIP") and Capital Improvements Element ("CIE") of the Lee Plan; and

WHEREAS, the Parties desire to memorialize their understanding of the "process" upon which they have agreed;

NOW, THEREFORE, in recognition and fulfillment of the foregoing Recitals, Developer, ISD and County agree as follows:

1. **RECITALS.** The Parties agree that the above Recitals are true and correct to the best of each Party's knowledge, and said Recitals provide the foundation for this MOU and the process for addressing roadway impacts from BRC DRI on roadways within Lee County.

2. **PROCESS FOR ADDRESSING ROADWAY IMPACTS ON LEE COUNTY ROADWAYS:** Consistent with and in furtherance of the Community Planning Agreement, the MDO, Section 380.06 and Chapter 163, Fla. Stat., the Parties will follow the process set forth below in analyzing and addressing the traffic impacts on roadways within Lee County associated with the BRC DRI:

A. **Revised Buildout List:** As of the date of this MOU, Developer has undertaken and submitted to County an updated comprehensive plan amendment level traffic analysis of the impacts of the BRC through buildout (year 2030) utilizing the FDOT District Model, and its 2030 financially feasible road network, from which a revised buildout list of potential road improvements within Lee County has been identified (hereinafter, the "Updated Preliminary Road Improvements"). The intent of

this updated traffic analysis is to fulfill the Developer's obligations under the Community Planning Agreement and to provide a mutually acceptable list of roadway improvements which may be undertaken or funded by the Developer or the ISD as traffic mitigation for future incremental development orders.

B. Plan Amendments to Reflect Revised Master List. The County will use its best good faith efforts to process during the County's current round (2008-09) of plan amendments ("Current Round Amendments"): (a) a map amendment to Map 3A of the Lee Plan to reflect the Updated Preliminary Road Improvements list identified pursuant to paragraph 2.A. above, and (b) a text amendment to Policy 36.1.1. of the Lee Plan to reflect a distinction between the Updated Preliminary Road Improvements list which may be required for the BRC DRI and the remainder of Map 3A which is based on the 2030 financially feasible map adopted by the MPO. The plan amendments will reflect that the potential funding source for the Updated Preliminary Road Improvements list will be the ISD, and the ISD is joining as a party to this MOU to acknowledge and consent to being identified as such. Inclusion of the Updated Preliminary Road Improvements list on Map 3A will establish the framework and basis for identifying future roadway improvements in Lee County that may be made or funded by Developer or the ISD pursuant to incremental development orders that may be adopted for the BRC DRI. In the event that the plan amendments contemplated by this paragraph cannot be processed by the County during the Current Round Amendments despite the Parties' best good faith efforts to accomplish same within the timeframes set forth above, the County will process the amendments as expeditiously as possible during the next available opportunity to process such amendments.

C. First Incremental Traffic Analysis. Developer has indicated that it intends to submit an application for incremental development approval for the First Increment for the BRC DRI in the Fall of 2008. Pursuant to the MDO, the Developer will utilize the methodology agreed to by the Developer, the County, Charlotte County, the FDOT and the Southwest Florida Regional Planning Council to assess the traffic impacts of the First Increment and to identify anticipated impacts to Lee County roadways, if any, that will need to be mitigated pursuant to Section 380.06, Fla. Stat., and rules adopted pursuant thereto. Any such mitigation required to be made by Developer will be consistent with the Updated Preliminary Road Improvements list as identified in paragraph 2.A above, as may be updated from time to time pursuant to paragraph 2.D below, and will be the subject of a future Development Agreement or Roadway Construction Agreement to be entered into between the ISD and County. The County will promptly amend its CIP to reflect commitments contained within such Development Agreements or Roadway Construction Agreements entered into between the County and the ISD. During the County's next available plan amendment cycle, the County will process amendments to the Lee Plan CIE that will reflect the amendments to the CIP made pursuant to this paragraph. It is anticipated by the Parties that these plan amendments to the CIE will occur during the 2009-10 plan amendment cycle.

D. Periodic Traffic Analysis Updates. The Parties acknowledge that the MDO requires Developer to conduct an update to its Master Traffic Study within one year of the availability of the FDOT District Model and its "existing plus committed" (E+C) roadway network, with further updates required no less than every five years thereafter. These periodic updates are intended to update the Updated Preliminary Road

Improvements list anticipated to be needed for the BRC DRI based upon consideration of the then-current E+C roadway network plans. The first periodic update is anticipated to be due from Developer on or before July 1, 2009. Upon review and acceptance of these periodic updates, the County will expeditiously process any amendments to Map 3A necessary to reflect the update to the Updated Preliminary Road Improvements list within Lee County which is anticipated to be needed as a result of the buildout level of development in the BRC DRI, unless both Developer and County agree that any such changes to Map 3A would be insignificant or of low priority. Amendments to Map 3A made necessary by these periodic updates will be processed by the County in its next regularly scheduled round of plan amendments. It is anticipated by the Parties that any amendments required after the initial periodic update due on July 1, 2009, will be processed by the County during the 2009-10 regular plan amendment cycle. The ISD will continue to be identified as the potential funding source for those improvements on Map 3A which may be deemed necessary by the incremental DRI development orders to mitigate the traffic impacts of the BRC DRI on roadways within Lee County, unless the Parties agree otherwise in writing.

E. Additional Applications for Incremental Development Approval.

Impacts on roadways within Lee County associated with future applications for incremental development approval ("Future Increments") will be processed and addressed in the same manner as set forth in paragraph 2.C. above. Mitigation for impacts to roadways within Lee County that is required for Future Increments will be consistent with the Updated Preliminary Road Improvements list as identified in paragraph 2.A and as may be updated from time to time. Required mitigation will be

addressed through a Development Agreement or Road Construction Agreement entered into between the ISD and the County, and the County will process amendments to the Lee Plan CIP in its next regularly scheduled round of plan amendments to reflect the roadway and funding commitments made by Developer pursuant to such agreements.

3. FULFILLMENT OF COMMUNITY PLANNING AGREEMENT

REQUIREMENTS. The Parties acknowledge that one of the purposes of this MOU is to identify the process that will lead to the fulfillment of the requirements of the Community Planning Agreement. Upon completion of the initial Updated Preliminary Road Improvements list of impacted roadways within Lee County pursuant to paragraph 2.A. above and adoption of the plan amendments to Map 3A and Policy 36.1.1 pursuant to paragraph 2.B. above, the requirements of the Community Planning Agreement will be deemed fulfilled by the Parties, and neither party will have any further obligation to the other thereunder.

4. EFFECT OF MOU. The terms of this MOU do not supersede any substantive or procedural requirements of Florida law including but not limited to Sections 163.3184-.3189, 163.3220-.3243, and Section 380.06, Fla. Stat. Any comprehensive plan amendments identified in this MOU will be processed in accordance with the procedural and substantive requirements of Sections 163.3184-.3189, and no provision of this MOU will be interpreted or construed to require the County to approve any amendment unless it fully complies with the requirements of said statutes and rules adopted pursuant thereto. Likewise, any traffic analysis required by this MOU to assess the impacts of the BRC DRI, and mitigation required to address those impacts, will be conducted in accordance with Section 380.06 and rules adopted pursuant thereto. The

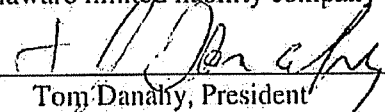
purpose of this MOU is to guide, direct, and facilitate the actions of the Parties in addressing the future impacts of the BRC DRI on roadways within Lee County, and the Parties agree to follow the process set forth above unless the Parties modify, abate or terminate the process by mutual agreement or understanding.

5. **RECORDATION IN PUBLIC RECORDS.** This MOU will not be recorded in the Public Records of Lee County, Charlotte County, or any other county in the State of Florida.

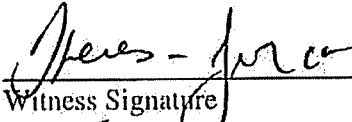
6. **EFFECTIVE DATE.** The effective date of this MOU is the date on which the last Party to execute this MOU has signed this MOU, as reflected by the dates signed below each Party's signature.

IN WITNESS WHEREOF, the Parties have caused the execution of this MOU by their duly authorized officials as of the day and year written below.

BABCOCK PROPERTY HOLDINGS, LLC,
a Delaware limited liability company

By: 
Tom Danahy, President

Date: 9/7/08


Witness Signature

Theresa Jucco
Witness Name


Witness Signature

Erica S. Chutkan
Witness Name

BABCOCK RANCH COMMUNITY
INDEPENDENT SPECIAL DISTRICT, an
independent special district of the State of
Florida

[Handwritten Signature]
Witness Signature

By: Neal Blackletter

H. Fiskind
Witness Name

NEAL BLACKLETTER
(Print or Type Name and Title)

[Handwritten Signature]
Witness Signature

CHAIRMAN, BOARD OF SUPERVISORS
Date: 9/4/2008

M. Matthews Smith II
Witness Name

LEE COUNTY, a political subdivision of
the State of Florida

By: _____
Ray Judah, Chairman

Date: _____

ATTEST:
CHARLIE GREEN, CLERK

By: _____
Deputy Clerk

(Type or Print Name)

APPROVED AS TO FORM:

Assistant Lee County Attorney

Proposed Text Amendment

**THE BABCOCK RANCH COMMUNITY
LEE COUNTY COMPREHENSIVE PLAN AMNEDMENT
PROPOSED TEXT AMENDMENT**

POLICY 36.1.1: The Lee County MPO's 2030 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. The MPO 2030 Financially Feasible Highway Plan Map, as adopted December 7, 2005 and as amended through March 17, 2006, is incorporated as Map 3A of the Transportation Map series, with the following additions anticipated to be needed to support the development of the Babcock Ranch Community DRI in Charlotte County and all area development through 2030:

<u>Roadway Segment</u>	<u>Improvement</u>
<u>XXXX</u>	<u>XXXXX</u>
<u>XXXX</u>	<u>XXXXX</u>

Funding sources and actual funding for the above listed improvements will be identified and programmed at the point they are required based on the DRI incremental development approvals. It is anticipated that the funding source for the cost of the above listed road improvements being added to Map 3A is the Babcock Ranch Community Independent Special District.

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 Estero Parkway 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 if they have not been addressed by FDOT;

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/ Estero Parkway	Southbound and Westbound Dual Left Turn Lanes

(Amended by Ordinance No. 98-09, 99-15, 02-02, 02-29, 03-19, 07-11)

Traffic Data and Road List

EXHIBIT CPA_3 (R3)
 BABCOCK RANCH COMMUNITY CPA
 CPA ROADWAY LIST
 POTENTIAL ROADWAY IMPROVEMENTS TO BE ADDED TO LRTP

ROADWAY	FROM	TO	(5) Potential Additions to F-F Network												Unfunded Need Without CPA			
			(1) 2030 F-F Adopted		(2) 2030 Financially Feasible Plan Without CPA		(3) D1 2030 Financially Feasible Plan Without CPA		(4) D1 2030 Financially Feasible Plan With CPA		(4) D1 2030 Financially Feasible Plan With CPA		(5) D1 2030 Financially Feasible Plan With CPA					
			Lanes	LOS Std	Unfunded Need	Unfunded Improvement	Unfunded Need	Unfunded Improvement	Total Need	Total Improvement	Total Need	Total Improvement	Total Need	Total Improvement		Total Need	Total Improvement	
BALLARD RD.	Ortiz Ave.	Nuna Ave.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Nuna Ave.	Marsh Ave.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Marsh Ave.	Veronica Shoemaker Blvd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
BAYSHORE RD.	US 41	Business 41	4LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Business 41	Hart Rd.	4LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Hart Rd.	Slater Rd.	4LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Slater Rd.	I-75	4LD	E	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Add 2 L	4	Yes
	I-75	Nalle Rd.	2LU	E	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Yes
	Nalle Rd.	SR 31	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
BROADWAY RD.	SR 80	North River Rd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
BUCKINGHAM RD.	SR 82	Gunnery Rd.	2LU	D	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Gunnery Rd.	Orange River Blvd.	2LU	D	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Yes
	Orange River Blvd.	SR 80	2LU	D	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
BUSINESS 41	US 41	Littleton Rd.	4LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Littleton Rd.	Pine Island Rd.	4LD	E	8	Add 4 L	8	Add 4 L	8	Add 4 L	8	Add 4 L	8	Add 4 L	6	Add 2 L	6	Yes
	Pine Island Rd.	Pondola Rd.	6LD	E	10	Add 4 L	10	Add 4 L	10	Add 4 L	10	Add 4 L	10	Add 4 L	8	Add 2 L	8	Yes
	Pondola Rd.	SR 80	6LD	E	10	Add 4 L	10	Add 4 L	10	Add 4 L	10	Add 4 L	10	Add 4 L	8	Add 2 L	8	Yes
	SR 80	Fowler Ave.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
COLONIAL BLVD	US 41	Fowler Ave.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Fowler Ave.	Metro Pkwy.	6LD	E	8	Add 2 L	8	Add 2 L	8	Add 2 L	8	Add 2 L	8	Add 2 L				
	Metro Pkwy.	Veronica Shoemaker Blvd.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Veronica Shoemaker Blvd.	Winkler Ave.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Winkler Ave.	Ortiz Ave.	6LD	E	8	Add 2 L	8	Add 2 L	8	Add 2 L	8	Add 2 L	8	Add 2 L	8	Add 2 L	4	Yes
	Ortiz Ave.	I-75	6LD	E	10	Add 4 L	10	Add 4 L	10	Add 4 L	10	Add 4 L	10	Add 4 L	8	Add 2 L	8	Yes
	I-75	Treoline Ave.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Treoline Ave.	SR 82	6LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
DEL PRADO BLVD.	SR 82	Hart Rd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Hart Rd.	US 41	4LD	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	US 41	Kiamit Pkwy.	4LD	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Kiamit Pkwy.	Diplomat Pkwy.	4LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
EVANS AVE.	SR 82	Hanson St.	6LD	E	2	Add 0 L	4	Add 0 L	2	Add 0 L	4	Add 0 L	4	Add 0 L				
FWLER AVE.	1st SL	2nd SL	3LO	E	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Yes
	2nd SL	SR 82	3LO	E	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Add 3 L	6	Yes
	SR 82	Hanson St.	6LU	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Hanson St.	Winkler Ave.	6LU	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Winkler Ave.	Colonial Blvd.	6LU	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
GUNNERY RD.	Buckingham Rd.	Leo Blvd.	4LD	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Leo Blvd.	SR 82	4LD	E	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
I-75	Daniels Pkwy.	Colonial Blvd.	6F	D	8	Add 2 L	8	Add 0 L	8	Add 0 L	8	Add 0 L	8	Add 0 L				
	Colonial Blvd.	SR 82	6F	D	8	Add 2 L	8	Add 0 L	8	Add 0 L	8	Add 0 L	8	Add 0 L				
	SR 82	Luckett Rd.	6F	D	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Luckett Rd.	SR 80	6F	D	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	SR 80	Bayshore Rd.	6F	D	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
JOEL BLVD.	SR 80	16th St.	2LU	E	2	Add 0 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Yes
	16th St.	12th St.	4LD	E	2	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	12th St.	Bell Blvd.	4LD	E	2	Add 0 L	4	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
LEELAND HEIGHTS BLVD.	Bell Blvd.	Leo Blvd.	4LD	E	2	Add 0 L	4	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
LEE BLVD.	SR 82	Leonard Blvd.	6LD	E	6	Add 0 L	6	Add 0 L	8	Add 2 L	8	Add 2 L	8	Add 2 L	8	Add 2 L	4	Yes
	Leonard Blvd.	Gunnery Rd.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Gunnery Rd.	Sunshine Blvd.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
	Sunshine Blvd.	Homesstead Rd.	6LD	E	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L	6	Add 0 L				
LITTLETON RD.	Business 41	US 41	2LU	E	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Yes
	US 41	Corbett Rd.	2LU	E	6	Add 4 L	6	Add 4 L	6	Add 4 L	6	Add 4 L	6	Add 4 L	6	Add 4 L	6	Yes
	Corbett Rd.	NE 24th Ave.	2LU	E	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Add 2 L	4	Yes
LUCKETTE RD.	I-75	Ortiz Ave.	4LD	E	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Add 2 L	6	Yes
	Ortiz Ave.	Nuna Ave.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
MARSH AVE.	SR 80	Michigan Ave.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
MICHGAN AVE.	Marsh Ave.	Veronica Shoemaker Blvd.	4LU	E	2	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L	4	Add 0 L				
	Veronica Shoemaker Blvd.	Seaboard St.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Seaboard St.	Evans Ave.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
NALLE RD.	Bayshore Rd.	Nalle Grade Rd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
NALLE GRADE RD.	Nalle Rd.	Slater Rd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
NORTH RIVER RD.	SR 31	Project Entrance	2LU	E	2	Add 0 L	2	Add 0 L	4	Add 2 L	4	Add 2 L	4	Add 2 L				
	Project Entrance	Olga Road	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Olga Road	Alva Bridge	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Alva Bridge	Hendry County Line	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Hendry County Line	CR7B EW	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
NUNA AVE.	Tree St.	Luckette Rd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				
	Luckette Rd.	Ballard Rd.	2LU	E	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L	2	Add 0 L				

EXHIBIT CPA_5
BARCOCK RANCH COMMUNITY CPA
2030 TRAFFIC CONDITIONS WITH D1 FINANCIALLY-FEASIBLE NETWORK - 4L Volumes on SR 31 & SR 78 - With CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	BACKGROUND TRAFFIC												PROJECT TRAFFIC										TOTAL TRAFFIC				SERVICE		EMULSION		SIGN					
			(1) (2)		(3)		(4)		(5)		(6)		(7)		(8)		(9)		(10)		(11)		(12)		(13)		(14)		(15)		(16)							
			# of Lanes	Std	PCB #	FSUTMS	Background	PBWDT/ADT	Peak Hr	Background	Peak Hr	FSUTMS	Background	PBWDT	Assign	Peak Hour	New Pk.Hr.	InVol (Spt)	(9) Directional	Peak Hr	Volume	Volume	STO	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	1000	1000	1000	1000	1000
BALLARD RD.	Ortiz Ave.	Huna Ave.	2LU	E	22	11928	11,913	1,07	10,800	0.1020	1,100	0.9500	0.4100	650	450	441	0.5%	33	39	1	0.49	0.51	19	20	669	470	920	C	C	2.1%	2.2%	*	2	Add	0	L		
	Marth Ave.	Marth Ave.	2LU	E	22	14640	13,586	1,07	12,200	0.1020	1,300	0.9500	0.4100	770	530	1094	1.2%	99	99	1	0.49	0.51	48	51	816	581	920	D	C	5.2%	5.0%	*	2	Add	0	L		
	Marth Ave.	Veronica Shoemaker Blvd.	2LU	E	22	11854	11,197	1,07	10,500	0.1020	1,070	0.9500	0.4100	630	440	607	0.7%	57	87	1	0.49	0.51	28	29	658	469	920	C	C	3.0%	3.1%	*	2	Add	0	L		
BAYSHORE RD.	US 41	Business 41	4LD	E	5FDDOT	26672	22,339	1,06	21,100	0.1020	2,150	0.5500	0.4500	1,180	970	4737	4.7%	401	401	1	0.49	0.51	192	205	1,375	1,178	1950	B	B	10.0%	10.0%	*	4	Add	0	L		
	Business 41	Hart Rd.	4LD	E	5FDDOT	41670	39,656	1,06	33,800	0.0920	3,110	0.5500	0.4500	1,710	1,400	5814	6.4%	545	545	1	0.49	0.51	269	279	1,978	1,978	1950	F	C	13.6%	14.3%	**	6	Add	2	L		
	Hart Rd.	Star Rd.	4LD	E	5FDDOT	33781	27,917	1,06	29,200	0.0920	2,290	0.5500	0.4500	1,310	1,050	6144	6.5%	585	585	1	0.49	0.51	286	299	1,596	1,379	1950	B	B	14.7%	15.4%	**	4	Add	0	L		
	Star Rd.	L75	4LD	E	5FDDOT	47628	37,811	1,06	38,500	0.0920	3,390	0.5500	0.4500	1,810	1,480	8055	10.6%	805	805	1	0.49	0.51	442	463	2,252	1,643	1950	F	D	22.7%	23.8%	**	6	Add	2	L		
	L75	Nale Rd.	2LU	E	5FDDOT	44406	17,126	1,06	16,200	0.0920	1,490	0.5500	0.4500	820	670	2720	2.8%	258	258	1	0.49	0.51	124	130	2,088	1,980	920	F	F	135.7%	142.4%	**	8	Add	4	L		
	Nale Rd.	SR 31	2LU	E	5FDDOT	30706	8,105	1,06	6,000	0.0920	700	0.5500	0.4500	390	310	2280	2.4%	219	219	1	0.49	0.51	1034	1085	1,424	1,395	920	F	F	112.4%	117.0%	**	4	Add	2	L		
	SR 31	North River Rd.	2LU	E	11	10162	3,369	1,02	3,000	0.1040	340	0.5300	0.4700	160	160	6773	7.4%	635	635	1	0.49	0.51	310	325	490	485	920	C	C	33.7%	35.3%	**	2	Add	0	L		
BROADWAY RD.	SR 80	Gurney Rd.	2LU	D	11	9248	5,132	1,02	5,000	0.1040	530	0.5200	0.4800	270	250	114	0.1%	11	11	1	0.49	0.51	9	8	275	258	920	D	B	0.8%	0.6%	*	2	Add	0	L		
BUCKINGHAM RD.	Gurney Rd.	Orange River Blvd.	2LU	D	11	10500	14,023	1,03	13,700	0.1040	1,420	0.5200	0.4800	740	680	1037	1.1%	97	97	1	0.49	0.51	47	50	787	720	920	D	C	5.1%	5.5%	*	2	Add	0	L		
	Orange River Blvd.	US 41	2LU	D	11	20233	14,832	1,02	14,600	0.1040	1,520	0.5200	0.4800	790	730	5401	5.9%	506	506	1	0.49	0.51	247	259	1,037	989	920	F	F	28.8%	28.2%	**	4	Add	2	L		
BUSINESS 41	US 41	Lepson Rd.	4LD	E	4FDDOT	21695	21,063	1,09	19,100	0.1230	2,370	0.6200	0.3800	1,470	900	912	0.7%	57	57	2	0.51	0.49	29	28	1,499	928	1950	B	B	1.6%	1.5%	*	4	Add	0	L		
	Lepson Rd.	Lakota Rd.	4LD	E	4FDDOT	29953	29,823	1,09	27,400	0.1230	3,370	0.6700	0.3600	2,090	1,286	156	0.2%	15	15	2	0.51	0.49	8	7	2,098	1,287	1950	F	F	0.4%	0.3%	*	4	Add	2	L		
	Lakota Rd.	Pine Island Rd.	6LD	E	4FDDOT	44608	43,560	1,09	40,000	0.1230	4,820	0.6200	0.3800	3,050	1,870	1048	1.1%	98	98	1	0.49	0.51	48	50	2,098	1,287	1950	F	B	1.6%	1.7%	*	8	Add	2	L		
	Pine Island Rd.	SR 80	6LB	E	4FDDOT	61159	60,128	1,09	55,200	0.1230	6,700	0.6200	0.3800	4,210	2,580	1921	1.1%	99	99	1	0.49	0.51	47	49	4,257	2,626	4800	C	C	1.6%	1.6%	*	2	Add	0	L		
COLONIAL BLVD	US 41	Fowler Ave.	6LD	E	4FDDOT	41148	40,661	1,09	38,100	0.0960	3,270	0.5700	0.4300	2,170	1,600	145	0.5%	45	45	1	0.49	0.51	22	23	2,142	1,623	2920	B	B	0.8%	0.8%	*	8	Add	0	L		
	Fowler Ave.	Marth Pkwy.	6LD	E	4FDDOT	6700	55,995	1,05	53,300	0.0960	5,120	0.5700	0.4300	2,920	2,200	1994	1.2%	103	103	1	0.49	0.51	50	53	2,070	2,253	2920	F	B	1.7%	1.6%	*	8	Add	2	L		
	Marth Pkwy.	Veronica Shoemaker Blvd.	6LD	E	3FDDOT	68300	59,829	1,14	49,800	0.0890	4,430	0.5900	0.4900	2,300	2,130	1541	1.7%	144	144	1	0.49	0.51	70	74	2,370	2,204	2920	B	B	2.4%	2.6%	*	8	Add	0	L		
	Veronica Shoemaker Blvd.	Winkler Ave.	6LD	E	20FDDOT	49281	47,068	1,05	44,800	0.0920	3,990	0.5200	0.4800	2,070	1,820	2165	2.4%	206	206	1	0.49	0.51	100	108	2,170	2,028	2920	B	B	3.4%	3.6%	*	8	Add	0	L		
	Winkler Ave.	Ortiz Ave.	6LD	E	20FDDOT	67238	64,683	1,05	61,600	0.0910	5,810	0.5700	0.4300	3,200	2,410	2355	2.6%	240	240	1	0.49	0.51	117	123	3,317	2,533	2920	F	C	4.0%	4.2%	*	8	Add	2	L		
	Ortiz Ave.	L75	6LD	E	20FDDOT	68378	65,154	1,05	61,900	0.0910	7,380	0.5700	0.4300	4,210	3,170	3224	3.8%	302	302	1	0.49	0.51	147	155	4,257	3,226	4800	F	C	6.9%	7.2%	**	10	Add	4	L		
	L75	Traverse Ave.	6LD	E	22	50631	56,143	1,07	49,900	0.0940	4,960	0.6000	0.4200	2,730	1,710	118	0.5%	49	49	2	0.51	0.49	23	23	2,333	1,733	2920	B	B	0.8%	0.9%	*	8	Add	0	L		
	Traverse Ave.	Star Rd.	6LD	E	22	42333	49,251	1,07	37,600	0.0810	3,275	0.5800	0.4200	1,900	1,370	86	0.1%	8	8	2	0.51	0.49	3	3	1,903	1,373	2920	B	B	0.1%	0.1%	*	4	Add	0	L		
	Star Rd.	Hart Rd.	2LU	E	34	11404	8,877	1,06	8,000	0.0960	810	0.5400	0.4900	440	370	2327	2.8%	237	237	1	0.49	0.51	118	121	956	491	920	C	C	12.8%	13.1%	*	2	Add	0	L		
DEL PRADO BLVD.	Hart Rd.	US 41	4LU	E	34	12999	10,594	1,06	10,000	0.0890	900	0.5100	0.4900	450	440	2405	2.6%	225	225	1	0.49	0.51	110	115	560	555	1950	B	B	5.6%	5.9%	*	2	Add	0	L		
	US 41	Kiamit Pkwy.	4LD	E	2	13958	12,462	1,05	11,900	0.0960	1,140	0.5400	0.4600	620	520	1444	1.6%	133	133	1	0.49	0.51	66	69	668	589	1950	B	B	3.4%	3.6%	*	2	Add	0	L		
	Kiamit Pkwy.	Diplomat Pkwy.	4LD	E	2	41130	39,894	1,05	38,100	0.0890	3,290	0.5700	0.4300	1,720	1,600	1146	1.3%	107	107	1	0.49	0.51	51	52	1,715	1,610	920	F	C	2.7%	2.8%	*	2	Add	0	L		
EVANS AVE.	SR 82	Hanson St.	6LD	E	28	20915	20,495	1,03	19,100	0.0960	2,000	0.6000	0.4000	1,000	800	480	0.3%	43	43	1	0.49	0.51	21	22	871	820	2920	B	B	0.7%	0.6%	*	2	Add	0	L		
	Hanson St.	2nd St.	3LD	E	25FDDOT	26960	26,250	1,13	23,300	0.0980	2,100	0.6000	0.4000	900	700	430	0.5%	42	42	1	0.49	0.51	21	21	2,121	2,020	1950	A	B	0.7%	0.7%	*	8	Add	3	L		
FOWLER AVE.	2nd St.	SR 82	3LD	E	25FDDOT	27903	26,841	1,13	23,800	0.0990	2,140	0.6000	0.4000	900	700	422	0.5%	40	40	1	0.49	0.51	19	21	19	2,161	2,020	A	B	0.7%	0.7%	*	8	Add	3	L		
	SR 82	Hanson St.	6LU	E	28FDDOT	23825	23,020	1,13	20,400	0.0960	1,840	0.5200	0.4800	960	830	805	0.7%	57	57	1	0.49	0.51	28	29	988	909	2920	B	B	1.0%	1.0%	*	4	Add	0	L		
	Hanson St.	Winkler Ave.	6LU	E	28	26387	35,842	1,13	31,700	0.0960	2,850	0.5200	0.4800	1,480	1,370	545	0.6%	51	51	1	0.49	0.51	25	28	1,505	1,396	2920	B	B	0.8%	0.9%	*	4	Add	0	L		
	Winkler Ave.	Colombi Blvd.	6LU	E	28	23220	31,633	1,13	28,000																													

EXHIBIT CPA_6
BARBOUR RANGE COMMUNITY CPA
2030 TRAFFIC CONDITIONS WITH D1 FINANCIALLY-FEASIBLE NETWORK - 4L Volumes on SR 31 & SR 78 - With CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

LEE/HENDRY COUNTY		ROADWAY		FROM		TO		BACKGROUND TRAFFIC																PROJECT TRAFFIC										TOTAL TRAFFIC				SERVICE		EMISS		ROAD																																																									
								(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)																																																												
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)	(57)	(58)	(59)	(60)	(61)	(62)	(63)	(64)	(65)	(66)	(67)	(68)	(69)	(70)	(71)	(72)	(73)	(74)	(75)	(76)	(77)	(78)	(79)	(80)	(81)	(82)	(83)	(84)	(85)	(86)	(87)	(88)	(89)	(90)	(91)	(92)	(93)	(94)	(95)	(96)	(97)	(98)	(99)	(100)
ORITZ AVE.	SR 80	Luckett Rd.	4LD	E	18	33141	30,157	1,11	27,200	0.0560	2,616	0.5200	0.4700	1,350	1,230	2894	3.3%	265	265	0.0	0.49	0.51	136	144	1,516	1,374	1920	B	B	7.0%	7.4%	*	*	4	Add	0	L																																																														
		Luckett Rd.	4LD	E	18	40328	36,750	1,51	33,100	0.0590	2,185	0.5400	0.4600	1,720	1,650	3378	3.3%	325	325	0.0	0.49	0.51	184	171	1,884	1,631	1920	C	C	8.4%	8.6%	*	*	4	Add	0	L																																																														
		Hamson St	4LD	E	18	45457	41,552	1,11	37,850	0.0250	3,320	0.4200	0.4600	1,560	1,670	3472	3.6%	328	328	0.0	0.49	0.51	159	167	2,119	1,637	1920	F	C	8.2%	8.5%	*	*	6	Add	2	L																																																														
		Colonial Blvd.	4LD	E	18	39797	34,643	1,11	31,200	0.0560	3,000	0.5300	0.4700	1,550	1,410	2154	2.4%	202	202	0.0	0.49	0.51	99	103	1,649	1,513	1920	C	B	5.1%	5.3%	*	*	4	Add	0	L																																																														
ORANGE RIVER BLVD.	SR 80	Staley Rd.	2LU	E	5	15856	15,122	1,06	13,300	0.1040	1,360	0.5200	0.4300	760	820	1734	1.9%	183	183	0.0	0.49	0.51	79	84	833	704	920	D	C	8.6%	9.1%	*	*	2	Add	0	L																																																														
		Buckingham Rd.	2LU	E	5	20956	19,648	1,06	14,500	0.1040	1,510	0.5200	0.4300	850	890	3308	5.8%	498	498	0.0	0.49	0.51	243	255	1,693	945	920	F	C	26.4%	27.7%	**	**	4	Add	2	L																																																														
		Second St.	3LO	E	26/FDOT	27040	26,488	1,13	23,400	0.0811	2,060	1.0000	0.5000	2,060	0	834	0.0%	52	52	0.0	0.49	0.51	25	27	2,035	27	2220	D	A	0.0%	0.0%	*	*	6	Add	3	L																																																														
PARK AVENUE	SR 80	SR 80	3LO	E	26/FDOT	25373	24,915	1,13	22,500	0.0811	1,940	1.0000	0.5000	1,940	0	458	0.0%	43	43	0.0	0.49	0.51	21	22	1,961	22	2200	B	A	0.7%	0.8%	*	*	6	Add	3	L																																																														
		US 41	4LD	E	3/FDOT	37755	34,006	1,22	27,900	0.1023	2,850	0.5438	0.4562	1,350	1,300	3749	4.1%	353	353	0.0	0.49	0.51	180	172	1,705	1,472	1920	C	B	6.2%	6.8%	*	*	4	Add	0	L																																																														
PINE ISLAND RD.	SR 80	Del Prado Blvd.	4LD	E	3/FDOT	37700	34,330	1,22	28,200	0.1023	2,860	0.5438	0.4562	1,310	1,310	3310	3.6%	310	310	0.0	0.49	0.51	159	151	1,729	1,461	1920	C	B	8.2%	7.6%	*	*	4	Add	0	L																																																														
		West	4LD	E	3/FDOT	28782	26,639	1,22	21,000	0.1023	2,150	0.5438	0.4562	1,170	980	1123	1.2%	105	105	0.0	0.49	0.51	64	51	1,224	1,031	1920	B	B	2.6%	2.9%	*	*	4	Add	0	L																																																														
		Colonial Blvd.	4LD	E	45	33274	31,490	1,04	26,300	0.1100	3,320	0.5100	0.4800	1,700	1,630	884	1.0%	83	83	0.0	0.49	0.51	40	43	1,740	1,670	1920	C	C	2.1%	2.2%	*	*	4	Add	0	L																																																														
		Idenwald St.	4LD	E	45	31918	30,022	1,04	26,700	0.1100	3,270	0.5100	0.4800	1,670	1,600	894	0.8%	85	85	0.0	0.49	0.51	27	29	1,677	1,629	1920	C	B	1.4%	1.5%	*	*	4	Add	0	L																																																														
SIX MILE CYPRESS PKWY.	Colonial Blvd.	Chalenger Blvd.	6LDS	E	31	47949	45,218	1,14	39,800	0.0590	3,820	0.4600	0.4600	2,060	1,760	2331	2.5%	219	219	0.0	0.49	0.51	107	112	2,167	1,872	2300	B	B	3.5%	3.7%	*	*	6	Add	0	L																																																														
		Woplar Ave.	4LDS	E	31	37207	35,131	1,14	29,900	0.0560	3,910	0.4600	0.4600	1,600	1,370	2974	2.3%	194	194	0.0	0.49	0.51	95	99	1,695	1,468	2300	C	B	4.7%	4.9%	*	*	4	Add	0	L																																																														
		Daniels Pkwy.	4LDS	E	31	32728	31,248	1,14	27,000	0.0560	3,840	0.4600	0.4600	1,420	1,210	1478	1.6%	139	139	0.0	0.49	0.51	68	71	1,498	1,281	2300	B	B	3.7%	3.5%	*	*	4	Add	0	L																																																														
SLATER RD.	SR 80	Nate Grade Rd.	2LU	E	4/5	9282	8,166	1,09	5,700	0.0940	840	0.4600	0.5400	250	290	3070	3.4%	288	288	0.0	0.49	0.51	148	140	398	430	920	C	E	16.1%	19.3%	*	*	2	Add	0	L																																																														
		Del Prado Blvd.	2LU	E	4/5	4491	1,964	1,09	1,000	0.0940	170	0.5500	0.4500	80	80	2337	2.9%	237	237	0.0	0.49	0.51	121	116	211	196	920	B	B	13.2%	12.8%	*	*	2	Add	0	L																																																														
		Bayshore Rd.	2LU	E	8/FDOT	18970	3,728	1,08	3,500	0.1070	360	0.5200	0.4800	190	178	15242	16.7%	1429	1429	0.0	0.49	0.51	697	732	487	920	D	E	72.4%	78.6%	*	*	2	Add	0	L																																																															
SR 31	SR 80	North River Rd.	2LU	E	8/FDOT	44118	44,293	1,07	41,400	0.0590	3,970	0.5400	0.4600	2,140	1,830	1448	1.6%	128	128	0.0	0.49	0.51	62	66	2,261	1,900	2920	B	C	2.3%	2.4%	*	*	6	Add	0	L																																																														
		Project Entrance	2LU	E	8/FDOT	42553	3,213	1,08	2,900	0.1020	300	0.5200	0.4800	160	140	38340	43.0%	3689	3689	0.0	0.49	0.51	1721	1807	2,041	2,107	920	F	F	187.1%	196.4%	**	**	6	Add	4	L																																																														
		Charlotte County Line	2LU	E	8/FDOT	15129	3,723	1,09	3,400	0.1020	350	0.5200	0.4800	180	170	11394	12.5%	1068	1068	0.0	0.49	0.51	821	847	701	717	920	C	G	58.6%	59.5%	*	*	2	Add	0	L																																																														
SR 82	Fowler Ave.	V.B. Shoemaker Blvd.	4LD	E	22/FDOT	47311	45,146	1,07	43,100	0.0590	4,140	0.5400	0.4600	2,240	1,900	1368	1.5%	128	128	0.0	0.49	0.51	62	66	2,362	1,868	1920	F	C	3.2%	3.4%	*	*	6	Add	2	L																																																														
		Michigan Link	4LD	E	22/FDOT	41001	39,828	1,07	37,000	0.0590	3,550	0.5400	0.4600	1,620	1,630	1383	1.5%	128	128	0.0	0.49	0.51	62	66	1,932	1,696	1920	F	C	3.2%	3.4%	*	*	6	Add	2	L																																																														
		Ortiz Ave.	5LD	E	22/FDOT	45746	44,293	1,07	41,400	0.0590	3,970	0.5400	0.4600	2,140	1,830	1448	1.6%	128	128	0.0	0.49	0.51	62	66	2,261	1,900	2920	B	C	2.3%	2.4%	*	*	6	Add	0	L																																																														
		Ortiz Ave.	6LD	E	22/FDOT	52821	54,281	1,07	50,500	0.0590	4,850	0.5400	0.4600	2,440	2,240	1883	2.2%	188	188	0.0	0.49	0.51	91	95	2,731	2,335	2920	C	B	3.1%	3.3%	*	*	6	Add	0	L																																																														
		Buckingham Rd.	6LD	E	22/FDOT	41318	38,583	1,07	35,100	0.0590	3,470	0.5400	0.4600	1,870	1,600	2736	3.0%	257	257	0.0	0.49	0.51	131	128	2,001	1,728	2920	D	B	4.5%	4.3%	*	*	6	Add	2	L																																																														
		Lee Blvd.	6LD	E	22/FDOT	61410	60,150	1,07	56,300	0.0590	5,400	0.5400	0.4600	2,820	2,480	1260	1.4%	118	118	0.0	0.49	0.51	61	57	2,681	2,337	2920	F	C	2.1%	2.2%	*	*	6	Add	2	L																																																														
		Glennery Rd.	2LU	E	22/FDOT	37137	36,074	1,07	33,700	0.0560	3,240	0.5400	0.4600	1,720	1,490	1663	1.2%	100	100	0.0	0.49	0.51	61	49	1,691	1,519	1920	F	F	5.0%	5.3%	**	**	4	Add	2	L																																																														
SR 80 - 1st St. & 2nd St.	Fowler Ave.	Park Ave.	6LD	E	8/FDOT	37382	34,819	1,08	32,800	0.0550	3,120	0.5400	0.4600	1,690	1,440	2583	2.8%	240	240	0.0	0.49	0.51	117	122	1,797	1,563	2920	B	B	4.0%	4.2%	*	*	4	Add	0	L																																																														
		Park Ave.	6LD	E	8/FDOT	32349	30,119	1,08	28,400	0.0550	2,700	0.5400	0.4600	1,460	1,240	2330	2.4%	209	209	0.0	0.49	0.51	102	107	1,562	1,347	2920	B	B	3.5%	3.7%	*	*	4	Add	0	L																																																														
		V.B. Shoemaker Blvd.	4LD	E	8/FDOT	29734	27,234	1,08	25,500	0.0550	2,450	0.5400	0.4600	1,320	1,130	2420	2.5%	227	227	0.0	0.49	0.51	111	116	1,431	1,248	1920	B	C	5.7%	5.9%	*	*	4	Add																																																																

EXHIBIT CPA 4
 BARCOCK RANCH COMMUNITY CPA
 2630 TRAFFIC CONDITIONS WITH ADOPTED MPO FINANCIALLY-FEASIBLE MODEL - Base Without CPA
 DIRECTIONAL PEAK HOUR, PEAK SEASON

LEE / HENDRY COUNTY			BACKGROUND TRAFFIC													TOTAL TRAFFIC				SERVICE				
			(1) # of Lanes	(2) LOS	(3) PCS #	(4) FSWMTS	(5) Backgnd Traffic	(6) PSWDT/ AADT	(7) AADT	(8) Factor	(9) Backgnd Peak Hr Volume	(10) D.Endor	(11) Dir1	(12) Dir2	(13) Dir1	(14) Dir2	(15) Peak Hr Volume	(16) Dir1	(17) Dir2	(18) LOS	(19) 2030 LOS	(20) Needed # of Lanes	(21) Needed Improvement	
BALLARD RD.	Ortiz Ave.	Nuna Ave.	2LU	E	22	7483	7,483	1.07	7,000	0.1020	710	0.5500	0.4100	420	290	420	290	920	C	C	2	Add	0	L
	Nuna Ave.	Marsh Ave.	2LU	E	22	12947	12,947	1.07	12,100	0.1020	1,230	0.5500	0.4100	730	500	730	500	920	C	C	2	Add	0	L
BAYSHORE RD.	Marsh Ave.	Veronica Shoemaker Blvd.	2LU	E	22	8118	8,118	1.07	5,700	0.1020	580	0.5500	0.4100	340	240	340	240	920	C	B	2	Add	0	L
	US 41	Business 41	4LD	E	5FDDOT	33601	33,601	1.06	31,700	0.1020	3,230	0.5500	0.4500	1,780	1,450	1,780	1,450	1950	C	B	4	Add	0	L
BROADWAY RD.	Hart Rd.	Staler Rd.	4LD	E	5FDDOT	40613	40,613	1.06	38,300	0.0920	3,520	0.5500	0.4500	1,940	1,580	1,940	1,580	1950	D	B	4	Add	0	L
	I-75	Nalle Rd.	2LU	E	5FDDOT	43126	43,126	1.06	40,700	0.0920	3,740	0.5500	0.4500	1,510	1,230	1,510	1,230	1950	F	C	6	Add	2	L
BUCKINGHAM RD.	SR 31	Nalle Rd.	2LU	E	5FDDOT	10689	10,689	1.06	10,500	0.0920	1,700	0.5500	0.4500	940	760	940	760	920	F	D	4	Add	2	L
	SR 80	North River Rd.	2LU	E	11	13971	13,971	1.06	13,200	0.0920	1,210	0.5500	0.4500	670	540	670	540	920	C	C	2	Add	0	L
BUSINESS 41	SR 82	Gunnery Rd.	2LU	D	11	10958	10,958	1.02	10,500	0.1040	1,090	0.5300	0.4700	580	510	580	510	920	C	C	2	Add	0	L
	SR 60	Gunnery Rd.	2LU	D	11	13513	13,513	1.02	13,200	0.1040	1,370	0.5200	0.4800	710	660	710	660	920	F	D	4	Add	2	L
COLONIAL BLVD	US 41	US 41	4LD	E	41FDDOT	24197	24,197	1.09	22,200	0.1230	2,730	0.6200	0.3800	1,690	1,040	1,690	1,040	1950	C	B	4	Add	0	L
	US 41	US 41	4LD	E	41FDDOT	42113	42,113	1.09	38,600	0.1230	4,750	0.6200	0.3800	2,950	1,800	2,950	1,800	1950	F	C	8	Add	4	L
DEL PRADO BLVD.	US 41	US 41	6LD	E	14FDDOT	84757	84,757	1.09	77,800	0.1230	9,570	0.6200	0.3800	5,930	3,640	5,930	3,640	2920	F	D	10	Add	4	L
	US 41	US 41	6LD	E	14FDDOT	48725	48,725	1.05	44,500	0.0960	4,270	0.5700	0.4300	2,430	1,840	2,430	1,840	2920	B	B	6	Add	2	L
EVANS AVE.	US 41	US 41	6LD	E	14FDDOT	58820	58,820	1.05	55,800	0.0960	5,360	0.5700	0.4300	3,060	2,300	3,060	2,300	2920	F	B	8	Add	0	L
	US 41	US 41	6LD	E	31FDDOT	54261	54,261	1.14	47,600	0.0690	4,240	0.5200	0.4800	2,200	2,040	2,200	2,040	2920	B	B	8	Add	0	L
FOWLER AVE.	US 41	US 41	6LD	E	20FDDOT	48402	48,402	1.05	46,100	0.0890	4,100	0.5200	0.4800	2,130	1,970	2,130	1,970	2920	B	B	6	Add	0	L
	US 41	US 41	6LD	E	20FDDOT	69716	69,716	1.05	66,400	0.0910	6,040	0.5700	0.4300	3,440	2,800	3,440	2,800	2920	F	C	8	Add	2	L
GUNNERY RD.	US 41	US 41	6LD	E	22	82395	82,395	1.07	48,000	0.0870	4,250	0.5800	0.4200	2,470	1,780	2,470	1,780	2920	B	B	6	Add	0	L
	US 41	US 41	4LU	E	24	11051	11,051	1.06	10,400	0.0960	1,000	0.5400	0.4600	540	490	540	490	920	C	C	2	Add	0	L
LEE BLVD.	US 41	US 41	4LU	E	24	12041	12,041	1.06	11,400	0.0960	1,010	0.5100	0.4900	520	490	520	490	1950	B	B	2	Add	0	L
	US 41	US 41	4LD	E	2	18935	18,935	1.05	18,100	0.0990	1,550	0.5400	0.4600	840	710	840	710	1950	B	B	2	Add	0	L
LELAND HEIGHTS BLVD.	US 41	US 41	4LD	E	2	41852	41,852	1.05	39,700	0.0890	3,530	0.5100	0.4900	1,800	1,730	1,800	1,730	1950	C	C	4	Add	0	L
	US 41	US 41	6LD	E	28	21341	21,341	1.13	18,900	0.0900	1,700	0.5200	0.4600	880	820	880	820	2920	B	B	2	Add	0	L
LITTLETON RD.	US 41	US 41	3LO	E	20FDDOT	34619	34,619	1.13	30,600	0.0900	2,750	0.0000	1.0000	0	2,750	0	2,750	2920	A	C	6	Add	3	L
	US 41	US 41	3LO	E	20FDDOT	32510	32,510	1.13	28,800	0.0900	2,590	0.0000	1.0000	0	2,590	0	2,590	2920	A	C	6	Add	3	L
MARSH AVE.	US 41	US 41	6LU	E	28FDDOT	23587	23,587	1.13	20,900	0.0900	1,880	0.5200	0.4800	980	900	980	900	2920	B	B	4	Add	0	L
	US 41	US 41	6LU	E	28	37735	37,735	1.13	33,400	0.0900	3,010	0.5200	0.4800	1,570	1,440	1,570	1,440	2920	B	B	4	Add	0	L
MICHIGAN AVE.	US 41	US 41	6LU	E	28	30742	30,742	1.13	27,200	0.0900	2,450	0.5200	0.4800	1,270	1,180	1,270	1,180	2920	B	B	4	Add	0	L
	US 41	US 41	4LD	E	21	13368	13,368	1.04	12,900	0.0920	1,200	0.6000	0.4000	720	480	720	480	1950	B	B	2	Add	0	L
NALLE RD.	US 41	US 41	4LD	E	21	29385	29,385	1.04	28,300	0.0920	2,630	0.6000	0.4000	1,500	1,050	1,500	1,050	1950	B	B	4	Add	0	L
	US 41	US 41	6F	D	FDOT	137297	137,297	1.10	124,900	0.0850	10,620	0.5400	0.4500	5,770	4,850	5,770	4,850	5,230	E	D	8	Add	2	L
NALLE GRADE RD.	US 41	US 41	6F	D	FDOT	133137	133,137	1.10	121,200	0.0850	10,300	0.5400	0.4500	5,900	4,700	5,900	4,700	5,530	E	D	8	Add	2	L
	US 41	US 41	6F	D	FDOT	121969	121,969	1.10	111,000	0.0850	9,440	0.5400	0.4500	5,130	4,210	5,130	4,210	5,530	D	C	6	Add	0	L
NORTH RIVER RD.	US 41	US 41	6F	D	FDOT	115230	115,230	1.10	103,000	0.0850	8,780	0.5400	0.4500	4,760	4,000	4,760	4,000	5,530	D	C	6	Add	0	L
	US 41	US 41	6F	D	FDOT	106873	106,873	1.10	97,300	0.0850	8,270	0.5400	0.4500	4,490	3,780	4,490	3,780	4,490	C	B	8	Add	0	L
ORIZ AVE.	US 41	US 41	6F	D	FDOT	84748	84,748	1.10	77,100	0.0850	8,550	0.5400	0.4500	3,560	2,990	3,560	2,990	5,530	C	B	4	Add	0	L
	US 41	US 41	2LU	E	11	12941	12,941	1.02	12,700	0.1040	1,320	0.5300	0.4700	700	620	700	620	920	C	C	2	Add	0	L
VERONICA SHOEMAKER BLVD.	US 41	US 41	4LD	E	11	15310	15,310	1.02	15,000	0.1040	1,560	0.5300	0.4700	830	730	830	730	1950	B	B	2	Add	0	L
	US 41	US 41	4LD	E	11	15787	15,787	1.02	15,500	0.1040	1,610	0.5300	0.4700	850	760	850	760	1950	B	B	2	Add	0	L
WINKLER AVE.	US 41	US 41	4LD	E	11	0	0	1.02	N/A	0.1040	N/A	0.5300	0.4700	0	0	0	0	1950	A	A	2	Add	0	L
	US 41	US 41	6LD	E	22	60666	60,666	1.07	58,700	0.0870	4,930	0.5800	0.4200	2,860	2,070	2,860	2,070	2920	D	B	6	Add	0	L
WINKLER AVE.	US 41	US 41	6LD	E	22	49262	49,262	1.07	46,100	0.0870	4,010	0.5800	0.4200	2,330	1,680	2,330	1,680	2920	B	B	6	Add	0	L
	US 41	US 41	6LD	E	22	61060	61,060	1.07	57,100	0.0870	4,970	0.5800	0.4200	2,680	2,090	2,880	2,090	2920	D	B	6	Add	0	L
WINKLER AVE.	US 41	US 41	6LD	E	22	45419	45,419	1.07	42,400	0.0870	3,690	0.5800	0.4200	2,140	1,550	2,140	1,550	2920	B	B	6	Add	0	L
	US 41	US 41	2LU	E	41	33875	33,875	1.09	31,100	0.0920	2,860	0.5500	0.4500	1,570	1,290	1,570	1,290	920	F	F	4	Add	2	L
WINKLER AVE.	US 41	US 41	2LU	E	34	37845	37,845	1.06	35,700	0.1230	4,390	0.6200	0.3800	2,720	1,670	2,720	1,670	920	F	F	6	Add	2	L
	US 41	US 41	2LU	E	34	33788	33,788	1.06	31,900	0.0960	3,060	0.4600	0.5400	1,410	1,650	1,410	1,650	920	F	F	4	Add	2	L
WINKLER AVE.	US 41	US 41	4LD	E	22	47211	47,211	1.07	44,100	0.1020	4,500	0.5900	0.4100	2,960	1,840	2,960	1,840	1950	F	C	6	Add	2	L
	US 41	US 41	2LU	E	22	11014	11,014	1.07	10,300	0.1020	1,050	0.5900	0.4100	620	430	620	430	920	C	C	2	Add	0	L
WINKLER AVE.	US 41	US 41	2LU	E																				

EXHIBIT CPA_4
 BABCOCK RANCH COMMUNITY CPA
 2030 TRAFFIC CONDITIONS WITH ADOPTED MPO FINANCIALLY-FEASIBLE MODEL - Base Without CPA
 DIRECTIONAL PEAK HOUR, PEAK SEASON

LEE / HENDRY COUNTY		BACKGROUND TRAFFIC											TOTAL TRAFFIC				SERVICE VOLUME								
ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS	PCS #	(4) FSUTMS		(5) PSWDT/ADT		(6) K Factor	Backgnd Peak Hr Volume	(5) Background Dir. Volume		Peak Hr Volume		LOS	2030 LOS		Needed # of Lanes	Needed Improvement					
						PSWDT	Backgnd Traffic	Factor	ADT			Dir1	Dir2	Dir1	Dir2		Dir1	Dir2			Dir1	Dir2			
ORTIZ AVE.	SR 80	Luckett Rd.	4LD	E	18	16248	18,245	1.11	16,400	0.0960	1,570	0.5300	0.4700	830	740	830	740	1950	B	B	2	Add	0	L	
		Luckett Rd.	SR 82	4LD	E	18	30865	30,865	1.11	27,000	0.0960	2,600	0.5400	0.4600	1,450	1,230	1,450	1,230	1950	B	B	4	Add	0	L
SR 82	Hanson St.	Colonial Blvd.	4LD	E	18	41732	41,732	1.11	37,600	0.0960	3,610	0.5400	0.4600	1,350	1,050	1,350	1,050	1950	F	C	6	Add	2	L	
		Hanson St.	Colonial Blvd.	4LD	E	18	30861	30,861	1.11	27,800	0.0960	2,670	0.5300	0.4700	1,420	1,250	1,420	1,250	1950	B	B	4	Add	0	L
ORANGE RIVER BLVD.	SR 80	Staley Rd.	2LU	E	5	15813	15,813	1.06	14,700	0.1040	1,530	0.5500	0.4500	540	690	540	690	920	D	C	2	Add	0	L	
		Staley Rd.	Buckingham Rd.	2LU	E	5	15657	15,657	1.06	14,800	0.1040	1,540	0.5500	0.4500	550	690	550	690	920	D	C	2	Add	0	L
PARK AVENUE	First St.	Second St.	3LO	E		36440	36,440	1.13	32,200	0.0881	2,840	1.0000	0.0000	2,640	0	2,840	0	2020	C	A	6	Add	3	L	
		Second St.	SR 80	3LO	E		24402	24,402	1.13	21,600	0.0881	1,900	1.0000	0.0000	1,900	0	1,900	0	2020	B	A	4	Add	1	L
PINE ISLAND RD.	NE 24th Ave.	US 41	4LD	E		38161	38,161	1.22	31,300	0.1023	3,200	0.5438	0.4562	1,740	1,460	1,740	1,460	1950	C	B	4	Add	0	L	
		Del Prado Blvd.	NE 24th Ave.	4LD	E		30148	30,148	1.22	24,700	0.1023	2,530	0.5438	0.4562	1,380	1,150	1,380	1,150	1950	B	B	4	Add	0	L
PLANTATION RD.	West	Del Prado Blvd.	4LD	E		30668	30,668	1.22	25,100	0.1023	2,570	0.5438	0.4562	1,400	1,170	1,400	1,170	1950	B	B	4	Add	0	L	
		Colonial Blvd.	Idelwild St.	4LD	E	45	28792	28,792	1.04	27,700	0.1100	3,050	0.5100	0.4900	1,560	1,490	1,560	1,490	1950	B	B	4	Add	0	L
SIX MILE CYPRESS PKWY.	Idelwild St.	Chrystal Dr.	4LD	E	45	28339	28,339	1.04	27,300	0.1100	3,000	0.5100	0.4900	1,530	1,470	1,530	1,470	1950	B	B	4	Add	0	L	
		Colonial Blvd.	Challenger Blvd.	6LDc	E	31	45938	45,938	1.14	40,400	0.0960	3,880	0.5400	0.4600	2,100	1,780	2,100	1,780	2030	B	B	6	Add	0	L
SLATER RD.	Challenger Blvd.	Winkler Ave.	4LDc	E	31	32549	32,549	1.14	28,600	0.0960	2,750	0.5400	0.4600	1,490	1,260	1,490	1,260	2030	B	B	4	Add	0	L	
		Winkler Ave.	Daniels Pkwy.	4LDc	E	31	28348	28,348	1.14	24,900	0.0960	2,390	0.5400	0.4600	1,290	1,100	1,290	1,100	2030	B	B	4	Add	0	L
SR 31	Nalla Grade Rd.	Del Prado Blvd.	2LU	E	45	8584	8,584	1.09	7,900	0.0940	740	0.4600	0.4600	348	400	348	400	920	C	C	2	Add	0	L	
		Del Prado Blvd.	Bayshore Rd.	2LU	E	45	3461	3,461	1.09	3,200	0.0940	300	0.5200	0.4800	178	130	178	130	920	B	B	2	Add	0	L
SR 82	SR 80	Bayshore Rd.	2LU	E	45	12857	12,857	1.06	12,100	0.1020	1,230	0.5200	0.4800	640	590	640	590	920	C	C	2	Add	0	L	
		Bayshore Rd.	North River Rd.	2LU	E	45	13358	13,358	1.06	12,600	0.1020	1,290	0.5200	0.4800	670	620	670	620	920	C	C	2	Add	0	L
SR 82	North River Rd.	Project Entrance	2LU	E	45	8518	8,518	1.09	8,700	0.1020	890	0.5200	0.4800	460	430	460	430	920	C	C	2	Add	0	L	
		Project Entrance	Charlotte County Line	2LU	E	45	9340	9,340	1.09	8,500	0.1020	870	0.5200	0.4800	450	420	450	420	920	C	C	2	Add	0	L
SR 82	Fowler Ave.	V.S. Shoemaker Blvd.	4LD	E	22	38861	38,861	1.07	34,400	0.0960	3,300	0.5400	0.4600	1,780	1,520	1,780	1,520	1950	C	B	4	Add	0	L	
		V.S. Shoemaker Blvd.	Michigan Link	4LD	E	22	37707	37,707	1.07	35,200	0.0960	3,380	0.5400	0.4600	1,830	1,550	1,830	1,550	1950	C	B	4	Add	0	L
SR 82	Michigan Link	Ortiz Ave.	5LD	E	22	45428	45,428	1.07	42,500	0.0960	4,080	0.5400	0.4600	2,200	1,880	2,200	1,880	2020	B	B	6	Add	1	L	
		Ortiz Ave.	I-75	6LD	E	22	59661	59,661	1.07	55,800	0.0960	5,360	0.5400	0.4600	2,890	2,470	2,890	2,470	2020	D	B	6	Add	0	L
SR 82	I-75	Buckingham Rd.	6LD	E	22	34820	34,820	1.07	32,400	0.0960	3,110	0.5400	0.4600	1,680	1,430	1,680	1,430	2020	B	B	4	Add	0	L	
		Buckingham Rd.	Lee Blvd.	6LD	E	22	54250	54,250	1.07	50,700	0.0960	4,870	0.5400	0.4600	2,630	2,240	2,630	2,240	2020	C	B	6	Add	0	L
SR 80 - 1st St. & 2nd St.	Lee Blvd.	Gunnery Rd.	2LU	E	22	32139	32,139	1.07	30,000	0.0960	2,880	0.5400	0.4600	1,560	1,320	1,560	1,320	920	F	F	4	Add	2	L	
		Fowler Ave.	Park Ave.	6LD	E	22	47428	47,428	1.06	44,700	0.0960	4,250	0.5400	0.4600	2,300	1,950	2,300	1,950	2020	B	B	6	Add	0	L
SR 80 - 1st St. & 2nd St.	Park Ave.	Seaboard St.	6LD	E	22	45770	45,770	1.06	43,200	0.0960	4,100	0.5400	0.4600	2,210	1,890	2,210	1,890	2020	B	B	6	Add	0	L	
		Seaboard St.	V.S. Shoemaker Blvd.	4LD	E	22	35190	35,190	1.06	33,200	0.0960	3,150	0.5400	0.4600	1,700	1,450	1,700	1,450	1950	C	B	4	Add	0	L
SR 82	V.S. Shoemaker Blvd.	Ortiz Blvd.	4LD	E	22	37381	37,381	1.06	35,300	0.0960	3,350	0.5400	0.4600	1,810	1,540	1,810	1,540	1950	C	B	4	Add	0	L	
		Ortiz Blvd.	I-75	6LD	E	22	47853	47,853	1.06	45,200	0.0960	4,290	0.5400	0.4600	2,320	1,970	2,320	1,970	2020	B	B	6	Add	0	L
SR 31	I-75	SR 31	4LD	D	FDOT	48955	48,955	1.10	43,800	0.0950	4,160	0.5400	0.4600	2,250	1,910	2,250	1,910	2790	F	F	6	Add	2	L	
		SR 31	Tropic Ave.	4LD	D	FDOT	48324	48,324	1.10	42,700	0.0950	4,090	0.5400	0.4600	2,190	1,870	2,190	1,870	1860	F	F	6	Add	2	L
SR 31	Tropic Ave.	Buckingham Rd.	4LD	D	FDOT	33828	33,828	1.10	30,600	0.0950	2,910	0.5400	0.4600	1,570	1,340	1,570	1,340	1660	C	B	4	Add	0	L	
		Buckingham Rd.	Hickey Creek	4LD	D	FDOT	36487	36,487	1.10	33,200	0.0950	3,150	0.5400	0.4600	1,700	1,450	1,700	1,450	1620	C	B	4	Add	0	L
SR 31	Hickey Creek	Alva Bridge	4LD	D	FDOT	34330	34,330	1.10	31,200	0.0950	2,960	0.5400	0.4600	1,690	1,360	1,690	1,360	1650	C	B	4	Add	0	L	
		Alva Bridge	Joel Blvd.	4LD	D	FDOT			0	1.10	N/A	0.0950	N/A	0.4600	0	0	0	0	1650	A	A	2	Add	0	L
SR 31	Joel Blvd.	Hendry County Line	4LD	D	FDOT			0	1.10	N/A	0.0950	N/A	0.4600	0	0	0	0	1650	A	A	2	Add	0	L	
		Hendry County Line	CR 76A	4LD	D	FDOT			0	1.10	N/A	0.0950	N/A	0.4600	0	0	0	0	1650	A	A	2	Add	0	L
SUNSHINE BLVD.	Lee Blvd.	25th St.	2LU	E	22			0	1.07	N/A	0.1020	N/A	0.5900	0.4100	0	0	0	0	920	B	B	2	Add	0	L
		25th St.	38th St.	2LU	E	22			0	1.07	N/A	0.1020	N/A	0.5900	0.4100	0	0	0	0	920	B	B	2	Add	0
TICE ST.	SR 80	Ortiz Ave.	2LU	E	45	10755	10,755	1.06	10,100	0.0940	950	0.5500	0.4500	520	430	520	430	920	C	C	2	Add	0	L	
		Ortiz Ave.	Staley Rd.	2LU	E	45	13152	13,152	1.06	12,400	0.0940	1,170	0.5500	0.4500	640	530	640	530	920	C	C	2	Add	0	L
TREELINE AVE.	Colonial Blvd.	Daniels Pkwy.	4LD	E	61	21913	21,913	1.18	18,600	0.0920	1,710	0.5200	0.4800	890	820	890	820	1950	B	B	2	Add	0	L	
		Colonial Blvd.	SR 82	4LD	E	28	13695	13,695	1.13	12,100	0.0790	960	0.5200	0.4800	500	460	500	460	1950	B	B	2	Add	0	L
VERONICA SHOEMAKER BLVD.	SR 82	Winkler Ave.	4LD	E	28	24916	24,916	1.13	22,000	0.0790	1,740	0.5200	0.4800	900	840	900	840	1950	B	B	2	Add	0	L	
		Winkler Ave.	Colonial Blvd.	4LD	E	28	23224	23,224	1.13	20,600	0.0790	1,630	0.5200	0.4800	850	780	850	780	1950	B	B	2	Add	0	L
US 41	Hanson St.	SR 82	6LD	E	22	89785	89,785	1.06	84,700	0.0960	8,130	0.5438	0.4562	4,420	3,71										