kwiktag® 026 619 281

EXHIBITS

from HEX hearing

CASE #: DCI2005-00100

CASE NAME: Village Square

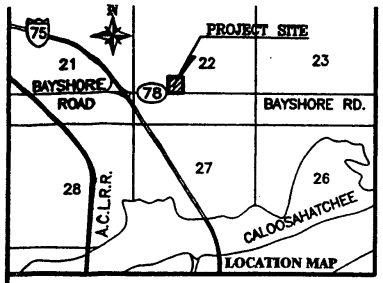
Attach a copy of this form to the top of packet of the exhibits & place exhibits in case file.

ARE THERE ANY BOARD EXHIBITS? ___ **YES** ___ **NO**

LOCATION OF BOARDS:

_____

If there are any board exhibits, attach another copy of this form to boards for identification purposes.



GENERAL NOTES

ALL REQUIREMENTS WILL BE IN ACCORDANCE WITH THE LDC, EXCEPT AS MAY BE PROVIDED ON THE MASTER CONCEPT PLAN.

ALL FUTURE BUILDING FOOTPRINTS AND PARKING CONFIGURATIONS WILL BE CONSISTENT WITH THE PROPERTY DEVELOPMENT REGULATIONS.

AREAS A AND B REFER TO THE ZONING SCHEDULE OF USES AND PROPERTY DEVELOPMENT REGULATIONS.

NO PUBLIC TRANSIT FACILITIES ARE BEING PROVIDED ONSITE.

LOT LINES IN AREA A ARE CONCEPTUAL IN NATURE.

PROPOSED PRITCHETT PKWY. (RE-ALIGNMENT R/W) (APPROXIMATE LOCATION)

SPECIAL NOTE 1: AT THE TIME OF DEVELOPMENT ORDER SUBMITTAL, THE FINAL LOCATION OF THIS INTERSECTION SHALL BE COORDINATED WITH ANY DEFINITIVE PLANS OF THE PRITCHETT PKWY. RE-ALIGNMENT THAT MAY EXIST AT THAT TIME.

SITE DATA

LEE PLAN DESIGNATION:	INTERCHANGE-GENERAL
EXISTING ZONING DESIGNATION:	AG-2
EXISTING LAND USE:	VACANT
PROPOSED ZONING DESIGNATION:	CPD
GROSS AREA:	8.75± ACRES
STRAP NUMBER(S):	22-43-25-00-00023.0000

UTILITY SERVICE BY:

SEWER: NORTH FORT MYERS UTILITY, INC.
WATER: LEE COUNTY UTILITIES

OPEN SPACE CALCULATIONS

NET AREA:	8.75± ACRES
OPEN SPACE REQUIRED:	2.63 ACRES (30%)
OPEN SPACE PROVIDED:	2.63 ACRES (30% MINIMUM)
INDIGENOUS PRESERVATION:	1.05 ACRES x 125% CREDIT = 1.32 ACRES

AG-2 SINGLE FAMILY RESIDENCE FUTURE LAND USE: INTERCHANGE GENERAL

AG-2 (VACANT) FUTURE LAND USE: INTERCHANGE GENERAL

EX. DRIVEWAY

AG-2 (SINGLE FAMILY RESIDENCE) FUTURE LAND USE: INTERCHANGE GENERAL

15' TYPE "C" BUFFER WITH TREES AND SHRUBS AND WATER MANAGEMENT BERM

75' MIN.

150' MIN. SETBACK

INDIGENOUS PRESERVE AREA/ENLARGED BUFFER (FINAL LOCATION TO BE DETERMINED AT DEVELOPMENT ORDER) 1.05 ACRES x 125% CREDIT = 1.32 ACRES

MOVE SWALE AND BERM TO SOUTH OF PRESERVE

AG-2 (SINGLE FAMILY RESIDENCE) FUTURE LAND USE: OUTLYING SUBURBAN

LEAVE SWALE TO INTERCEPT NORTH PROP. LINE DRAINAGE SWALE

N

SCALE: 1"=80'

200' MIN.

125' MIN.

125' MIN. (SEE SPECAIL NOTE)

WELLS ROAD (LOCAL) (50' R/W) (2-LANES)

BLDG. SETBACK

"NO RIGHT TURN" SIGN

8' HIGH MASONARY WALL ALONG PARKING AREA

30' MIN. TYP. BLDG. SETBACK TO INDIGENOUS PRESERVE AREAS

Extend Wall to Prop. Line

SERVICE AREAS

STORMWATER (DRY) DETENTION AREA

SWALE

AG-2 (VACANT) FUTURE LAND USE: OUTLYING SUBURBAN

15' TYPE "D" BUFFER

5' TYPE "A" BUFFER

AREA B

(NO SUBDIVISION INTO LOTS)

APPROXIMATE LOCATION OF OUTDOOR SEATING TO BE SOUTHERLY OF BUILDING STRUCTURE

70' MIN. BLDG. SETBACK

AG-2 (VACANT) FUTURE LAND USE: OUTLYING SUBURBAN

CPD (VACANT)

ACCESSWAY

SERVICE AREAS

24' ACCESS EASEMENT FOR ADJOINING PROPERTY LOCATION TO BE DETERMINED AT DEVELOPMENT ORDER

AREA A

(MINIMUM 2 LOTS/MAXIMUM 3 LOTS) SEE PROPERTY DEVELOPMENT REGULATIONS FOR AREA AND DIMENSION CRITERIA

APPROXIMATE LOCATION OF OUTDOOR SEATING

APPROXIMATE SIGN LOCATION

APPROXIMATE SIGN LOCATION

STORMWATER (DRY) DETENTION AREA

15' TYPE "D" BUFFER

15' TYPE "D" BUFFER

RECEIVED
MAR 0 3 2006
PERMIT COUNTER

DCI 2005-00100

ATTACHMENT F

COMMERCIAL DRIVEWAY

600'±

405'±

BAYSHORE ROAD STATE ROAD NO. 78 (ARTERIAL)

(100' R/W) (2-LANES)

140'±

290'±

460'±

1/4-MILE TO I-75 INTERCHANGE

UNNAMED DRIVE (NOT OPEN)

RPD (VACANT) FLU: CONSERVATION LANDS-UPLANDS

PELICAN WAY

C-1A (VACANT) FUTURE LAND USE: OUTLYING SUBURBAN

EAST LAKE DRIVE

EXHIBIT 6-J

NO.	DATE	REVISIONS
3	3/02/06	REVISIONS PER SUFFICIENCY LETTER DATED MARCH 1, 2006
2	2/14/06	RELOCATE 6' HIGH MASONARY WALL
1	12/22/05	REV. PER LEE CO. STAFF COMMENTS, ADD SERVICE AREA, C/L DISTANCES, SWALES, BLDG. SETBACK, SEATING

NOT AUTHORIZED FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

JRI Engineering, Inc.
Planning Engineering Surveying Aerial Photography & Photogrammetry Services
2328 Hancock Bridge Parkway, Ste. 114, Cape Coral, Florida 33990
Phone: 239.458.8544 Fax: 239.458.2233 www.jrieng.com

BAYSHORE VILLAGE HOLDINGS GROUP, LLC.
P.O. BOX 4024
NORTH FORT MYERS, FLORIDA 33918
PHONE: (239) 995-1280

BAYSHORE VILLAGE MARKET SQUARE

MASTER CONCEPT PLAN

SCALE: 1"=80'
DATE: 10/12/05
SHEET: 1 OF 1

Palermo, Anthony D.

From: Laura Alvarez [laura@bayshorebackyard.com]
Sent: Tuesday, May 09, 2006 1:43 PM
To: Palermo, Anthony D.
Subject: RE: BAYSHORE ZONING CASES

Thank you, Tony. I agree with the approval, the application is well within the expectations of the land use and community plan with one glaring exception... those are not foot paths running across the property. That is a bridle path and is the only way we can ride our horses to Lawhon's. Because Nalle Rd and Slater Rd are so dangerous and were developed before we had a community plan to protect our equestrian activities, the Pritchette property was the only access to the country store for all riders within the Nalle, Nalle Grade, Slater square even before Pritchette Parkway was constructed. Riders within the square use the dirt roads to travel inward to what is now Pritchette Parkway and then continue to Lawhon's via this property.
Currently, USHome has offered to include a bridle path in their plan, however, this path would end abruptly at this property with its current design. I suppose this is what we will have to bring up at the hearing yet, any comment from you would be greatly appreciated!

Our next Concerned Citizens of Bayshore Community meeting will be May 16th.
Thanks to your generosity, I now have ample documentation for a clear, understandable presentation about this application for re-zoning. Hopefully, by informing the residents with accurate information, the process will go smoothly and benefit both the community and the land owner.

Laura

-----Original Message-----
From: Palermo, Anthony D. [mailto:APalermo@leegov.com]
Sent: Tuesday, May 09, 2006 12:59 PM
To: Laura Alvarez
Subject: RE: BAYSHORE ZONING CASES

I should have given you the staff report. It is attached. The staff report shows it is 1500 feet from the I-75 intersection (approximately) and the Future land use is General interchange.

-----Original Message-----
From: Laura Alvarez [mailto:laura@bayshorebackyard.com]
Sent: Tuesday, May 09, 2006 9:16 AM
To: Palermo, Anthony D.
Subject: RE: BAYSHORE ZONING CASES

Hello Tony!

While this property is currently AG-2 zoning, it appears to be in the "purple" land use designation. I am having trouble locating a more specific map for clarification. Could you confirm that this property has a land use of Interstate Interchange and is a quarter mile from the intersection center?

Thank you!!
Laura Alvarez

-----Original Message-----
From: Anthony Palermo [mailto:APALERMO@leegov.com]
Sent: Wednesday, March 29, 2006 8:13 AM
To: laura@bayshorebackyard.com
Subject: RE: BAYSHORE ZONING CASES

Laura,

If you have a PO Box or mailing address, I'd appreciate it. Here's my first case for you

STAFF'S EXHIBIT # 2
DCI2005-00100R

and the group.

CASE NUMBER: DCI2005-00100 "Village Square on Bayshore" Commercial Planned Development

HEARING EXAMINER DATE: May 18, 2006. 9 a.m. 1500 Monroe Street, Fort Myers, 2nd Floor Community Development/Public Works Building.

Applicant: Bayshore Village Holdings Group, LLC in ref to The Village Square on Bayshore.

Matt Uhle is the attorney representing the applicant.

Tony Palermo, Senior Planner, is the county planner assigned to the case. #239-479-8325 PO Box 398, Fort Myers, FL 33902

Request: Rezone +/- 8.75 acres from Agricultural (AG-2) to Commercial Planned Development (CPD) to permit a maximum of 99,999 square feet of mixed uses: office, medical office and retail. Maximum height requested is 2 stories/35 feet. No development blasting is requested. The project will connect to public potable water and to a public sanitary sewer system as part of any development of this property.

Location: The subject property is located at 17300 Wells Road(From downtown Fort Myers take Palm Beach Blvd (SR80) east and merge onto I-75 north(towards Tampa). Take exit 143 toward N. Ft Myers/Cape Coral. Merge onto Bayshore Road east. Turn left onto Wells Road and end at 17300 Wells Road).

TONY PALERMO, Senior Planner
Lee County Community Development
P.O. Box 398
Fort Myers, FL 33902-0398
Phone (239) 479-8325
Fax (239) 479-8313
Email apalermo@leegov.com

>>> "Laura Alvarez" <laura@bayshorebackyard.com> 03/28/06 07:59PM >>>
You can send it to me and I can forward it to the members as well as post the information on the website. THANK YOU!!

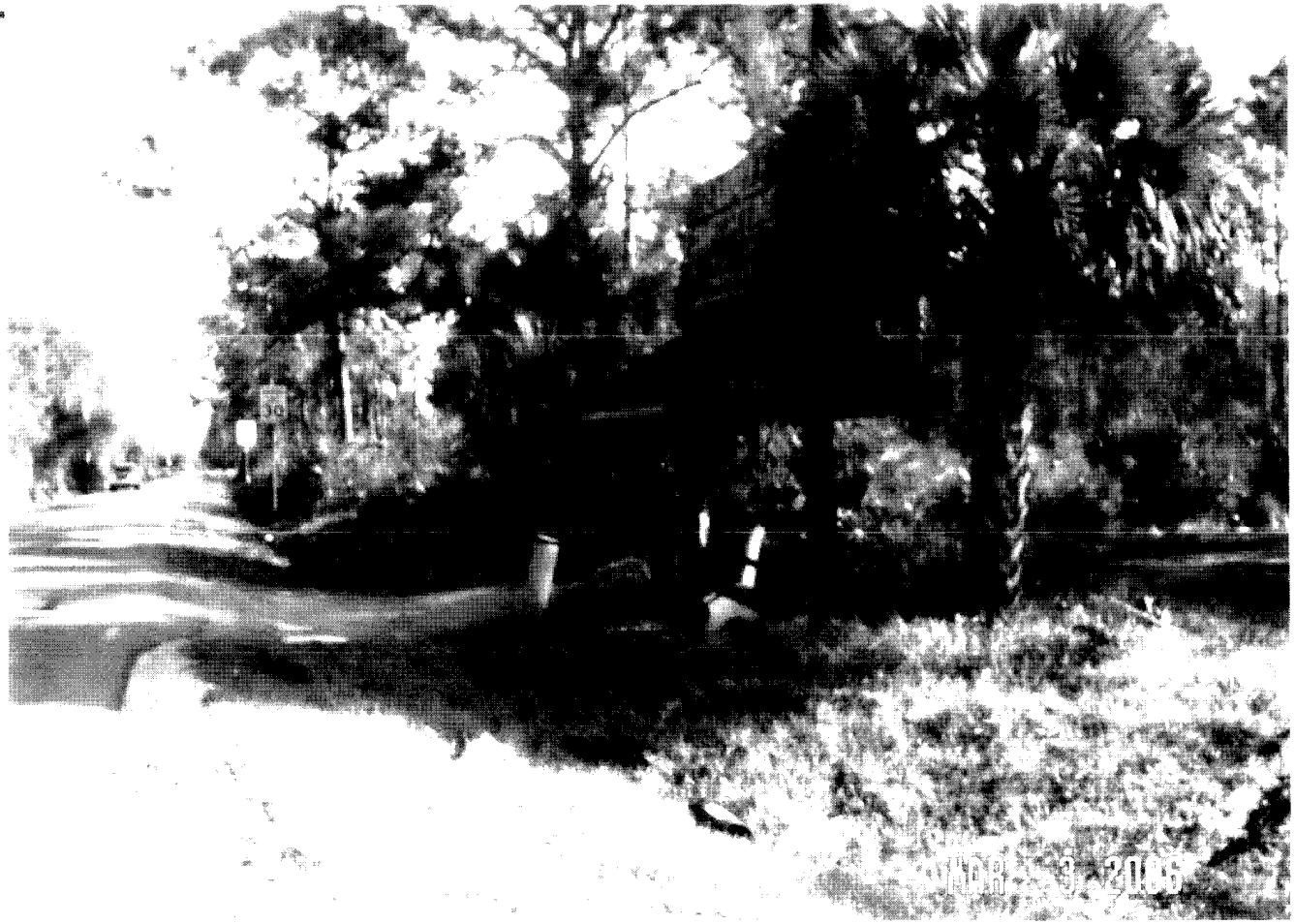
--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.3.2/294 - Release Date: 3/27/2006

--
Internal Virus Database is out-of-date.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.5.1/328 - Release Date: 5/1/2006

--
Internal Virus Database is out-of-date.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.5.1/328 - Release Date: 5/1/2006

--
Internal Virus Database is out-of-date.
Checked by AVG Free Edition.
Version: 7.1.385 / Virus Database: 268.5.1/328 - Release Date: 5/1/2006

DCI2005-00100 BAYSHORE VILLAGE CPD



Staff photos by Tony Palermo, Senior Planner

STAFF'S EXHIBIT # 3

Subject property.
Trees and bridle paths on site.
Illegal dumping is a problem.

Views on Wells Road.
Rural residential uses.

Left, Bayshore Road looking west.
Right, Bayshore Road. Service Station to the east near Nalle Road.

b) Additional clearing of trees or other vegetation in agricultural areas is prohibited. Existing areas of cattle grazing may be maintained, i.e., mowed, but not cleared or expanded. This prohibition is not intended to preclude County approved requests for the removal of invasive exotic vegetation.

c) Prior to issuance of a local development order, the property owner must provide written proof, subject to approval by the County Attorney's Office, of the following:

1) Termination of all agricultural use on any portion of the property included in the development order application /approval. Proof must include a sworn affidavit from the person or entity holding title to the subject property that specifically provides:

a) the date the agricultural uses ceased;

b) the legal description of the property subject to the development order approval;

c) an affirmative statement that the owner acknowledges and agrees that all agricultural uses are illegal and prohibited on the property and that the owner covenants with the County that they will not allow any such uses on the property unless and until the property is rezoned to permit such uses; and,

d) that the affidavit constitutes a covenant between the owner and the County that is binding on the owner and their assignees and successors in interest.

The covenant must be properly recorded in the public records of the County at the owner's expense.

2) Termination of the agricultural tax exemption for any portion of the property included in the development order application/approval. Proof as to termination must include a copy of the request to terminate the tax exemption provided to the Property Appraiser.

29. The property owner/developer has volunteered to dedicate an 8-foot wide strip along the southern boundary of the property fronting on Homestead Road to Lee County to serve as a bridle path. In addition, he has offered to donate $3,500.00 toward the future construction on the path by the Division of Parks and Recreation.

SECTION C. DEVIATIONS:

Deviation (1) seeks relief from the LDC §34-2474(b)(6) requirement to provide that recreation halls and ancillary facilities be located a minimum of 40 feet from any residential dwelling unit, to allow a 20-foot setback for recreational facilities from residential uses. This deviation is APPROVED.

STAFF'S EXHIBIT # 4
DCI2005-00108

RESOLUTION NUMBER Z-02-070

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, US Home Corporation filed an application on behalf of the property owners, Pritchett Development Company Ltd.; Kathy Lynne R. Pritchett, Trustee; Peter Kainz; Bank of America, N.A., R. E. Services - Pritchett; and Ernest A. Hansen, Trustee (½ Interest) and Frances Hansen, Trustee (½ Interest), to rezone 741.22± acres from Agricultural (AG-2), Commercial Planned Development (CPD), & Recreational Vehicle Planned Development (RVPD) to Residential Planned Development (RPD), in reference to Heritage Creek, a/k/a Stoneybrook North; and,

WHEREAS, public hearings were advertised and held on December 11, 2002; and continued and held on February 12 and 13, 2003; April 23 and 24, 2003; June 18 and 19, 2003; July 31, 2003; and August 1 and 8, 2003; with the record held open for written submissions until August 25, 2003; before the Lee County Zoning Hearing Examiner, who gave full consideration to the evidence in the record for Case #DCI2001-00038; and

WHEREAS, a second public hearing was advertised and held on February 16, 2004, before the Lee County Board of Commissioners, who gave full and complete consideration to the recommendations of the staff, the Hearing Examiner, the documents on record and the testimony of all interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

SECTION A. REQUEST

The applicant filed a request to rezone 741.22± acres from from AG-2, CPD, and RVPD to RPD, to permit the development of a maximum of 1,525 residential units including a mixture of single-family, duplex, townhouse, two-family attached and multi-family units all not to exceed 35 feet in height. The property is located in the Outlying Suburban, Wetlands and General Interchange Land Use Categories and is legally described in attached Exhibit A. The request is APPROVED, SUBJECT TO the conditions and deviations specified in Sections B and C below.

SECTION B. CONDITIONS:

All references to uses are as defined or listed in the Lee County Land Development Code (LDC).

1. The development of this project must be consistent with the one-page Master Concept Plan (MCP) entitled "Stoneybrook North Master Concept Plan," prepared by Wilson Miller, dated March 10, 2004, printed March 17, 2004, and stamped "Received Mar 17 2004 Permit Counter," except as modified by the conditions below. This development must comply with all requirements of the Lee County LDC at time of local development order approval, except as may be granted by deviation

COPY

STAFF'S EXHIBIT # 6
DCI2005-00100

as part of this planned development. If changes to the MCP are subsequently pursued, appropriate approvals will be necessary.

2. The following limits apply to the project and uses:

a. Schedule of Uses

Administrative Offices
Agriculture - SUBJECT TO Condition 24
Accessory uses and structures
Club, Private (Limited to Tract K)
    Food and beverage service, limited
    Health Club and Spa
    Parking lot, accessory
    Rental or leasing establishment, Group I - limited to
        bicycles, tennis rackets and other small
        equipment for use by members of the private club
Specialty Retail Shop, Group I
Communication Tower - limited to one on the north
    side of Tract K and limited to a maximum of 35 feet in height
Dwelling Unit - limited to a maximum of 1,275 units consisting of:
    Conventional Single-family Residence
        (May be constructed on all R-1 and R-1A residential tracts)
        See Note 1.
    Two-family attached (Limited to Tracts I-1, I-2 & J)
        See Note 1.
    Conventional Single-family Detached Residential lots located on
        the northern boundary of the project in Tracts F-1 and F-3,
        must be no less than 7,500 square feet in area within 500 feet
        of the northern boundary.
Entrance Gate and Gatehouse, in compliance with §34-1748
Essential Services
Essential Service Facilities, Group I
Excavation, water retention
Fences, walls
Home occupation
Model Home, Model Unit and Model Display Group
Real Estate Sales Office (Temporary sales office limited
    to Tract K and limited to the sale of lots
    or units within the development only)
Recreation Facilities, Personal
Recreation Facilities, Private on-site
    Parking lot, accessory
Residential Accessory Uses
Signs, including one existing billboard located on the southwest side
    of Lake L1, all in compliance with LDC Chapter 30 except
    as approved by deviation
Temporary uses (§34-3041)

Note 1: Single-family dwelling units may be constructed on all R-1 and R-1A residential tracts. Two-family attached dwelling units may be constructed only on R-1A residential tracts (Tracts I-1, I-2 and J).

b. Site Development Regulations

LAND USES	Minimum Lot			Minimum Setback (ft.)							Max. Bldg. Height (ft.)	Min. Bld. Separation (ft.)	Max Lot Coverage (%)
					Rear (ft.)			Front (ft.)					
	Area (sq. ft.)	Min. Width (ft.)	Min. Depth (ft.)	Side including Corner Lots (ft.) *	Lots	Wetland	Acc.	Front Entry Garage	Bldg. or Side Entry Garage	Water Body (ft.)			
Single-family Detached	4,000†	40	100	5	20	20	5	20	12	25	35 or 2 stories	10	45
Two-family Attached	3,500 per unit	35 per unit	100	0 or 10	20	20	5	20	12	25	35 or 2 stories	10	45
Clubhouse	20,000	80	100	10	20	20	5	n/a	20	25	35 or 2 Stories	20	45
Accessory Recreation Buildings	n/a	n/a	n/a	n/a	20	20	n/a	n/a	n/a	n/a	35 or 1 story	20	n/a

* Applies to lots of all widths and to corner lots. Each lot, including corner lots, will have only one front yard.
† Lots located within 500 feet of the northern boundary of the project on Tracts F-1 and F-3, must be no less than 7,500 square feet in area.

3. DELETED

4. The Tract M recreational area must include at a minimum, one multi-purpose field, a playground and picnic area. Facilities for the safe passage of pedestrians cyclists from one side of Pritchett Parkway to the other as determined by the Director of Development Services at the time of local development order submittal must be provided

5. No residential lots may be located within 250 feet of the existing High Point sewage treatment plant property lines until the sewage treatment plant is no longer in operation. If the High Point sewage treatment plant is still in operation when the plat is approved for any lots located in Tracts F-2 and Tract G, the Applicant must include a 30-foot- wide Type F buffer around the perimeter of the High Point sewage treatment plant property lines, excluding the easement that provides access to the plant.

6. Common area open space must be designed to incorporate as many of the native heritage trees and Sabal palms as possible. Any healthy Sabal palms with a minimum eight foot clear trunk must be salvaged if conditions (e.g., no rock) and sequence of construction allows. If the sequence of construction does not allow the

on-site relocation of Sabal palms, effort must be made to identify an off-site recipient site. Sabal palms that are located in wet areas typically do not respond well to transplanting and will not be subject to this condition. The salvage efforts must be coordinated with the Lee County Division of Environmental Sciences staff whether used on-site or otherwise. Any Sabal palms being relocated must be moved in a horticulturally correct manner per Lee County Extension Services brochure Lee 8/2000A and attached as **Exhibit D**. Prior to local development order approval, the preserved trees and any relocated palms must be delineated on the plans. Preserved trees and relocated Sabal palms will receive protected tree credits per §10-420(h).

7. Gopher Tortoises:

   A detailed protected species management plan for gopher tortoises, Big Cypress fox squirrels, and wading birds must be submitted with the initial development order for any portion of this project. The gopher tortoise management plan must include either a permanent fence or a continuous hedge of native shrubs where the gopher tortoise preserve abuts the road and park to protect the tortoises from the vehicular traffic and active recreation area.

   A pedestrian/bicycle trail, with a maximum four-foot width, is permissible within the gopher tortoise preserve. The trail must be designed to avoid impacting existing gopher tortoise burrows and large native trees. Two (2) access points to the trail may be incorporated into the fence, provided the openings are designed to minimize the potential for tortoises to disperse from the preserve. Details of the trail and fence must be included in the development order plans.

8. Prior to any local development order approval, an open space table must be included that details the residential unit type with lot size per tract, required open space, provided open space, required indigenous preservation and provided indigenous preservation. The project must preserve at a minimum the approximately 100.1 acres of conservation area including the wetland creation area. If more than 500 acres of the project is developed with residential tracts (including roads and lakes) requiring open space, then the development order must delineate the additional required indigenous preservation for the Lee County Division of Environmental Sciences staff review and approval.

9. The use of cypress mulch is prohibited in preserve areas.

10. The maximum width of all boardwalks within the preserve areas may not exceed the minimum width requirements set forth by the Americans with Disabilities Act.

11. All boardwalks within the preserve areas must be designed to avoid mature native trees and protected species burrows, nests, or dens. The final layout of the boardwalks must be field verified by the Lee County Division of Environmental Sciences staff prior to construction. Minor adjustments to minimize impacts to native vegetation may be required.

12. The construction of gazebos or viewing platforms within conservation areas is limited to no more than two (2) structures, each having a footprint no larger than 200 square feet.

13. Prior to site work for any recreational use that requires the removal of vegetation within a conservation area, a development order showing impacts to the conservation area must be submitted for review and approval by Environmental Sciences and other applicable County Staff.

14. Prior to local development order approval, the development order plans must include littoral planting areas in substantial compliance with the "Stoneybrook North Littoral Planting Exhibit," stamped "Received Apr 07 2003 Community Development," and attached as **Exhibit E**.

    All lake littoral zones must be constructed as depicted in Cross-Section B-B. Littoral planting quantities must be consistent with the "Littoral Planting Exhibit, Stoneybrook North" and accompanying table stamped "Received May 29 2003 Community Development," and attached as **Exhibit F**. The planting area along the northern ditch expansion must also provide native wetland plants installed three-feet on center.

15. The Communication Tower as denoted on the Master Concept Plan must be of a monopole design and limited to 35 feet in height. The tower and its associated maintenance buildings must be designed to minimize impacts to birds.

16. Lake littoral plantings within Tract K must be calculated at one littoral plant per linear foot of lake shoreline. One 10-foot-tall tree or two (2) three-gallon shrubs may be substituted for 10 herbaceous plants. Trees and shrubs may used to count toward up to 50 percent of the required lake littoral planting requirements. A minimum of two (2) native wetland tree species and four (4) native herbaceous plant species must be installed in the Lake L1 (contained within Tract K).

17. The placement of any required vegetation within a utility, power, or drainage easement must be clearly delineated on an Alternate Landscape Betterment Plan as per §10-419 and submitted with the local development order. The placement of vegetation within any easement must be approved by Lee County Environmental Sciences staff and any other affected Division (Utilities, Zoning, etc.). If the easement is to an entity other than Lee County, then written approval of the location of vegetation from any affected easement holder must be submitted to Lee County Environmental Sciences staff as part of the development order. Approval from all affected parties must be obtained prior to approval of the local development order.

18. Lake bulkheads are limited to roads and the clubhouse area. Bulkheads are not permitted along residential boundaries.

    Prior to local development order approval, the plans must show the location of the bulkheads to confirm that no more than 20 percent of each lake shoreline consists of bulkhead or rip-rap. Lakes where bulkheads are proposed must be designed to

provide one linear foot of compensatory littoral zone with an 8:1 slope for each linear foot of bulkhead. For lakes that utilize bulkheads, littoral plants must be calculated at two (2) plants per linear foot of shoreline clustered within the 8:1 slope portion of the lake.

The development order must include a typical cross-section detail of bulkhead and rip-rap areas on the paving, grading and landscape plan.

19. Transportation Concurrency for this project will be measured pursuant to the Lee Plan and LDC standards in place at the time of the development order. This must include evaluating Bayshore Road from Nalle Road to I-75 for transportation concurrency. Prior to development order approval, the developer must demonstrate that the Level of Service (LOS) will not fall below the adopted level of service on the identified links. In determining that level of service, only road improvements with committed funding, as provided in FAC 9J-2.045, may be considered.

20. The developer must provide intersection improvements to the intersection of Bayshore Road and Pritchett Parkway. At a minimum, the developer will construct a southbound right turn lane as a site-related improvement, and not eligible for road impact fee credits. In cooperation with the Florida Department of Transportation and the County, the developer may realign Pritchett Parkway to address future operational problems caused by project traffic.

21. The developer must construct an eight-foot-wide bicycle path or two (2) five-foot-wide sidewalks along Pritchett Parkway from Bayshore Road to Rich Road. Whether the portions of the bicycle/pedestrian improvements constructed 1) between Bayshore Road and the southernmost site entrance, and 2) between Rich Road and the northernmost site entrance, will be eligible for road impact fee credits will be determined through negotiations between the Staff and the Applicant when there is sufficient information to make such a determination.

22. Blasting is prohibited on this project site.

23. The excavation of material from the lake areas does not constitute construction materials mining as defined under Section 552.30, Florida Statutes.

24. AGRICULTURAL USES:

Agriculture is not approved as a permanent use in the Schedule of Uses for this property. All agricultural uses must cease upon approval of the requested rezoning, EXCEPT as follows:

a) Existing bona fide agricultural uses, as shown in attached **Exhibit H**, may continue until approval of a local development order for the area of the project containing those uses.

b) Additional clearing of trees or other vegetation in agricultural areas is prohibited. Existing areas of bona fide agricultural use may be

EXHIBIT "C"

STONEYBROOK NORTH

MASTER CONCEPT PLAN

PREPARED FOR : US HOME CORPORATION

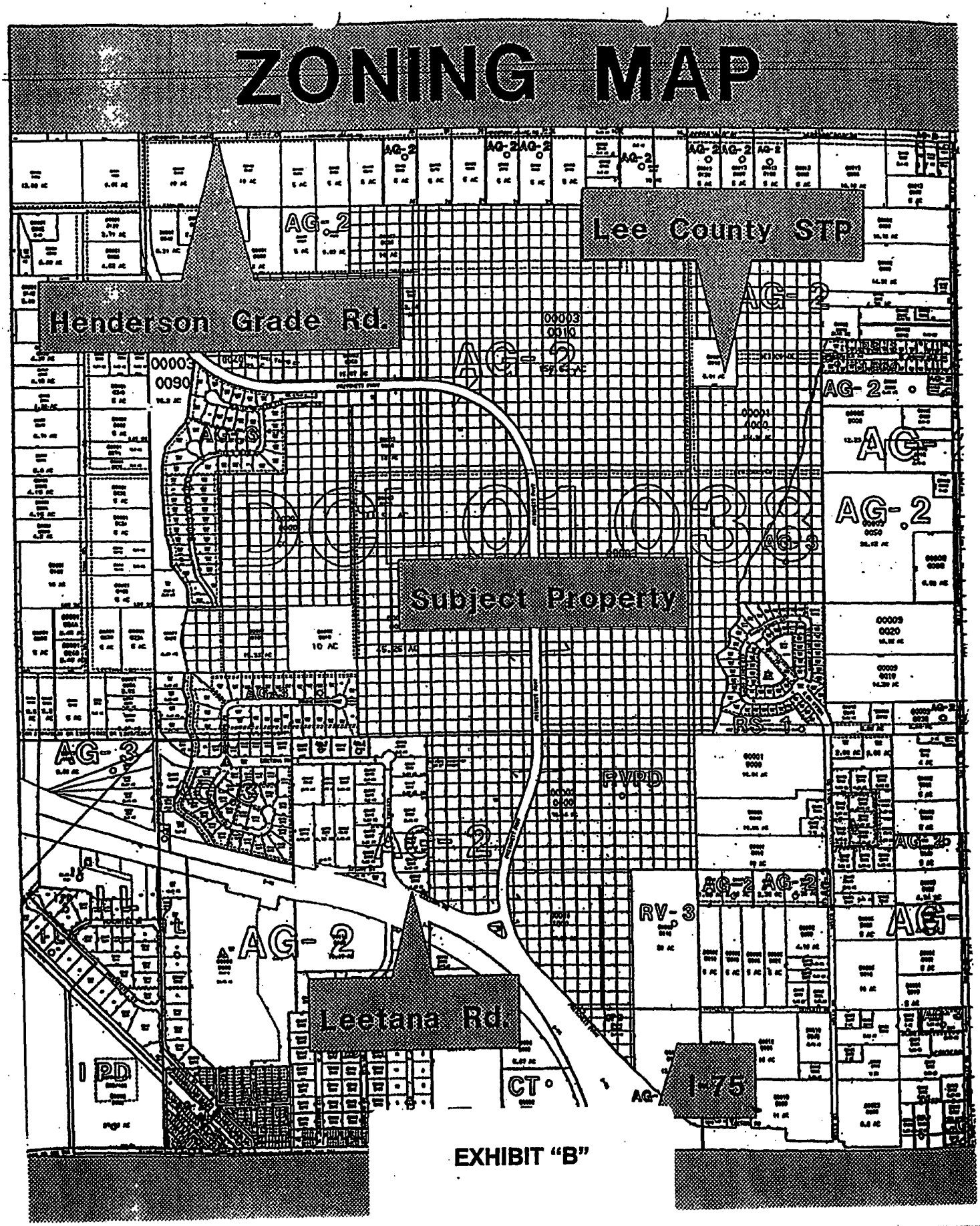
Wilson Miller

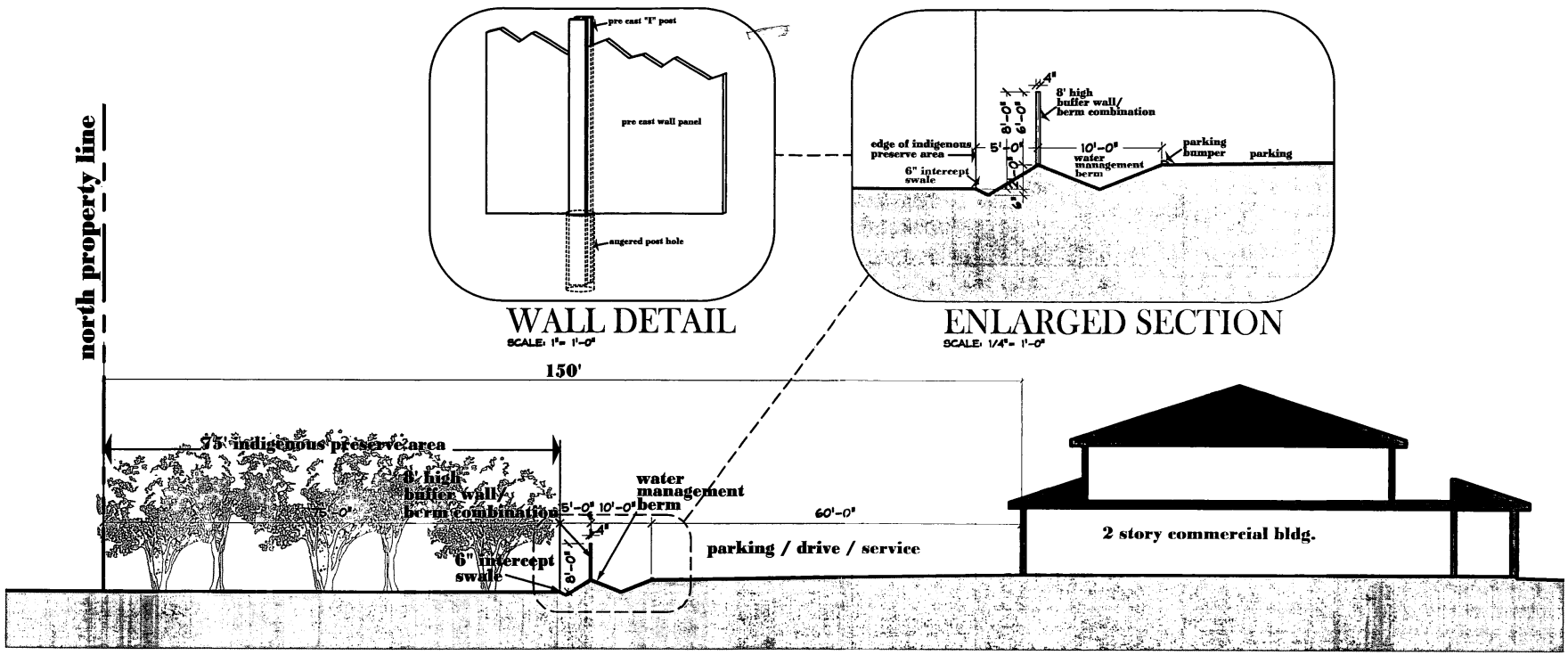
PRINTED

RECEIVED

2001-00038

Sheet 1 of 1


ZONING MAP
Lee County STP
Henderson Grade Rd.
Subject Property
Leetana Rd.
I-75
AG-2
AG-3
RV-3
CT
PD
EVPD
EXHIBIT "B"



APPLICANT'S EX. 4
DCI2005-00100

REVISED 05/16/06

Gora McGahey ASSOCIATES IN ARCHITECTURE
43 Barkley Circle Suite 202
Fort Myers, Florida 33907
239-275-0225 Fax 239-275-7123

SITE SELECTION STUDY FOR
BAYSHORE VILLAGE HOLDINGS GROUP, LLC.
NORTH FORT MYERS, FLORIDA
PARTIAL SITE CROSS SECTION - EXHIBIT NO. 1

JOB NO. 05026
SP-1

EXHIBIT A

MICHAEL J. MUSHO
HEARING EXAMINER DATE: MAY 18, 2006

RE: CASE NUMBER DCI2005-00100
THE VILLAGE SQUARE ON BAYSHORE

TRAFFIC IMPACT STATEMENT

FOR

RECEIVED
MAY 31 2001
COMMUNITY DEVELOPMENT

HERITAGE CREEK

A U.S. HOME COMMUNITY

ON PRITCHETT PARKWAY TO THE NORTH OF BAYSHORE ROAD

PROJECT NO. 010412

PREPARED BY:
Metro Transportation Group, Inc.
12651 McGregor Boulevard, Suite 4-403
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941-278-3090

DCI 2001-00038

May 27, 2001

MUSHO
EXHIBIT # 1
DCI2005-00100

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I. INTRODUCTION

Metro Transportation Group, Inc. (Metro) has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking approval for zoning. This report has been completed in compliance with guidelines established in the Lee County Traffic Impact Statement Guidelines. The development site is located on Pritchett Parkway, to the north of its intersection with Bayshore Road (State Route 78), in Lee County, Florida. The site location is illustrated on **Figure 1**.

The Developer is proposing to develop a residential golf course community on the approximately 745 acre site. Access to the development will be provided via several access drives along Pritchett Parkway. The site access will be further defined at the Development Order stage.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the various surrounding intersections will be completed and analysis conducted to determine the impacts of the development on the surrounding streets and intersections.

II. EXISTING CONDITIONS

The subject site is currently vacant. The site is bordered on the north by vacant land. To the northwest is Hunter's Glen, another residential development, to the south the site is bordered by more vacant land and to the east by single family homes as well as vacant land.

Pritchett Parkway is a north/south two-lane collector roadway that extends north from Bayshore Road to Rich Road in the vicinity of the subject site. At its intersection with Bayshore Road, Pritchett Parkway has a single lane approach under STOP sign control. At the intersection with Rich Road to the north, Pritchett Parkway has a single lane

approach under STOP sign control as well. Pritchett Parkway has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

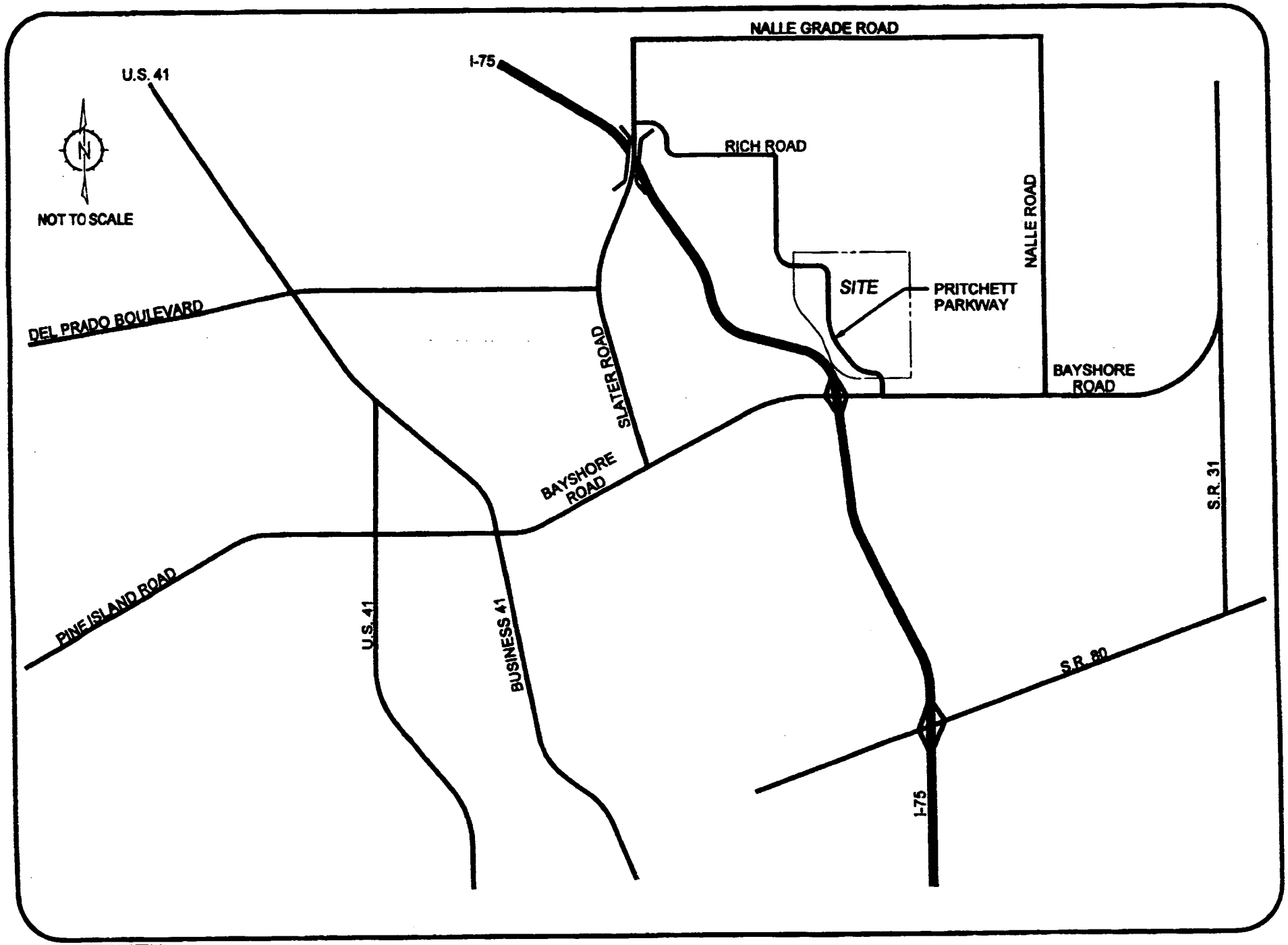
Bayshore Road (State Route 78) is a two-lane arterial roadway the widens to a four-lane divided roadway in the vicinity of the I-75 interchange. At the unsignalized intersection of Pritchett Parkway, Bayshore Road has an eastbound left turn lane and two through lanes in each direction. To the east of its intersection with Pritchett Parkway, Bayshore Road narrows to a two-lane roadway. Bayshore Road, between Slater Road and I-75, is programmed to be widened to a four-lane divided roadway by the time the Heritage Creek development is completed. Construction is scheduled to begin in the year 2004. This roadway improvement was taken into account in this analysis. Bayshore Road has a posted speed limit of 50 mph and is under the jurisdiction of the Florida Department of Transportation.

In order to gain a better understanding of the existing traffic conditions in the vicinity of the site, Metro conducted weekday A.M. and P.M. peak hour traffic counts at the intersections of Pritchett Parkway @ Bayshore Road and Bayshore Road @ I-75 East Ramp. **Figure 2** indicates the weekday A.M. and P.M. peak hour turning movement volumes for these intersections.

III. PROPOSED DEVELOPMENT

Heritage Creek is an approximately 745-acre proposed residential golf course community within Lee County. The proposed development intensity was taken from the Master Concept plan prepared by Banks Engineering and Florida Land Planning.

Table 1 summarizes the land uses utilized for trip generation purposes for the subject development.



SITE LOCATION

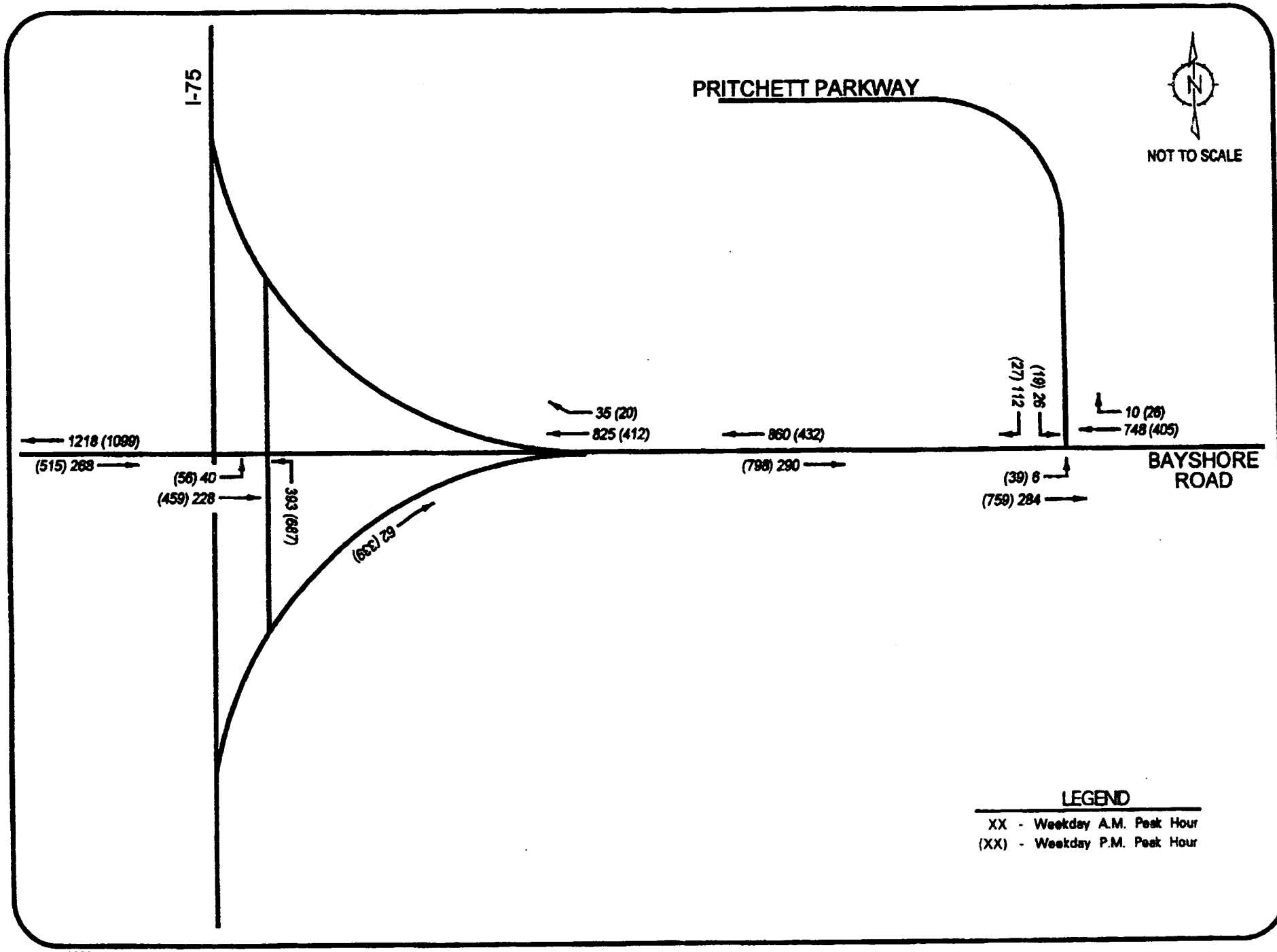
FIGURE: 1

Table 1
Heritage Creek
Land Uses

Golf Course	18 holes
Residential	330 Multi-Family Townhouses
	1142 Single Family Homes

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation***, 6th Edition. For the residential uses, Land Use Code 230 (Residential Condominium/Townhouse) was utilized for the multi-family units, and Land Use Code 210 (Single-Family Detached Housing) was utilized for the single family units. Land Use Code 430 (Golf Course) was utilized for the golf course portion of the development. This land use code includes the trips generated by the golf course and the clubhouse. It is important to note that the golf course will be a private country club at build-out of the site. Therefore it will not generate many trips, if any at all, from outside of the Heritage Creek development. However, the golf course trip generation was included in order to provide this analysis with a "worst case" trip generation scenario. Therefore, the actual trips generated by the Heritage Creek development will most likely be lower than the values reflected by this analysis. The equations for each of these land uses are contained in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour trip generation of Heritage Creek as currently proposed. The daily trip generation is also indicated in the table.



2001 PEAK HOUR TURNING MOVEMENTS

FIGURE: 2

Table 2
Trip Generation
Heritage Creek

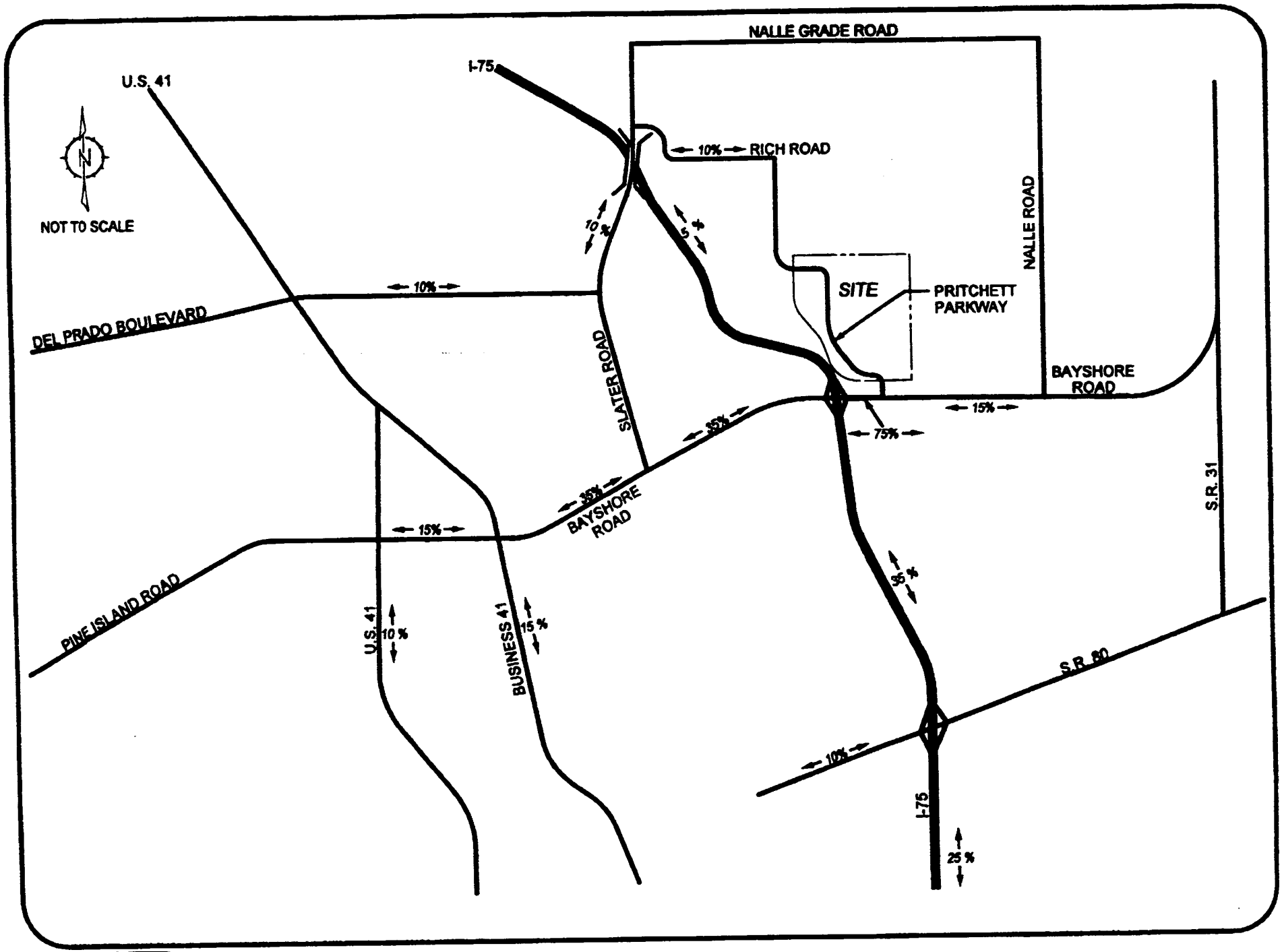
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Multi-Family (330 units)	20	110	130	110	55	165	1,795
Single Family (1142 units)	205	605	810	620	345	965	9,745
Golf Course (18 holes)	30	10	40	20	30	50	645
Total	255	725	980	750	430	1,180	12,095

V. TRIP DISTRIBUTION

The trips shown in Table 2 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The anticipated trip distribution of the development traffic is shown on **Figure 3**. In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, contained in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour – Peak Direction Level of Service "C" volumes, as defined by the Lee County Route Specific Level of Service Tables provided by the Lee County Division of Transportation.

VI. FUTURE TRAFFIC CONDITIONS

It was assumed that the project would be completed by the year 2008. Based on this projected build-out, a growth rate was applied to the existing traffic conditions for all roadway links and intersections that could be significantly impacted by this development. The existing roadway link traffic data was obtained from the 2000 Lee County Traffic Count Report. Based on the project distribution shown in Figure 3, the link data was analyzed for the existing conditions, year 2008 without the development and year 2008



TRIP DISTRIBUTION

FIGURE: 3

with the development. **Figure 4** indicates the site traffic assignment to the intersections of Bayshore Road @ I-75 East Ramp and Bayshore Road @ Pritchett Parkway.

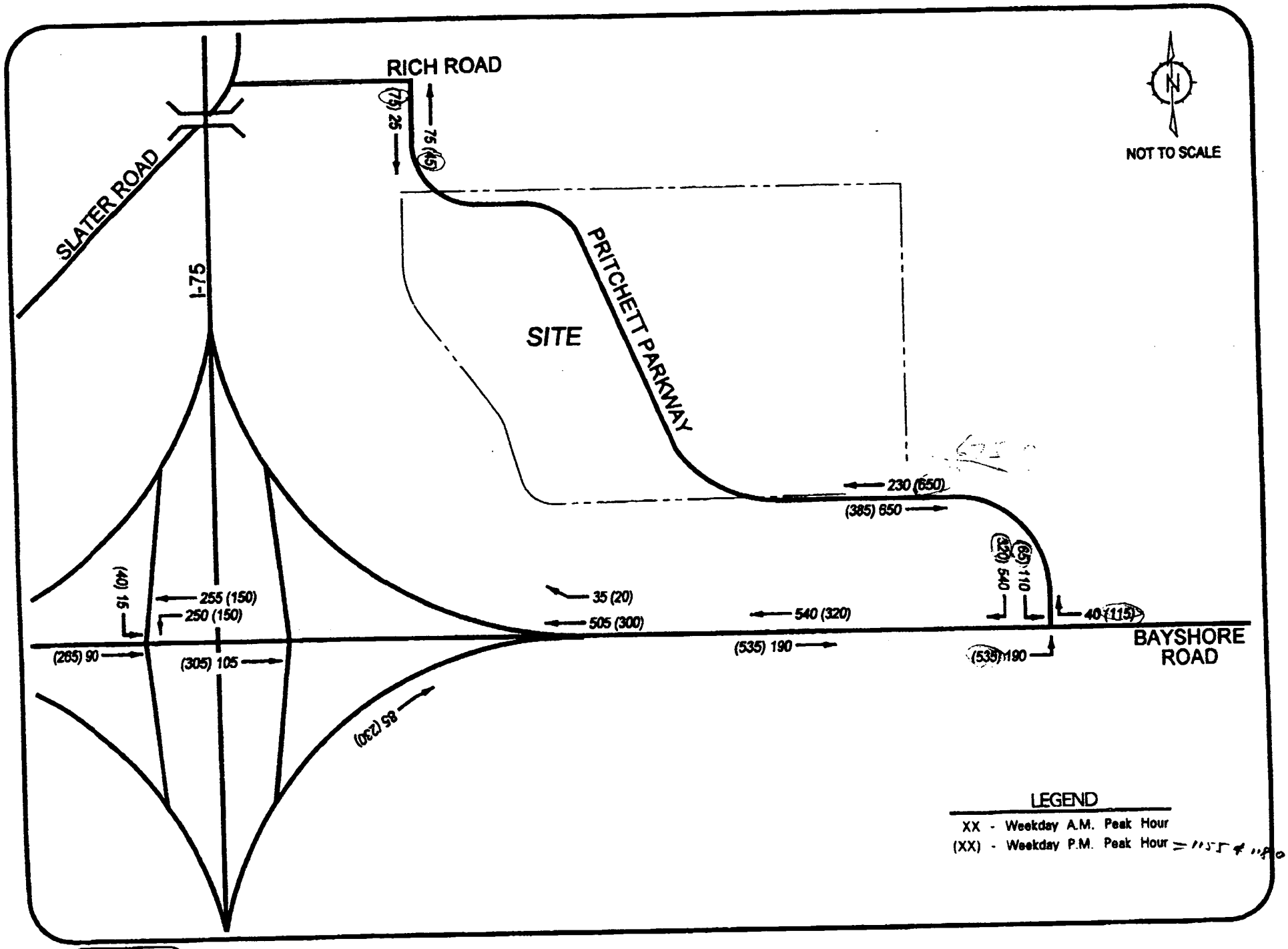
Figure 5 indicates the year 2001 peak hour – peak direction traffic volumes and Levels of Service for the various roadway links within the study area. The 2001 traffic volumes were calculated based on the historic growth rate as determined by the 2000 Lee County Traffic Count report. **Table 2A** in the Appendix of the report indicates the methodology utilized to obtain the year 2001 base year traffic volumes as well as the growth rate utilized for each roadway segment. Also noted in Figure 5 is the Level of Service for each link for the year 2001, as defined by the Lee County Link Specific Level of Service Tables, as provided by the Lee County Department of Transportation.

Figure 6 indicates the year 2008 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 6 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. These figures are also derived from **Table 2A** contained in the Appendix.

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

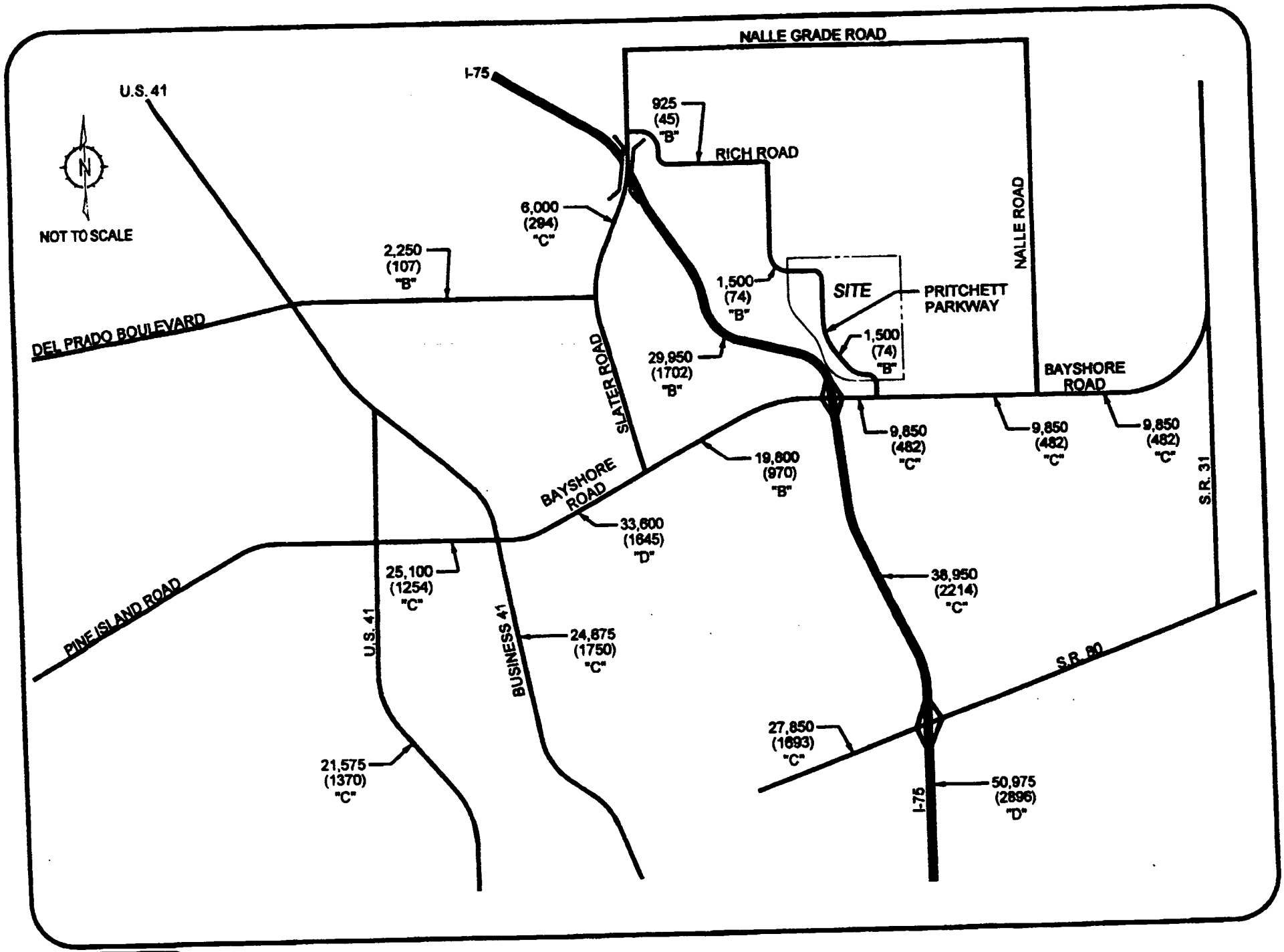
Figure 7 indicates the site traffic assignment combined with the existing traffic volumes, increased by the growth factors shown in Table 2A. This graphic depicts the estimated traffic conditions near the site for build-out conditions, or the year 2008, based on historical growth rate trends and the trip generation of the proposed development. The analysis and improvements were evaluated on these traffic conditions.

As can be seen from Figure 6, many of the roadway links analyzed as part of this report will be significantly impacted as a result of the proposed residential development because the project traffic added to the links is more than 10% of the Level of Service "C" volume for that particular roadway link. However, none of the roadway links analyzed as



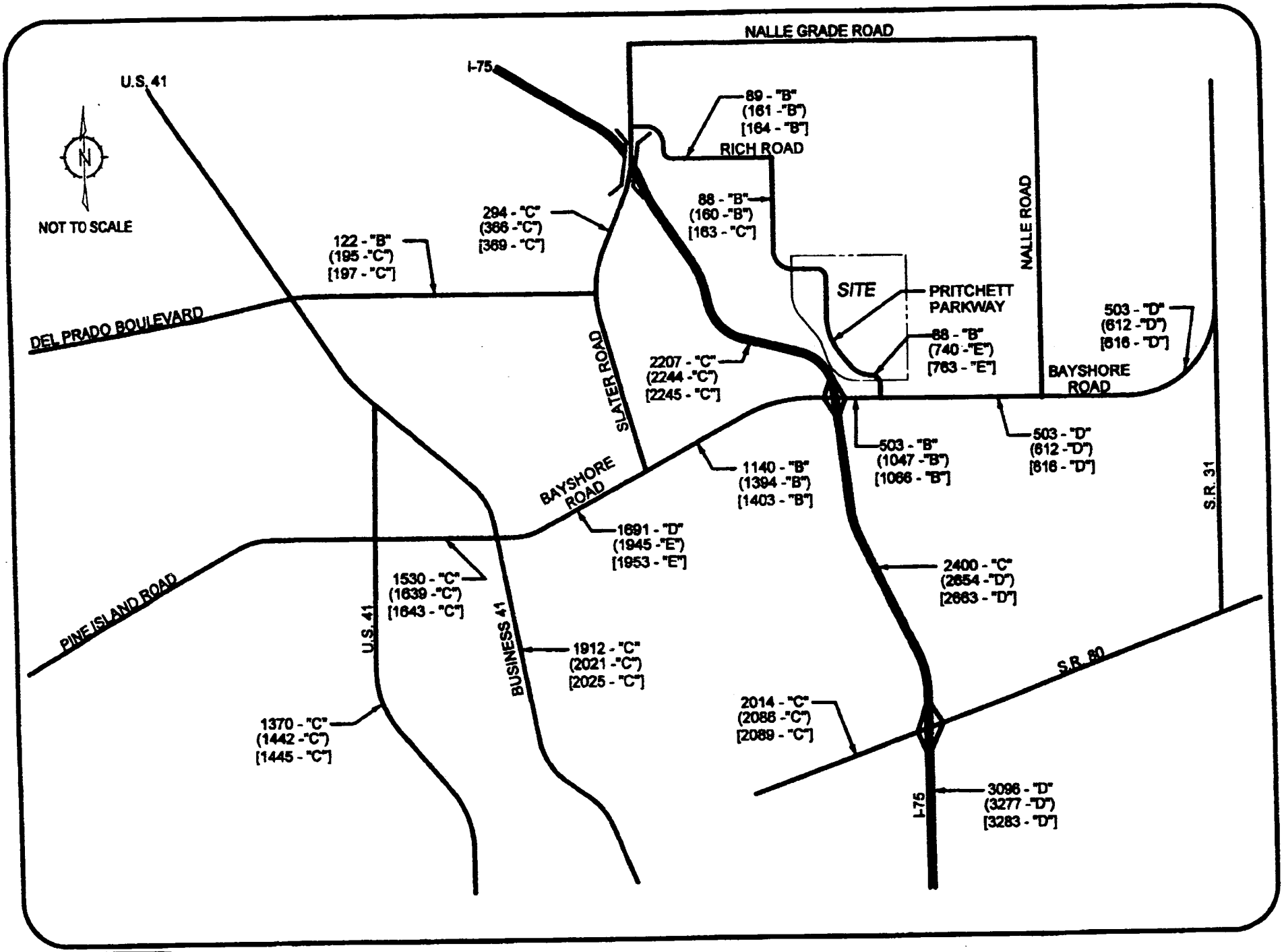
2008 PROJECT GENERATED TRAFFIC

FIGURE: 4



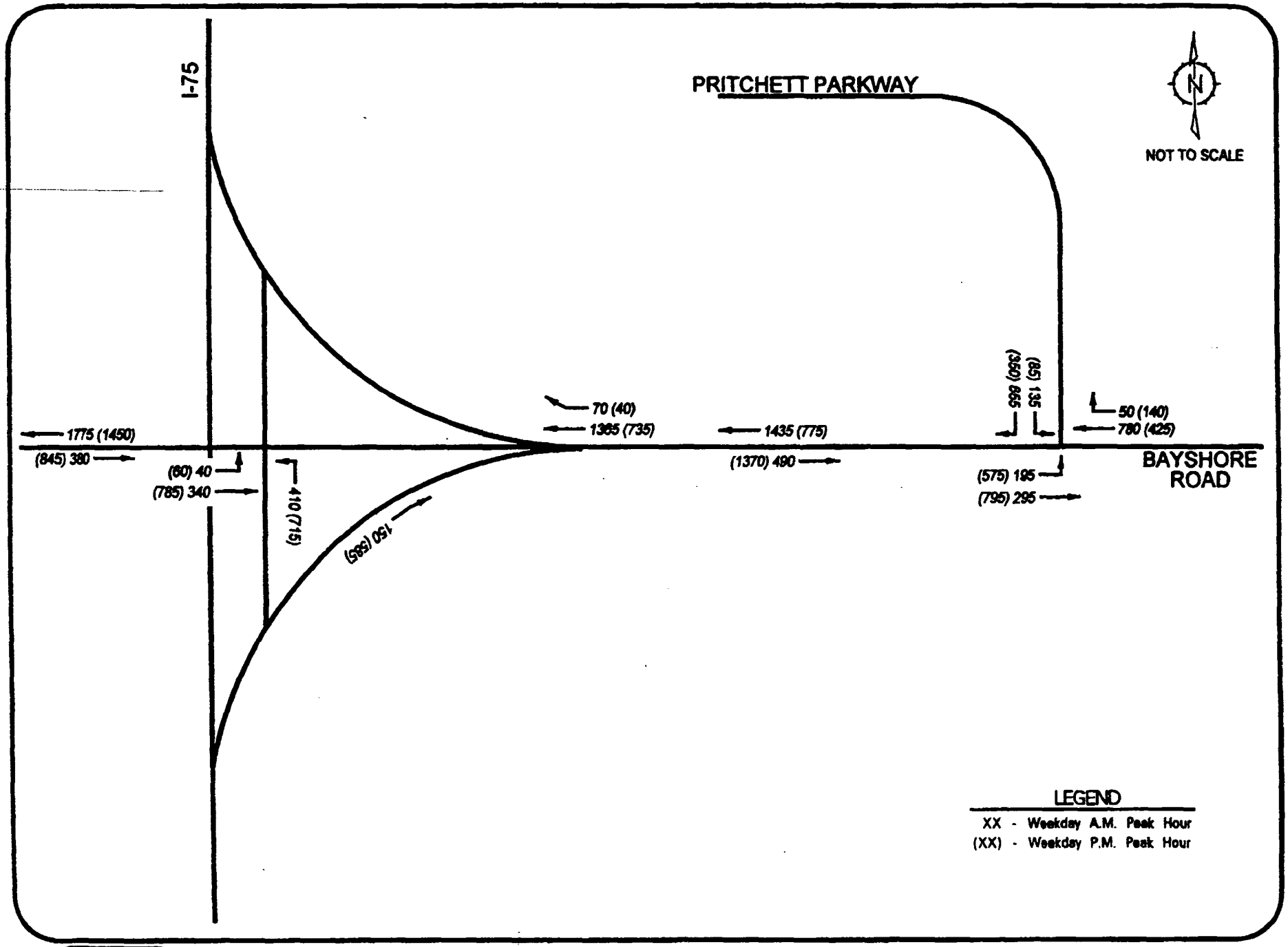
2001 TRAFFIC CONDITIONS

FIGURE: 5



2008 TRAFFIC CONDITIONS

FIGURE: 6



2008 PROJECTED TRAFFIC CONDITIONS

FIGURE: 7

a part of this report will be adversely impacted as a result of Heritage Creek because all the roadways will maintain a Level of Service below the adopted Level of Service for a roadway in Lee County. The majority of roadway segments analyzed as a part of this report, once the development is completed, will maintain the Level of Service as projected without the development. The only exceptions are Pritchett Parkway north of Bayshore Road, I-75 between Bayshore Road and Palm Beach Boulevard, Bayshore Road between Slater Road and Business 41, and Del Prado Boulevard to the east of U.S. 41. These roadway links are shown to operate at a lower Level of Service once the project traffic has been added to the roadways. Regardless, these roadway links will continue to maintain an acceptable level of service according to the parameters established by the County.

Intersection analysis was performed at the intersections of Bayshore Road and Pritchett Parkway as well as Bayshore Road at the I-75 East Ramp. **Table 3** illustrates the results of the capacity analysis. Included in Table 3 is the approach level of service for the aforementioned intersections, as well as the level of service for the entire intersection.

Table 3
Heritage Creek
Intersection Analysis Results

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		2001 (Exist.)	2008 (Background)	2008 (w/ Devel.)	2001 (Exist.)	2008 (Background)	2008 (w/ Devel)
I-75 (East Ramp) @ Bayshore	Overall Intersection	C	B	C	C	C	C
Pritchett @ Bayshore (Unsignalized)	Eastbound Left	A	A	B	A	A	B
	Southbound Left + Right	B	B	F	B	B	F

According to the capacity analysis results, minor improvements to the intersection of Pritchett Parkway @ Bayshore Road may be necessary, but these intersections will be further analyzed at the Development Order stage. Turn lanes will be warranted at the site access drives and possibly at some nearby intersections, but turn lane improvements will

be further defined at the Development Order stage once turn lane analysis has been completed.

X. CONCLUSION

The development of approximately 745 acres of property to the north of Bayshore Road on Pritchett Parkway in Lee County, Florida will not have a detrimental impact on the surrounding roadway system. The existing roadway network as well as improvements to the network programmed by Lee County within the next three years can accommodate the additional new vehicle trips the development is anticipated to generate. Site specific turn lane improvements will be warranted based on the Lee County Turn Lane Policy and will be further defined in the Development Order process. Turn lanes will be required at some of the site access drives and possibly some surrounding intersections, but turn lane improvements will be further defined at the Development Order stage.

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TABLE 1A
PEAK DIRECTION
PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 980 VPH IN= 255 OUT= 725

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 1180 VPH IN= 750 OUT= 430

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Bayshore Road	E. of Business 41	4LD	0	0	1590	1910	2030	35.00%	263	16.5%
	E. of Slater Rd	4LD	0	1410	1920	2030	2030	35.00%	263	13.7%
	E. of I-75	4LD	0	1410	1920	2030	2030	75.00%	563	29.3%
	E. of Pritchett Pkwy	2LN	0	150	420	680	1140	15.00%	113	26.8%
	E. of Nalle Rd	2LN	0	180	410	640	1170	15.00%	113	27.4%
Business U.S. 41	S. of Bayshore Rd	6LD	0	0	3040	3530	3630	15.00%	113	3.7%
Del Prado Blvd	W. of Slater Rd	2LN	0	160	360	570	1040	10.00%	75	20.8%
I-75	S. of Palm Beach Blvd	4LF	1060	1720	2570	3310	4090	25.0%	188	7.3%
	N. of Palm Beach Blvd	4LF	1060	1720	2570	3310	4090	35.0%	263	10.2%
	N. of Bayshore Road	4LF	1060	1720	2570	3310	4090	5.0%	38	1.5%
Pine Island Road	W. of Business 41	4LD	0	640	1810	2010	2020	15.00%	113	6.2%
Pritchette Pkwy	N. of Bayshore Rd	2LN	0	160	360	570	1040	90.00%	675	187.5%
	S. of Rich Rd	2LN	0	160	360	570	1040	10.00%	75	20.8%
Rich Road	E. of Slater Road	2LN	0	160	360	570	1040	10.00%	75	20.8%
Slater Road	N. of Del Prado Blvd	2LN	0	210	460	690	1170	10.00%	75	16.3%
State Road 80	W. of I-75	6LD	0	810	2690	3030	3150	10.00%	75	2.8%
U.S. 41	S. of Pine Island Rd	4LD	0	1050	2360	2570	2600	10.00%	75	3.2%

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS

FILE: 99COUNTS 7% Truck Adjustment = 0.934

P.C.S.	PEAK	K	D	P.C.S.	PEAK	K	D	P.C.S.	PEAK	K	D
PCS NO. 1	1.100	0.092	0.69	PCS NO. 24	1.070	0.095	0.50	I-75	1.127	0.099	0.574
PCS NO. 4	1.127	0.096	0.51	PCS NO. 34	1.093	0.098	0.51				
PCS NO. 5	1.077	0.095	0.64	PCS NO. 41	1.067	0.105	0.67				

TOTAL PROJECT TRAFFIC AM = 980 VPH IN = 255 OUT = 725

TOTAL PROJECT TRAFFIC PM = 1180 VPH IN = 750 OUT = 430

ROADWAY	SEGMENT	PCS	BASE YR ADT	2000 ADT	YRS OF GROWTH	ANNUAL RATE	2001 PK HR PK SEASON PEAK DIR.	2008 PK HR PK SEASON PEAK DIR.	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2008 BCKGRND + AM PROJ TRAFFIC	2008 BCKGRND + PM PROJ TRAFFIC
Bayshore Road	E. of Business 41	4	30700	31800	9	0.39%	1645	1691	35.00%	254	263	1945	1953
	E. of Slater Rd	4	15300	18400	8	2.33%	970	1140	35.00%	254	263	1394	1403
	E. of I-75	4	8800	9300	9	0.62%	482	503	75.00%	544	563	1047	1066
	E. of Pritchett Pkwy	4	8800	9300	9	0.62%	482	503	15.00%	109	113	612	616
	E. of Nalle Rd	4	8800	9300	9	0.62%	482	503	15.00%	109	113	612	616
Business U.S. 41	S. of Bayshore Rd	41	21600	24200	9	1.27%	1750	1912	15.00%	109	113	2021	2025
Del Prado Blvd	E. of U.S. 41	24	No Data	2200	0	2.00% [1]	107	122	10.00%	73	75	195	197
I-75	S. of Palm Beach Blvd	I-75	46300	48100	4	0.96%	2896	3096	25.00%	181	188	3277	3283
	N. of Palm Beach Blvd	I-75	35450	36700	3	1.16% [2]	2214	2400	35.00%	254	263	2654	2663
	N. of Bayshore Road	I-75	24600	27500	3	3.78%	1702	2207	5.00%	36	38	2244	2245
Pine Island Road	W. of Business 41	34	19200	24800	9	2.88%	1254	1530	15.00%	109	113	1639	1643
Pritchette Pkwy	N. of Bayshore Rd	4	1300	1400	3	2.50%	74	88	90.00%	653	675	740	763
	S. of Rich Rd	4	1300	1400	3	2.50%	74	88	10.00%	73	75	160	163
Rich Road	E. of Slater Road	4	600	800	3	10.06%	45	89	10.00%	73	75	161	164
Slater Road	N. of Del Prado Blvd	4	5900	5700	9	0.00%	294	294	10.00%	73	75	366	369
State Road 80	W. of I-75	5	21600	27000	9	2.51%	1693	2014	10.00%	73	75	2086	2089
U.S. 41	S. of Pine Island Rd	1	24100	21000	9	0.00%	1370	1370	10.00%	73	75	1442	1445

[1] The growth rate for Del Prado Blvd, E. of U.S. 41, was assumed to be 2.0% based on the surrounding roadway traffic growth rates

[2] The traffic count data for I-75, N. of Palm Beach Blvd, was averaged from the roadway segments adjacent to it

PRITCHETTE PARKWAY @ BAYSHORE ROAD

PROJECT:
DATE: 4/12/01
DAY: WEDNESDAY
WEATHER: SUNNY
COUNT TIME: 7:00 AM - 9:00 AM

[redacted]

15 MIN BEGIN	PRITCHETT PARKWAY								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	0	0	0	4	0	23	27	1	55	0	56	0	169	2	171	254
7:15 AM	0	0	0	0	5	0	28	33	1	67	0	68	0	190	3	193	294
7:30 AM	0	0	0	0	9	0	35	44	3	73	0	76	0	221	1	222	342
7:45 AM	0	0	0	0	8	0	26	34	1	89	0	90	0	168	4	172	296
8:00 AM	0	0	0	0	2	0	13	15	3	79	0	82	0	114	4	118	215
8:15 AM	0	0	0	0	5	0	14	19	2	72	0	74	0	141	5	146	239
8:30 AM	0	0	0	0	1	0	21	22	2	61	0	63	0	134	3	137	222
8:45 AM	0	0	0	0	4	0	9	13	1	69	0	70	0	100	2	102	185
TOTAL:	0	0	0	0	38	0	169	207	14	565	0	579	0	1237	24	1261	2047

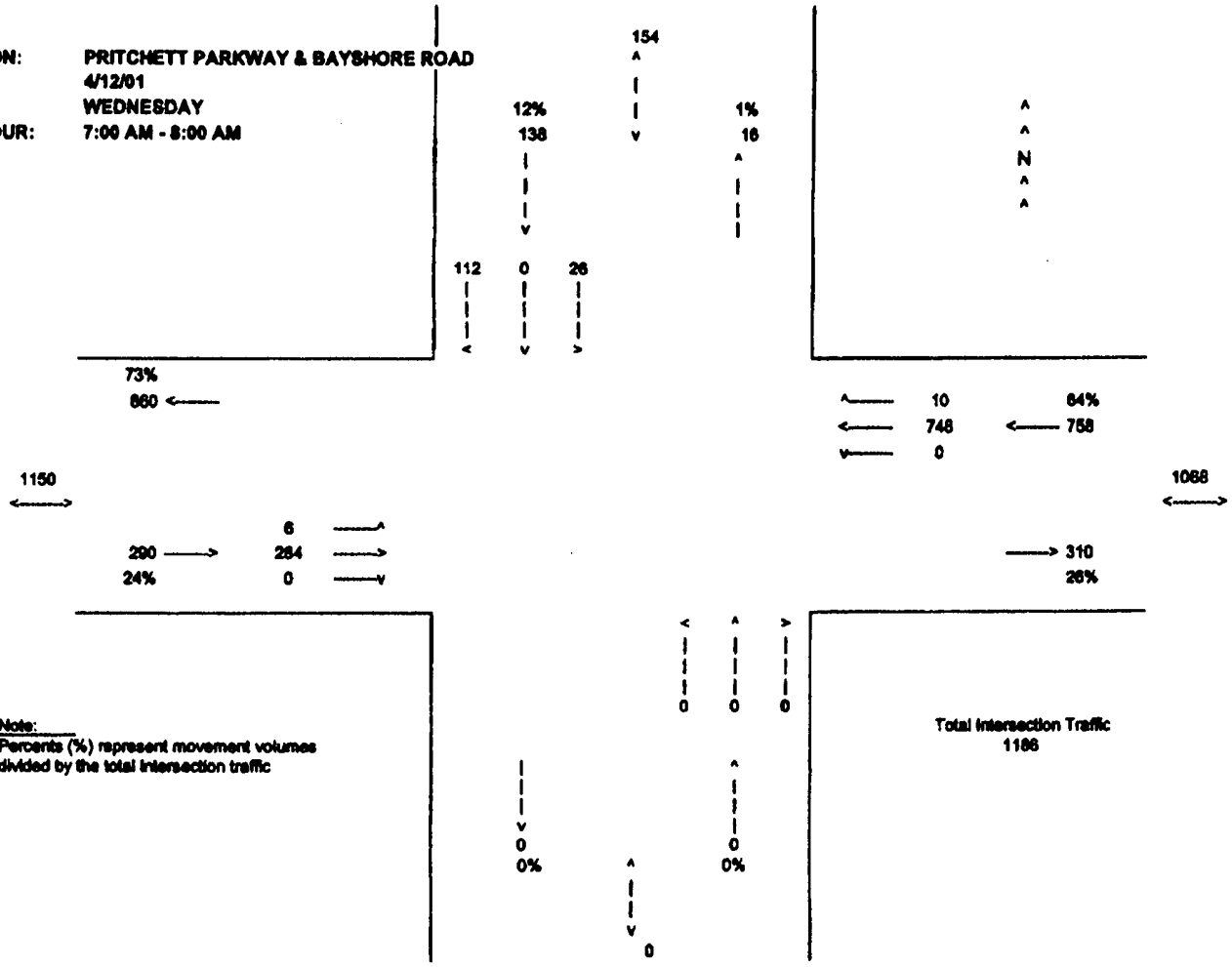
[redacted]

HOUR BEGIN	PRITCHETT PARKWAY								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	0	0	0	26	0	112	138	6	284	0	290	0	748	10	758	1186
7:15 AM	0	0	0	0	24	0	102	126	8	308	0	316	0	693	12	705	1147
7:30 AM	0	0	0	0	24	0	88	112	9	313	0	322	0	644	14	658	1092
7:45 AM	0	0	0	0	16	0	74	90	8	301	0	309	0	557	16	573	972
8:00 AM	0	0	0	0	12	0	57	69	6	281	0	289	0	489	14	503	861

[redacted]

HOUR BEGIN	PRITCHETT PARKWAY								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	0	0	0	0	26	0	112	138	6	284	0	290	0	748	10	758	1186
																PHF =	0.87

LOCATION: PRITCHETT PARKWAY & BAYSHORE ROAD
DATE: 4/12/01
DAY: WEDNESDAY
PEAK HOUR: 7:00 AM - 8:00 AM



Note:
Percents (%) represent movement volumes divided by the total intersection traffic

Total Intersection Traffic
1186

PROJECT:
DATE: 4/12/01
DAY: WEDNESDAY
WEATHER: SUNNY
COUNT TIME: 4:00 PM - 6:00 PM

[redacted]

15 MIN BEGIN	PRITCHETT PARKWAY								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	4	0	6	10	8	158	0	166	0	103	8	111	287
4:15 PM	0	0	0	0	3	0	14	17	4	152	0	156	0	91	3	94	267
4:30 PM	0	0	0	0	7	0	11	18	13	152	0	165	0	73	2	75	258
4:45 PM	0	0	0	0	4	0	5	9	14	158	0	172	0	86	10	96	277
5:00 PM	0	0	0	0	4	0	4	8	5	189	0	194	0	114	11	125	327
5:15 PM	0	0	0	0	4	0	9	13	7	211	0	218	0	99	3	102	333
5:30 PM	0	0	0	0	7	0	9	16	13	201	0	214	0	106	2	108	338
5:45 PM	0	0	0	0	3	0	9	12	19	160	0	179	0	92	3	95	286
TOTAL:	0	0	0	0	36	0	67	103	83	1381	0	1464	0	764	42	806	2373

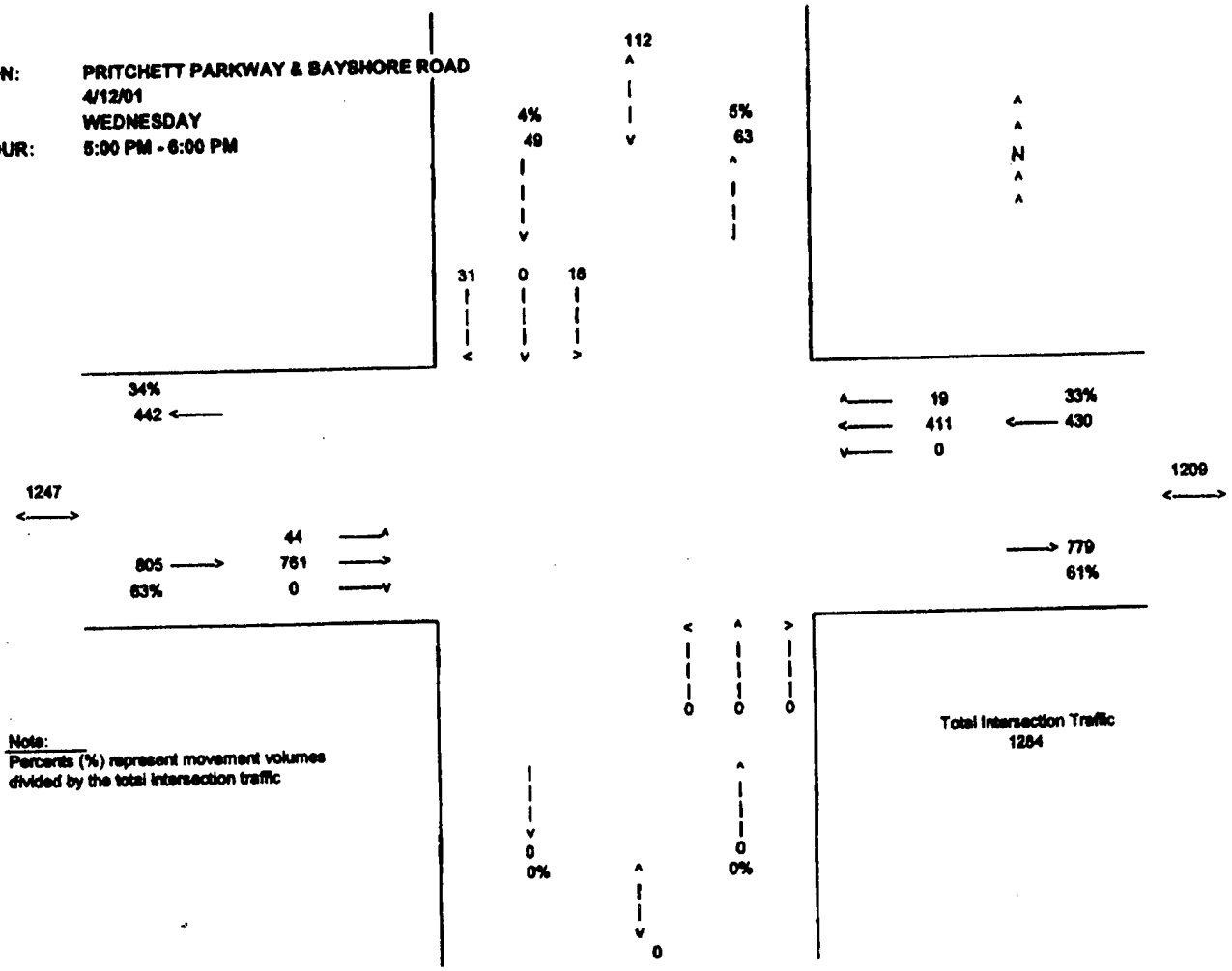
[redacted]

HOUR BEGIN	PRITCHETT PARKWAY								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	0	0	0	18	0	36	54	39	820	0	859	0	353	23	376	1089
4:15 PM	0	0	0	0	18	0	34	52	36	851	0	887	0	364	26	390	1129
4:30 PM	0	0	0	0	19	0	29	48	39	710	0	749	0	372	26	398	1195
4:45 PM	0	0	0	0	19	0	27	46	39	759	0	798	0	406	26	431	1275
5:00 PM	0	0	0	0	18	0	31	49	44	761	0	805	0	411	19	430	1284

[redacted]

HOUR BEGIN	PRITCHETT PARKWAY								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
5:00 PM	0	0	0	0	18	0	31	49	44	761	0	805	0	411	19	430	1284
																PHF =	0.95

LOCATION: PRITCHETT PARKWAY & BAYSHORE ROAD
DATE: 4/12/01
DAY: WEDNESDAY
PEAK HOUR: 5:00 PM - 6:00 PM



Note:
Percents (%) represent movement volumes divided by the total intersection traffic

Total Intersection Traffic
1284

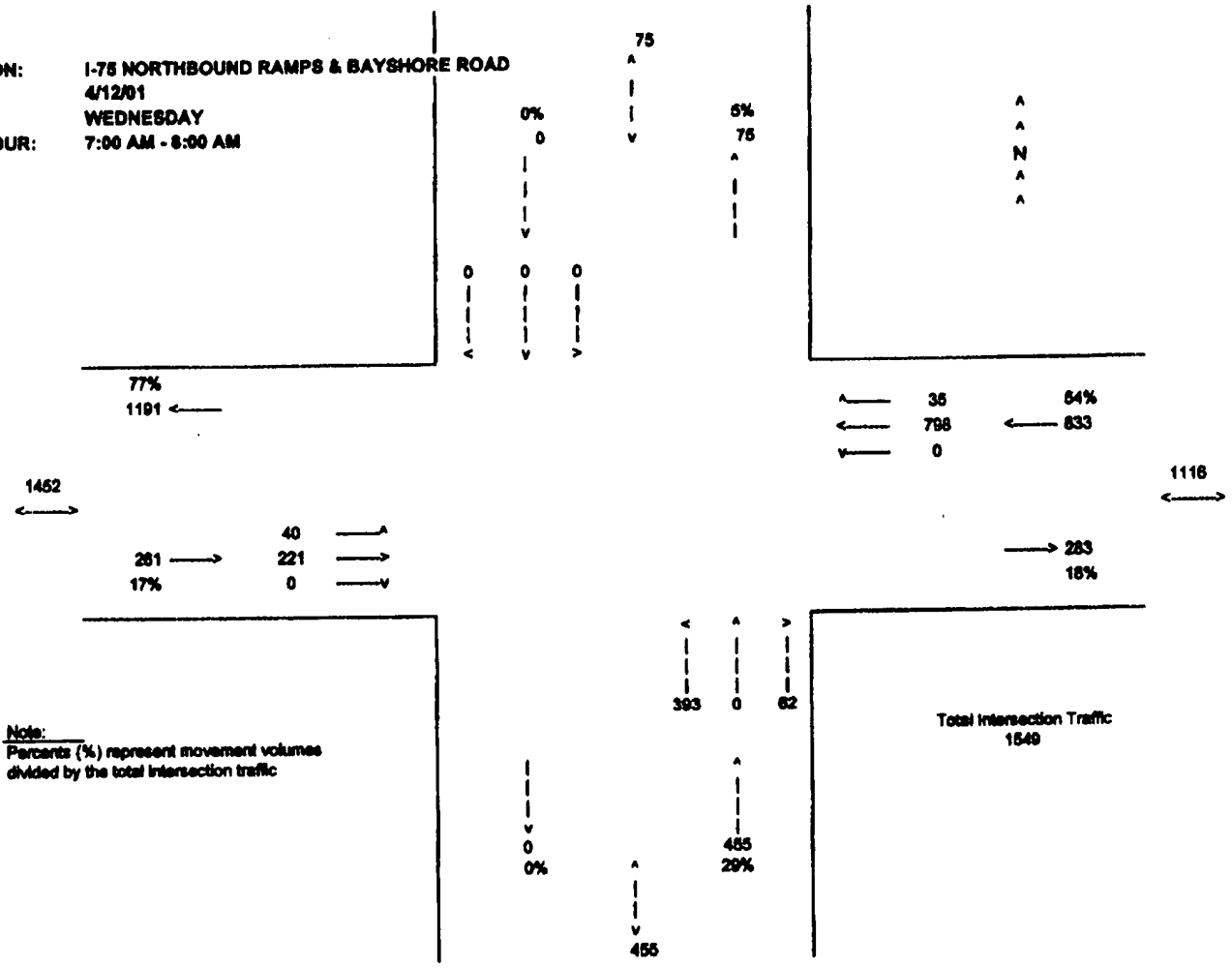
PROJECT:
DATE: 4/12/01
DAY: WEDNESDAY
WEATHER: SUNNY
COUNT TIME: 7:00 AM - 9:00 AM

15 MIN BEGIN	I-75 NORTHBOUND RAMPS								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	86	0	13	99	0	0	0	0	10	40	0	50	0	183	9	192	341
7:15 AM	92	0	8	100	0	0	0	0	13	54	0	67	0	200	6	206	373
7:30 AM	101	0	18	119	0	0	0	0	9	59	0	68	0	245	10	255	442
7:45 AM	114	0	23	137	0	0	0	0	8	68	0	76	0	170	10	180	393
8:00 AM	86	0	17	103	0	0	0	0	11	62	0	73	0	120	4	124	300
8:15 AM	73	0	24	97	0	0	0	0	13	49	0	62	0	136	10	146	305
8:30 AM	87	0	22	89	0	0	0	0	13	42	0	55	0	140	10	150	294
8:45 AM	82	0	28	110	0	0	0	0	16	46	0	62	0	109	2	111	283
TOTAL:	701	0	153	854	0	0	0	0	93	420	0	513	0	1303	61	1364	2731

HOUR BEGIN	I-75 NORTHBOUND RAMPS								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	393	0	62	455	0	0	0	0	40	221	0	261	0	798	35	833	1549
7:15 AM	393	0	66	459	0	0	0	0	41	243	0	284	0	735	30	765	1508
7:30 AM	374	0	82	456	0	0	0	0	41	238	0	279	0	671	34	705	1440
7:45 AM	340	0	86	426	0	0	0	0	45	221	0	266	0	566	34	600	1292
8:00 AM	306	0	91	399	0	0	0	0	53	199	0	252	0	505	26	531	1182

HOUR BEGIN	I-75 NORTHBOUND RAMPS								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
7:00 AM	393	0	62	455	0	0	0	0	40	221	0	261	0	798	35	833	1549
																PHF =	0.88

LOCATION: I-75 NORTHBOUND RAMPS & BAYSHORE ROAD
DATE: 4/12/01
DAY: WEDNESDAY
PEAK HOUR: 7:00 AM - 8:00 AM



Note:
Percents (%) represent movement volumes divided by the total intersection traffic

Total Intersection Traffic
1549

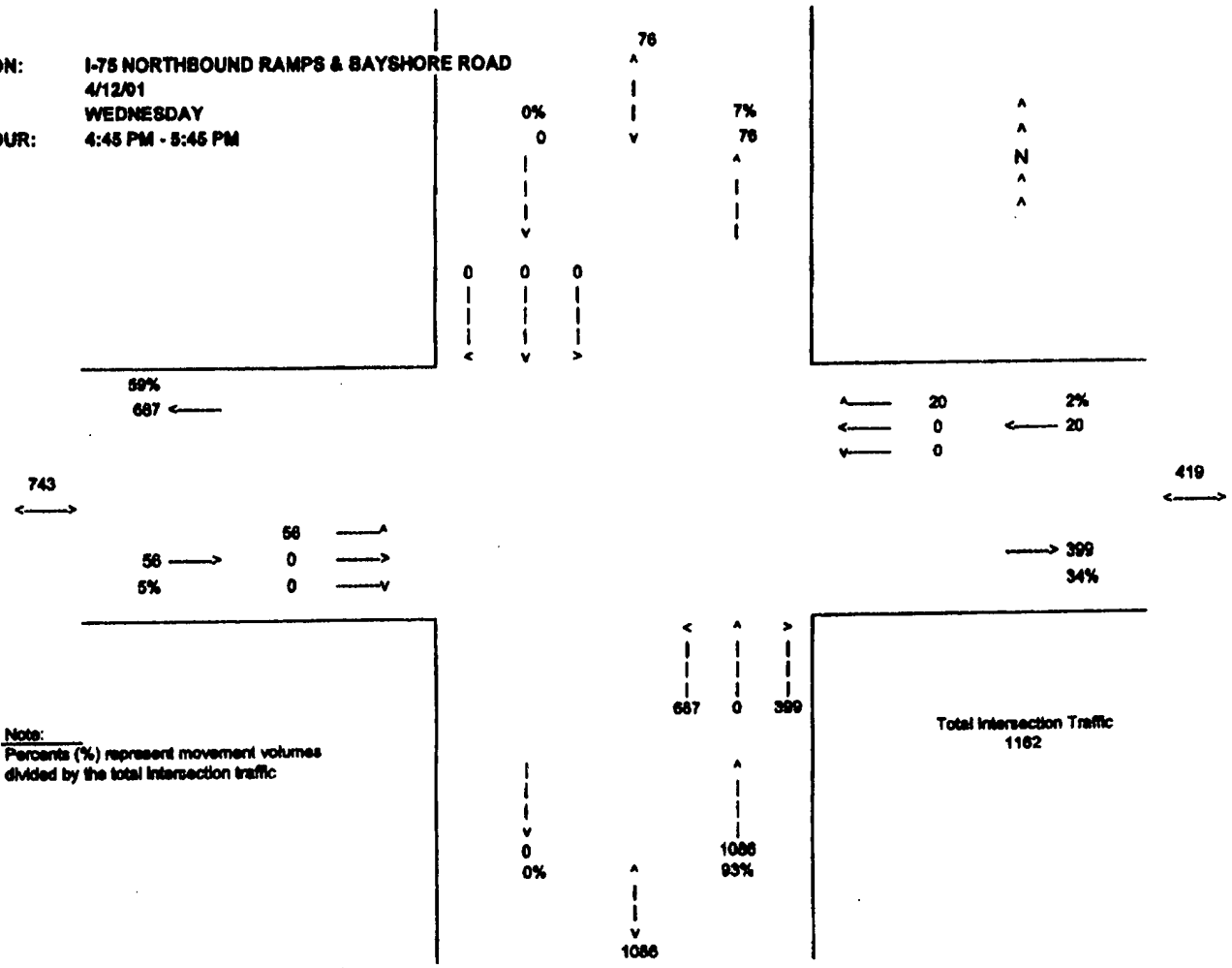
PROJECT:
DATE: 4/12/01
DAY: WEDNESDAY
WEATHER: SUNNY
COUNT TIME: 4:00 PM - 6:00 PM

15 MIN BEGIN	I-75 NORTHBOUND RAMPS								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	133	0	74	207	0	0	0	0	14	0	0	14	0	0	5	5	226
4:15 PM	156	0	80	236	0	0	0	0	19	0	0	19	0	0	7	7	262
4:30 PM	161	0	71	232	0	0	0	0	17	0	0	17	0	0	8	8	257
4:45 PM	150	0	87	237	0	0	0	0	14	0	0	14	0	0	3	3	254
5:00 PM	182	0	85	267	0	0	0	0	15	0	0	15	0	0	5	5	287
5:15 PM	180	0	121	301	0	0	0	0	11	0	0	11	0	0	8	8	320
5:30 PM	175	0	106	281	0	0	0	0	16	0	0	16	0	0	4	4	301
5:45 PM	145	0	84	229	0	0	0	0	12	0	0	12	0	0	8	8	249
TOTAL:	1282	0	708	1990	0	0	0	0	118	0	0	118	0	0	48	48	2156

HOUR BEGIN	I-75 NORTHBOUND RAMPS								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	600	0	312	912	0	0	0	0	64	0	0	64	0	0	23	23	999
4:15 PM	649	0	323	972	0	0	0	0	65	0	0	65	0	0	23	23	1060
4:30 PM	673	0	364	1037	0	0	0	0	57	0	0	57	0	0	24	24	1118
4:45 PM	687	0	399	1086	0	0	0	0	56	0	0	56	0	0	20	20	1162
5:00 PM	682	0	396	1078	0	0	0	0	54	0	0	54	0	0	25	25	1157

HOUR BEGIN	I-75 NORTHBOUND RAMPS								BAYSHORE ROAD								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:45 PM	687	0	399	1086	0	0	0	0	56	0	0	56	0	0	20	20	1162
																PHF =	0.91

LOCATION: I-75 NORTHBOUND RAMPS & BAYSHORE ROAD
DATE: 4/12/01
DAY: WEDNESDAY
PEAK HOUR: 4:45 PM - 5:45 PM



Note:
Percents (%) represent movement volumes divided by the total intersection traffic

Total Intersection Traffic
1162

PRITCHETTE PARKWAY @ BAYSHORE ROAD

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RLP*
Agency/Co.	*Metro Transportation Group*
Date Performed	*4/23/2001*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Bayshore Rd @ Pritchett Pkwy*
Jurisdiction	*Lee County DOT*
Analysis Year	*2001*
Project ID	*Heritage Creek*

East/West Street: *Bayshore Road* — North/South Street:

Intersection Orientation: *East-West* — Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*6*	*284*	*0*	*0*	*748*	*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*6*	*284*	*0*	*0*	*748*	*10*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*26*	*0*	*112*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*26*	*0*	*112*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*6*						*138*	
C (m) (vph)	*862*						*551*	
v/c	*0.01*						*0.25*	
95% queue length	*0.02*						*0.98*	
Control Delay	*9.2*						*13.7*	
LOS	*A*						*B*	
Approach Delay	--	--					*13.7*	
Approach LOS	--	--					*B*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RLP
Agency/Co.	Metro Transportation Group
Date Performed	4/23/2001
Analysis Time Period	AM Peak

Site Information

Intersection	Bayshore Rd @ Pritchett Pkwy
Jurisdiction	Lee County DOT
Analysis Year	2008 Background
Project ID	Heritage Creek

East/West Street: Bayshore Road
North/South Street: Pritchett Parkway
Intersection Orientation: East-West
Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	295	0	0	780	10
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	6	295	0	0	780	10
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	30	0	115
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	30	0	115
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	6						145	
C (m) (vph)	839						529	
v/c	0.01						0.27	
95% queue length	0.02						1.11	
Control Delay	9.3						14.4	
LOS	A						B	
Approach Delay	--	--					14.4	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information	
Analyst	RLP
Agency/Co.	Metro Transportation Group
Date Performed	4/23/2001
Analysis Time Period	AM Peak

Site Information	
Intersection	Bayshore Rd @ Pritchett Pkwy
Jurisdiction	Lee County DOT
Analysis Year	2008 w/ Project
Project ID	Heritage Creek

East/West Street: Bayshore Road
North/South Street: Pritchett Parkway
Intersection Orientation: East-West
Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	195	295	0	0	780	50
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	195	295	0	0	780	50
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	135	0	655
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	135	0	655
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	195						790	
C (m) (vph)	811						473	
v/c	0.24						1.67	
95% queue length	0.94						46.06	
Control Delay	10.8						332.1	
LOS	B						F	
Approach Delay	--	--					332.1	
Approach LOS	--	--					F	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RLP*
Agency/Co.	*Metro Transportation Group*
Date Performed	*4/23/2001*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Bayshore Rd @ Pritchett Pkwy*
Jurisdiction	*Lee County DOT*
Analysis Year	*2001*
Project ID	*Heritage Creek*

East/West Street: *Bayshore Road* | North/South Street:

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*39*	*759*	*0*	*0*	*405*	*26*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*39*	*759*	*0*	*0*	*405*	*26*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*0*	*2*	*0*
Configuration	*L*	*T*			*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*19*	*0*	*27*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*19*	*0*	*27*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*						*LR*	
v (vph)	*39*						*46*	
C (m) (vph)	*1139*						*571*	
v/c	*0.03*						*0.08*	
95% queue length	*0.11*						*0.26*	
Control Delay	*8.3*						*11.9*	
LOS	*A*						*B*	
Approach Delay	--	--					*11.9*	
Approach LOS	--	--					*B*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RLP
Agency/Co.	Metro Transportation Group
Date Performed	4/23/2001
Analysis Time Period	PM Peak

Site Information

Intersection	Bayshore Rd @ Pritchett Pkwy
Jurisdiction	Lee County DOT
Analysis Year	2008 Background
Project ID	Heritage Creek

East/West Street: Bayshore Road
North/South Street: Pritchett Parkway
Intersection Orientation: East-West
Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	40	795	0	0	425	30
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	40	795	0	0	425	30
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	20	0	30
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	20	0	30
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	40						50	
C (m) (vph)	1116						560	
v/c	0.04						0.09	
95% queue length	0.11						0.29	
Control Delay	8.3						12.1	
LOS	A						B	
Approach Delay	--	--				12.1		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RLP
Agency/Co.	Metro Transportation Group
Date Performed	4/23/2001
Analysis Time Period	PM Peak

Site Information

Intersection	Bayshore Rd @ Pritchett Pkwy
Jurisdiction	Lee County DOT
Analysis Year	2008 w/ Project
Project ID	Heritage Creek

East/West Street: *Bayshore Road* | North/South Street: *Pritchett Parkway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	575	795	0	0	425	140
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	575	795	0	0	425	140
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	85	0	350
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	85	0	350
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	575						435	
C (m) (vph)	1017						234	
v/c	0.57						1.86	
95% queue length	3.66						30.48	
Control Delay	13.0						437.8	
LOS	B						F	
Approach Delay	--	--					437.8	
Approach LOS	--	--					F	

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HCS2000: Signalized Intersections Release 4.1

Analyst: RLP
Agency: Metro Transportation Group
Date: 4/23/2001
Period: A.M. Peak
Project ID: Heritage Creek
E/W St: Bayshore Road

Inter.: Bayshore Rd @ I-75
Area Type: All other areas
Jurisd: Lee County DOT
Year : 2001

N/S St: I-75

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	1	0	0	0	0	0
LGConfig	L	T			T		L					
Volume	40	228			825		393					
Lane Width	12.0	12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	25.0				40.0		
Yellow	4.0	4.0				4.0		
All Red	1.0	1.0				1.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1805	0.21	0.11	36.9	D		
T	1604	3610	0.15	0.44	14.9	B	18.2	B
Westbound								
T	1003	3610	0.87	0.28	38.9	D	38.9	D
Northbound								
L	802	1805	0.52	0.44	18.6	B	18.6	B
Southbound								

Intersection Delay = 29.8 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

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OPERATIONAL ANALYSIS

Analyst:	RLP
Agency/Co.:	Metro Transportation Group
Date Performed:	4/23/2001
Analysis Time Period:	A.M. Peak
Intersection:	Bayshore Rd @ I-75
Area Type:	All other areas
Jurisdiction:	Lee County DOT
Analysis Year:	2001
Project ID:	Heritage Creek
	East/West Street: North/South Street:
	Bayshore Road I-75

HCS2000: Signalized Intersections Release 4.1

Analyst: RLP
Agency: Metro Transportation Group
Date: 4/23/2001
Period: A.M. Peak
Project ID: Heritage Creek
E/W St: Bayshore Road

Inter.: Bayshore Rd @ I-75
Area Type: All other areas
Jurisd: Lee County DOT
Year : 2008 Background

N/S St: I-75

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	2	0	0	0	0	0
LGConfig	L	T			T		L					
Volume	40	240			860		410					
Lane Width	12.0	12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	40.0					25.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	1.0					1.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1805	0.21	0.11	36.9	D		
T	2206	3610	0.11	0.61	7.3	A	11.6	B
Westbound								
T	1604	3610	0.56	0.44	19.0	B	19.0	B
Northbound								
L	973	3502	0.44	0.28	27.1	C		
							27.1	C
Southbound								

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1

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OPERATIONAL ANALYSIS

Analyst:	RLP
Agency/Co.:	Metro Transportation Group
Date Performed:	4/23/2001
Analysis Time Period:	A.M. Peak
Intersection:	Bayshore Rd @ I-75
Area Type:	All other areas
Jurisdiction:	Lee County DOT
Analysis Year:	2008 Background

Project ID: Heritage Creek

East/West Street	North/South Street
Bayshore Road	I-75

HCS2000: Signalized Intersections Release 4.1

Analyst: RLP
Agency: Metro Transportation Group
Date: 4/23/2001
Period: A.M. Peak
Project ID: Heritage Creek
E/W St: Bayshore Road

Inter.: Bayshore Rd @ I-75
Area Type: All other areas
Jurisd: Lee County DOT
Year : 2008 w/ Project

N/S St: I-75

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	2	0	0	0	0	0
LGConfig	L	T			T		L					
Volume	40	340			1365		410					
Lane Width	12.0	12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	40.0					25.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	1.0					1.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1805	0.21	0.11	36.9	D		
T	2206	3610	0.16	0.61	7.6	A	10.7	B
Westbound								
T	1604	3610	0.90	0.44	30.1	C	30.1	C
Northbound								
L	973	3502	0.44	0.28	27.1	C	27.1	C
Southbound								

Intersection Delay = 26.1 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

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OPERATIONAL ANALYSIS

Analyst:	RLP
Agency/Co.:	Metro Transportation Group
Date Performed:	4/23/2001
Analysis Time Period:	A.M. Peak
Intersection:	Bayshore Rd @ I-75
Area Type:	All other areas
Jurisdiction:	Lee County DOT
Analysis Year:	2008 w/ Project
Project ID:	Heritage Creek
East/West Street	North/South Street
Bayshore Road	I-75

HCS2000: Signalized Intersections Release 4.1

Analyst: RLP
Agency: Metro Transportation Group
Date: 4/23/2001
Period: P.M. Peak
Project ID: Heritage Creek
E/W St: Bayshore Road

Inter.: Bayshore Rd @ I-75
Area Type: All other areas
Jurisd: Lee County DOT
Year : 2001
N/S St: I-75

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	2	0	0	0	0	0
LGConfig	L	T			T		L					
Volume	56	459			412		687					
Lane Width	12.0	12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	25.0					40.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	1.0					1.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1805	0.29	0.11	37.6	D		
T	1604	3610	0.30	0.44	16.1	B	18.5	B
Westbound								
T	1003	3610	0.43	0.28	27.0	C	27.0	C
Northbound								
L	1556	3502	0.46	0.44	17.7	B	17.7	B
Southbound								

Intersection Delay = 20.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

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OPERATIONAL ANALYSIS

Analyst:	RLP
Agency/Co.:	Metro Transportation Group
Date Performed:	4/23/2001
Analysis Time Period:	P.M. Peak
Intersection:	Bayshore Rd @ I-75
Area Type:	All other areas
Jurisdiction:	Lee County DOT
Analysis Year:	2001

Project ID: Heritage Creek East/West Street North/South Street
Bayshore Road I-75

HCS2000: Signalized Intersections Release 4.1

Analyst: RLP
Agency: Metro Transportation Group
Date: 4/23/2001
Period: P.M. Peak
Project ID: Heritage Creek
E/W St: Bayshore Road

Inter.: Bayshore Rd @ I-75
Area Type: All other areas
Jurisd: Lee County DOT
Year : 2008 Background

N/S St: I-75

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	2	0	0	0	0	0
LGConfig	L	T			T		L					
Volume	60	480			430		715					
Lane Width	12.0	12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	A				NB Left	A		
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
WB	Left					SB Left			
	Thru		A			Thru			
	Right					Right			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		10.0	38.0				27.0		
Yellow		4.0	4.0				4.0		
All Red		1.0	1.0				1.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1805	0.31	0.11	37.7	D		
T	2126	3610	0.24	0.59	8.9	A	12.1	B
Westbound								
T	1524	3610	0.30	0.42	17.3	B	17.3	B
Northbound								
L	1051	3502	0.72	0.30	30.5	C	30.5	C
Southbound								

Intersection Delay = 21.2 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

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OPERATIONAL ANALYSIS

Analyst:	RLP
Agency/Co.:	Metro Transportation Group
Date Performed:	4/23/2001
Analysis Time Period:	P.M. Peak
Intersection:	Bayshore Rd @ I-75
Area Type:	All other areas
Jurisdiction:	Lee County DOT
Analysis Year:	2008 Background
Project ID:	Heritage Creek

East/West Street: Bayshore Road North/South Street: I-75

HCS2000: Signalized Intersections Release 4.1

Analyst: RLP
Agency: Metro Transportation Group
Date: 4/23/2001
Period: P.M. Peak
Project ID: Heritage Creek
E/W St: Bayshore Road

Inter.: Bayshore Rd @ I-75
Area Type: All other areas
Jurisd: Lee County DOT
Year : 2008 w/ Project

N/S St: I-75

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	2	0	0	0	0	0
LGConfig	L	T			T		L					
Volume	60	785			735		715					
Lane Width	12.0	12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	A				NB Left	A		
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
WB	Left					SB Left			
	Thru		A			Thru			
	Right					Right			
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		10.0	38.0				27.0		
Yellow		4.0	4.0				4.0		
All Red		1.0	1.0				1.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1805	0.31	0.11	37.7	D		
T	2126	3610	0.39	0.59	10.0-	A	11.9	B
Westbound								
T	1524	3610	0.51	0.42	19.4	B	19.4	B
Northbound								
L	1051	3502	0.72	0.30	30.5	C		
							30.5	C
Southbound								

Intersection Delay = 20.1 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1

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OPERATIONAL ANALYSIS

Analyst: RLP
Agency/Co.: Metro Transportation Group
Date Performed: 4/23/2001
Analysis Time Period: P.M. Peak
Intersection: Bayshore Rd @ I-75
Area Type: All other areas
Jurisdiction: Lee County DOT
Analysis Year: 2008 w/ Project
Project ID: Heritage Creek

East/West Street: Bayshore Road
North/South Street: I-75

LEE COUNTY GENERALIZED LEVEL OF SERVICE VOLUME TABLE

7/18/00

LEE COUNTY
GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES

URBANIZED AREAS

ARTERIALS

GROUP I (>0.00 TO 1.99 SIGNALIZED INTERSECTIONS PER MILE)

LANES	A*	B	C	D**	E**
2 UNDIV.	--	650	900	960	960
4 DIV.	--	1,410	1,920	2,030	2,030
6 DIV.	--	2,150	2,900	3,040	3,040
8 DIV.	--	2,730	3,560	3,720	3,720

GROUP II (2.00 TO 4.50 SIGNALIZED INTERSECTIONS PER MILE)

LANES	A*	B*	C	D	E
2 UNDIV.	--	--	640	880	940
4 DIV.	--	--	1,460	1,890	2,000
6 DIV.	--	--	2,270	2,840	3,000
8 DIV.	--	--	2,850	3,490	3,690

GROUP III (MORE THAN 4.50 SIGNALIZED INTERSECTIONS PER MILE)

LANES	A*	B*	C*	D	E
2 UNDIV.	--	--	290	750	910
4 DIV.	--	--	680	1,700	1,930
6 DIV.	--	--	1,060	2,570	2,910
8 DIV.	--	--	1,340	3,180	3,570

FREEWAYS (GROUP 2)

LANES	A	B	C	D	E
4	1,090	1,710	2,570	3,270	3,900
6	1,680	2,630	3,950	5,030	5,990
8	2,290	3,590	5,390	6,860	8,170

COLLECTORS

LANES	A*	B*	C	D	E
2 UNDIV.	--	--	500	800	870
2 DIV.	--	--	520	840	910
4 UNDIV.	--	--	1,080	1,640	1,750
4 DIV.	--	--	1,140	1,720	1,840

CONTROLLED ACCESS FACILITIES ***

LANES	A*	B	C	D**	E**
2 UNDIV.	0	690	930	980	980
4 DIV.	0	1,530	1,980	2,070	2,070
6 DIV.	0	2,340	2,980	3,110	3,110
8 DIV.	0	3,030	3,780	3,930	3,930

* CANNOT BE ACHIEVED.
**VOLUMES ARE COMPARABLE BECAUSE INTERSECTION CAPACITIES ARE REACHED.
*** THE APPLICATION OF THESE SERVICE VOLUMES SHOULD BE APPROVED BY LEE COUNTY DOT.

L:\LOS\DIRCAPA3.WK1

FDOT DRAFT TENTATIVE WORK PROGRAM FY 2001/02-2005/06 FOR S.R. 78 (BAYSHORE ROAD)

DESCRIPTION / TYPE OF WORK	ITEM (NEW/OLD) / PROJECT LENGTH	2002	2003	2004	2005	2006
SR 739 (METRO PKWY) FROM SR 884 TO WAREHOUSE SKID HAZARD OVERLAY	4092321 / .935 MI			749 CST		
SR 739 (METRO PKWY) AT SOUTH OF COLONIAL & AT NORTH OF WINKLER AVE TRAFFIC OPS IMPROVEMENT	4106421 / .520 MI		68 PE	510 CST		
SR 739 (EVAN/PARK AV) FROM SR 82 TO SR 80 RESURFACING	4067481 / .543 MI			50 PE		570 CST
SR 78 FROM W OF DEL PRADO TO E OF PONDELLA LIGHTING	4092251 / .498 MI			94 CST		
SR 78 (BAYSHORE) FROM E OF SLATER ROAD TO W OF I-75 ADD LANES & RECONSTRUCT	1957051 / 1114675 2.246 MI	7,432 ROW 500 RRU	500 RRU	750 RRU 9,957 CST		
SR 78 (PINE ISLAND RD AT BURNT STORE ROAD TRAFFIC SIGNALS	1957411 / 1114711 .500 MI		25 PE		110 CST	
SR 78 (PINE ISLAND RD FROM E OF CHIQUITA BLVD TO W OF SANTA BARBARA ADD LANES & RECONSTRUCT	1957562 / 1.868 MI	5,318 ROW 47 RRU		470 RRU	500 RRU 7,680 CST	
SR 78 (PINE ISLAND RD AT HANCOCK BRIDGE PKWY TRAFFIC SIGNALS	4054761 / .100 MI	150 LAR				
SR 80 (PALM BCH BLV) FROM IVERSON STREET TO HENDRY CO/L ADD LANES & RECONSTRUCT	1956101 / 1114579 3.391 MI	1,200 PE		300 RRU 7,912 CST		
SR 80 EB (1ST ST) FROM US 41 TO SR 80 RESURFACING	4067491 / .446 MI			50 PE		515 CST
SR 80 WB (MONROE ST) FROM BAY ST TO SR 80 (1ST ST) RESURFACING	4067501 / .047 MI			30 PE		222 CST
SR 80 (PALM BCH BLVD) FROM E OF HICKEY CREEK BR TO IVERSON STREET ADD LANES & RECONSTRUCT	1956091 / 1114578 3.073 MI	1,100 PE		1,750 RRU 6,815 CST		

TRIP GENERATION EQUATIONS
HERITAGE CREEK
ITE TRIP GENERATION REPORT, 6th EDITION

Land Use	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday
Residential Condominium/Townhouse (LUC 230)	Ln (T) = 0.790 Ln (X) + 0.298	Ln (T) = 0.827 Ln (X) + 0.309	Ln (T) = 0.850 Ln (X) + 2.564
T = Trips, X = Units			
Residential Single Family Detached Homes (LUC 210)	T = 0.700 (X) + 9.477	Ln (T) = 0.901 Ln (X) + 0.527	Ln (T) = 0.920 Ln (X) + 2.707
T = Trips, X = Units			
Golf Course (LUC 430)	T = 2.22 (X)*	T = 2.74 (X)*	T = 35.74 (X)*
T = Trips, X = Number if Holes			

* The average trip rate was utilized for trip generation purposes because no trip gneration equation was available