



TRAFFIC IMPACT STATEMENT

FOR

RACETRAC DANIELS PARKWAY @ POWERS COURT LEE COUNTY, FLORIDA

PROJECT NO. F1502.03

**PREPARED BY:
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**REVISED:
April 16, 2015**

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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for the local Development Order review for the proposed Racetrac gasoline station. The proposed development is located at the southeast corner of Daniels Parkway and Powers Court, approximately 1,350 feet west of the Fiddlesticks Boulevard intersection in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

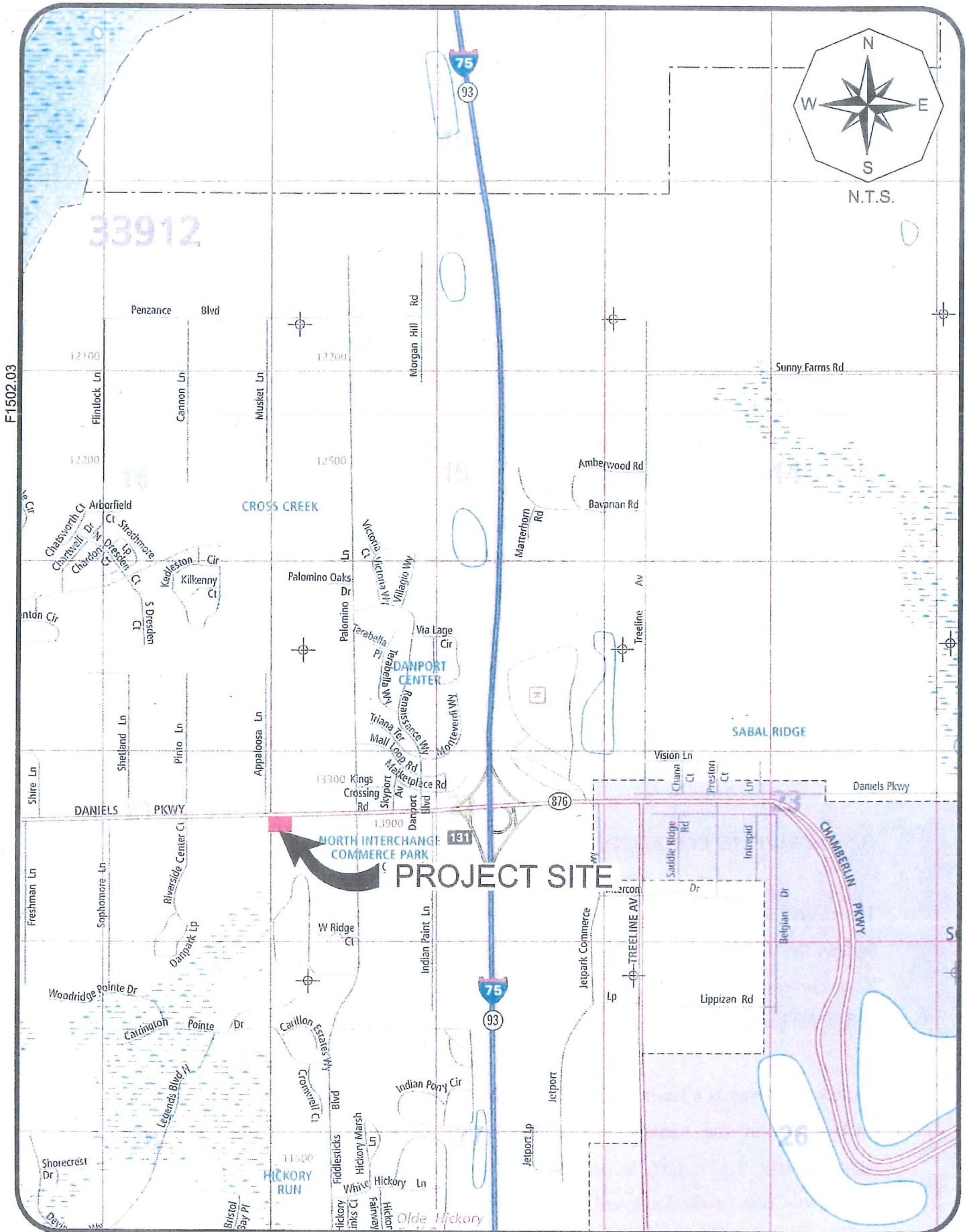
Based upon the site plan, the proposed Racetrac gasoline station will have a 5,928 square foot convenience store and 18 refueling positions (9 pumps). Access to the subject site is proposed to Powers Court and Cody Lee Road, which is a reverse frontage road to Daniels Parkway. Powers Court intersects Daniels Parkway at a full median opening.

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

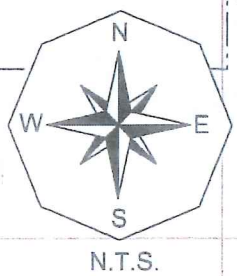
The subject site is currently vacant and is part of the Daniels Falls CPD. Daniels Parkway borders the subject site to the north, Powers Court borders the site to the west, Cody Lee Road borders the site to the south and a vacant commercial outparcel within the Daniels Falls CPD borders the site to the east.

Daniels Parkway is a six-lane divided arterial in the area of the subject site. Signalized intersections in the vicinity of the site include Fiddlesticks Boulevard, located approximately 1,350 feet to the east of Powers Court and American Colony Boulevard/Cross Creek Boulevard, located approximately 1.1 miles to the west. Daniels



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PROJECT SITE

Parkway has been designated as a “Controlled Access Facility” by the Lee County Board of County Commissioners. Daniels Parkway has a posted speed limit of 50 mph adjacent to the subject site. Daniels Parkway adjacent to the site is under the jurisdiction of the Lee County Department of Transportation.

Powers Court and **Cody Lee Road** are privately maintained local roads within the Daniels Falls CPD. Powers Court intersects Daniels Parkway opposite Apaloosa Lane at a full, unsignalized median opening. Cody Lee Road serves as a reverse frontage road and extends east from Powers Court to Fiddlesticks Boulevard. Neither road has a posted speed limit.

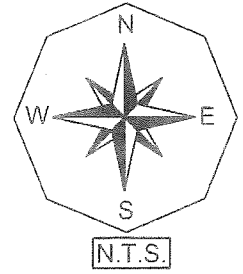
TR Transportation conducted manual vehicle turning movement at the Daniels Parkway/Powers Court intersection in February of 2015. The RAW data sheets are included in the Appendix of this report for reference. Since the turning movement counts were conducted in peak season, no peak season adjustment factor was needed. The resultant 2015 peak season turning volumes at each intersection are illustrated on **Figure 2**.

III. PROPOSED DEVELOPMENT

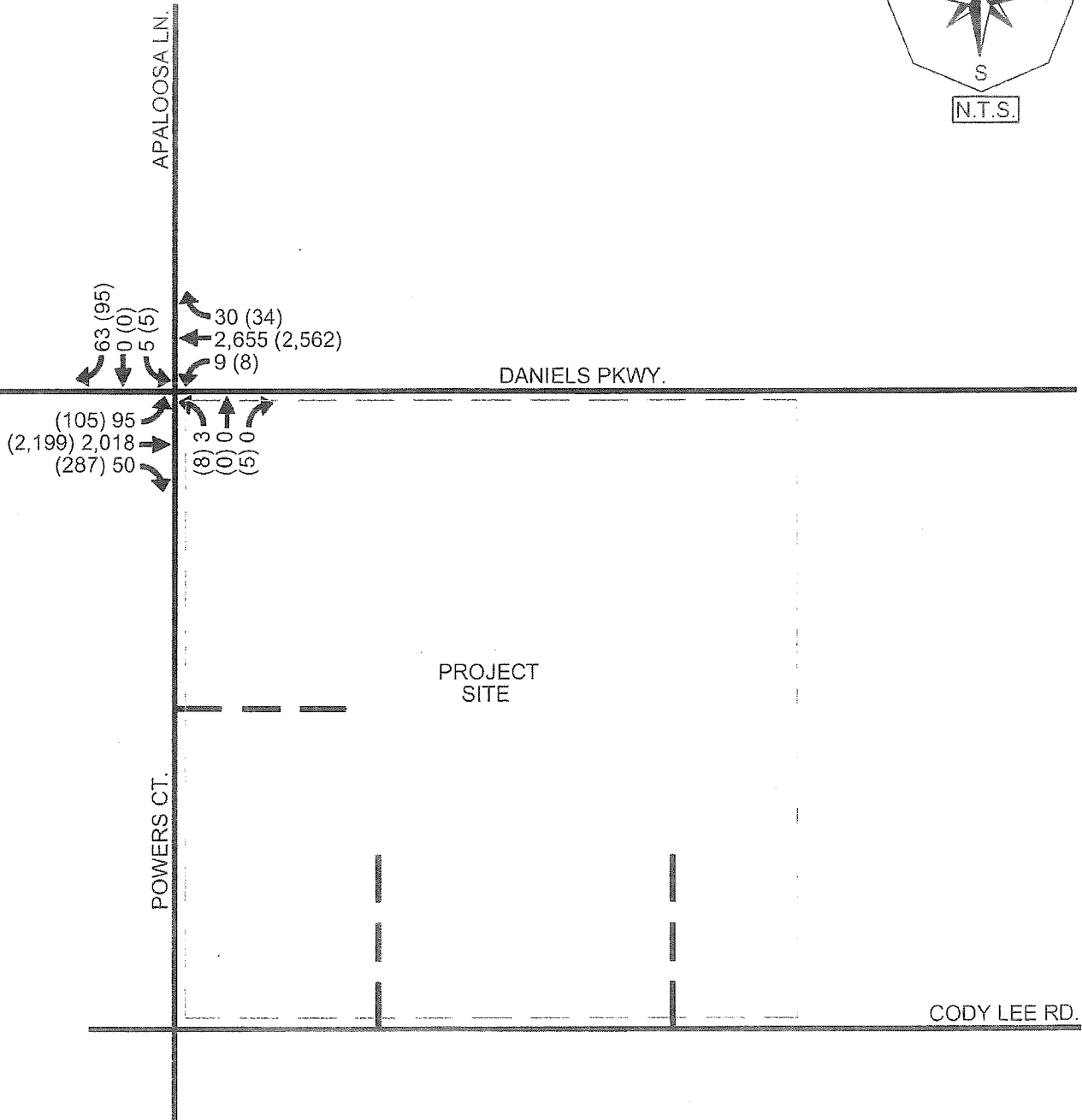
Based upon the site plan, the proposed Racetrac gasoline station will have a 5,928 square foot convenience store and 18 refueling positions (9 pumps). **Table 1** summarizes the land uses utilized for trip generation purposes for the subject site.

Table 1
Land Uses
Racetrac – Daniels Parkway @ Powers Court

| Land Use | Size |
|---------------------------|---|
| Racetrac Gasoline Station | 5,928 sq. ft. & 18 re-fueling positions |



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LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

Access to the subject site is proposed to Daniels Parkway via a right-in/right-out only access drive as well as a full access drive to the adjacent access road to the south.

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*, 9th Edition. A trip generation comparison was conducted for the subject site based on the number of re-fueling positions for Land Use Cody 945 (Gasoline Service Station with Convenience Market) and based on the floor area of the convenience store using Land Use Cody 853 (Convenience Market with Gasoline Pumps). The trip comparison is shown in the Appendix for reference.

Based upon the results of the trip generation comparison, utilizing ITE Land Use Cody 853 (Convenience Market with Gasoline Pumps) to estimate the trip generation potential of the subject site yields the most conservative results. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the facility as currently proposed.

Table 2
Trip Generation
Racetrac – Daniels Parkway Estero

| Land Use | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | | Daily (2-way) |
|--|------------------------|-----|-------|------------------------|-----|-------|---------------|
| | In | Out | Total | In | Out | Total | |
| Convenience Market with Gasoline Pumps (5,928 square feet) | 121 | 122 | 243 | 151 | 151 | 302 | 5,013 |

The trips shown for the gas station use in Table 2 will not all be new trips to the adjacent roadway system. ITE estimates that a gasoline station/convenience market of comparable size may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called “pass-by” traffic, reduces the development’s overall impact on the surrounding roadway system but does not decrease

the actual driveway volumes. ITE indicates an average “pass-by” traffic reduction for Land Use Cody 853 of 63% during the A.M. peak hour and 66% during the P.M. peak hour.

For this analysis, the “pass-by” traffic was accounted for in order to determine the number of “new” trips the development will add to the surrounding roadways. **Table 3** summarizes the “pass-by” percentage for the proposed use. **Table 4** summarizes the development traffic and the breakdown between the new trips the development is anticipated to generate and the “pass-by” trips the development is anticipated to attract. It should be noted that the driveway volumes are not reduced as a result of the “pass-by” reduction, only the traffic added to the surrounding streets and intersections.

Table 3
Pass-by Trip Reduction Factors
Racetrac – Daniels Parkway @ Powers Court

| Land Use | Percentage Trip Reduction |
|---|------------------------------|
| Convenience Market with Gasoline Pumps (LUC 853) | 63% A.M. & Daily 66% P.M. |

Table 4
Trip Generation – New Trips
Racetrac – Daniels Parkway @ Powers Court

| Land Use | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | | Daily (2-way) |
|----------------------|------------------------|-----------|-----------|------------------------|-----------|------------|---------------|
| | In | Out | Total | In | Out | Total | |
| Total Trips | 121 | 122 | 243 | 151 | 151 | 302 | 5,013 |
| Less LUC 853 Pass-by | -76 | -77 | -153 | -100 | -100 | -200 | -3,158 |
| New Trips | 45 | 45 | 90 | 51 | 51 | 102 | 1,855 |

V. TRIP DISTRIBUTION

The trips the proposed development is anticipated to generate were assigned to the site access drives and the surrounding roadway network. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers

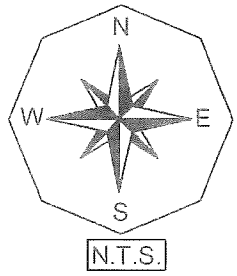
are anticipated to utilize to approach the subject site. Figure A-1, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of the net new project trips. Figure A-2, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of pass-by trips. **Figure 3** illustrates the resulting assignment of all project related trips (net new + pass-by).

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service "C" volumes. Based on Table 1A, no roadway segments will be significantly impacted as a result of the proposed development.

VI. LEVEL OF SERVICE ANALYSIS

A Level of Service Analysis was conducted on each roadway segment directly accessed by the proposed development. The existing 2013 peak hour peak season peak direction volumes were obtained from the 2014 Lee County Level of Service Management Report. In order to determine whether or not there is available Level of Service on the roadway links directly accessed by the proposed development, the project traffic was added to the existing 2013 peak hour peak season peak direction traffic volumes. **Table 2A**, located in the Appendix of this report indicates the methodology utilized to conduct the Level of Service Analysis.

From the Level of Service Analysis indicated in Table 2A, there is sufficient capacity on Daniels Parkway to accommodate the trips anticipated to be generated by the proposed development. Therefore, no roadway capacity improvements will be required as a result of this analysis. **Figure 4** illustrates the results of the Level of Service Analysis.



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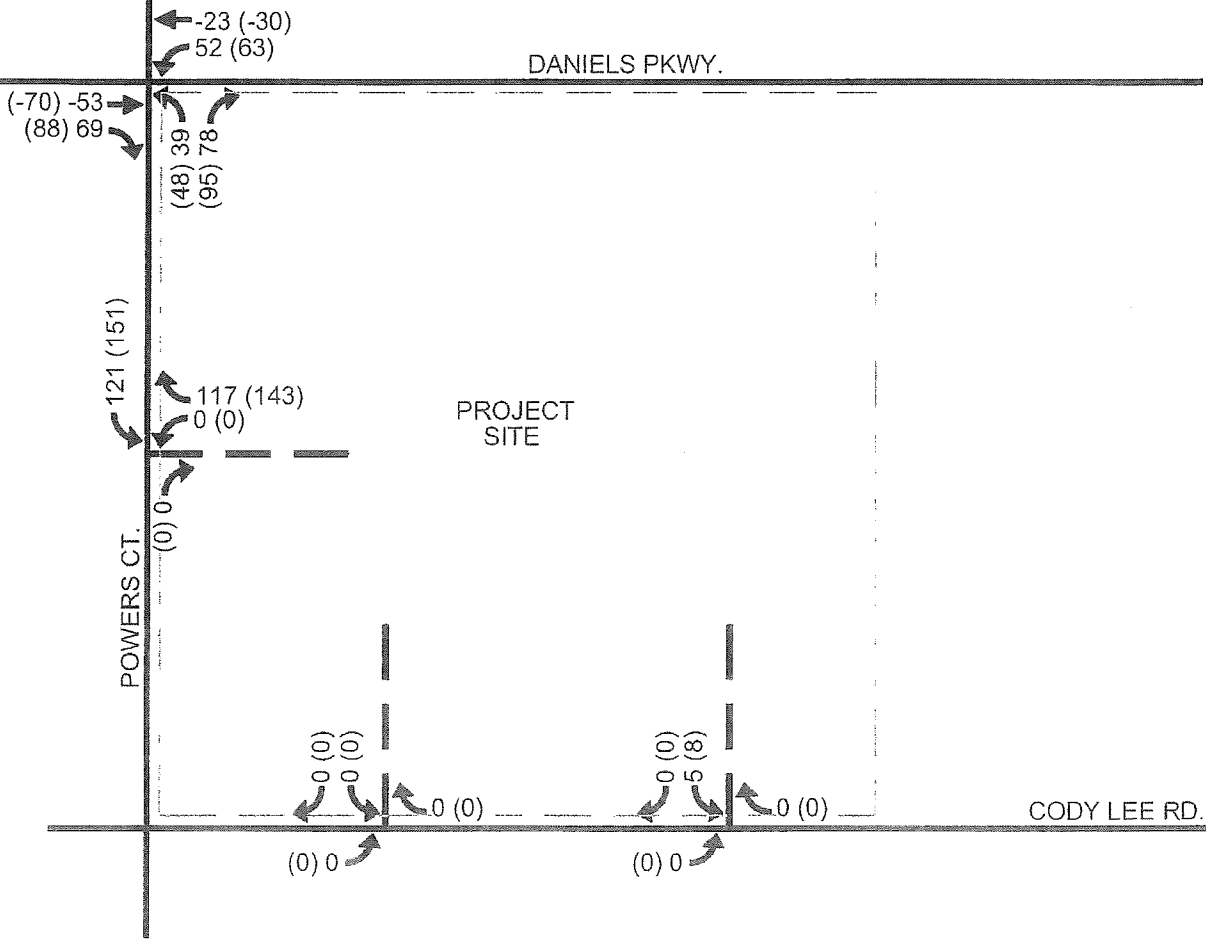
APALOOSA LN.

DANIELS PKWY.

POWERS CT.

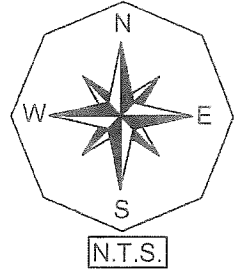
PROJECT SITE

CODY LEE RD.



LEGEND

- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC



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APALOOSA LN.

2,700 - "C"
(2,718 - "C")

2,700 - "C"
(2,733 - "C")

DANIELS PKWY.

PROJECT
SITE

POWERS CT.

CODY LEE RD.

LEGEND

XXX - "C" 2013 PEAK SEASON PEAK HOUR PEAK DIRECTION
BACKGROUND TRAFFIC AND LEVEL OF SERVICE
DESIGNATION

(XXX -"C") 2013 PEAK SEASON PEAK HOUR PEAK DIRECTION
BACKGROUND TRAFFIC PLUS PM PEAK PROJECT
TRAFFIC AND LEVEL OF SERVICE DESIGNATION

VII. INTERSECTION & TURN LANE ANALYSIS

Turn lane analysis was conducted at the three proposed site access drives (one on Powers Court and two on Cody Lee Road) based upon the turn lane warrants contained within Lee County Administrative Code 11-4 (AC 11-4). Based upon the results of the analysis, no turn lanes will be warranted at the three site access drive intersections. A summary of the turn lane criteria is outlined below:

Left Turn Lane on Local Road

*Posted speed limit on the local street is equal to or greater than 30 mph and the peak hour left turning movement is sixty (60) or more as conditioned herein – Criteria Met – **No, there is no posted speed limit on Powers Court or Cody Lee Road***

*Number of Left Turn Movements on Two (2) lane facility exceeds sixty (60) during either AM or PM peak hour of local street AND opposing through traffic volume exceeds five hundred (500) vehicles during either the AM or PM peak hour of the local street – Criteria Met – **No. The peak hour two-way traffic volume on Powers Court and Cody Lee Road are less than five hundred (500) during the weekday A.M. and P.M. peak hours.***

*Available Sight Distance for left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than value shown in Table A-1 – Criteria Met – **No, there is sufficient sight distance***

*Traffic control of intersection street or access point is a traffic signal – Criteria Met - **No***

At least two or more criteria need to be met to warrant a left turn lane. Since two criteria are not met, a left turn lane is not warranted.

Right Turn Lane on Local Road

Posted speed limit of the local street is equal to or greater than 30 mph – Criteria Met – No, there is no posted speed limit on Powers Court or Cody Lee Road

Number of right turning movements from the collector street is equal to or greater than sixty (60) during either AM or PM peak hour of the local street – Criteria Met – No

Available Sight Distance for right turning vehicle to be seen by through traffic traveling in the same direction is less than the values shown in Table A-1 for the posted speed limit of the local street – Criteria Met – No, there is sufficient sight distance

Traffic control of intersection street or access point is a traffic signal – Criteria Met - No

At least two or more criteria need to be met to warrant a right turn lane. Since two criteria are not met, a right turn lane is not warranted.

The turn lanes on Daniels Parkway at the Powers Court intersection were constructed to serve the entire Daniels Falls CPD. There is an existing left turn lane on Daniels Parkway and an existing right turn lane on Daniels Parkway at the Powers Court intersection. The Powers Court approach to Daniels Parkway was also constructed to serve the entire Daniels Falls CPD. There is an existing two lane approach to Daniels Parkway and two inbound lanes coming from Daniels Parkway. Daniels Falls CPD is approved for the construction of up to 196,000 square feet of commercial office and retail uses as well as a 150 room hotel.

Signalization of the intersection of Daniels Parkway and Powers Court would address the poor Level of Service on the side street approach to Daniels Parkway. Until such time as a signal is approved for this location, traffic does have the option to travel east on Cody Lee Road to access Fiddlesticks Boulevard, where the drive can gain signalized access to Daniels Parkway.

Intersection analysis was performed at the intersection of Daniels Parkway and Powers Court under both the AM and PM peak hour traffic conditions. The volumes utilized for the intersection analysis can be found in the Appendix of this report in the Development of Future Year Background Turning Movement volumes spreadsheet.

Due to the current inability of the HCS2010 and SYNCHRO software packages to analyze a five-lane approach on a two-way stop controlled intersection, the Daniels Parkway/Powers Court intersection was analyzed as a “tee” intersection in SYNCHRO.

Based upon the results of the capacity analysis at the Daniels Parkway/Powers Court intersection, the eastbound left turning movement and the northbound approach movements to Daniels Parkway are shown to operate below acceptable Level of Service conditions during the peak hours. This Level of Service deficiency is mainly due to the high volume of through traffic along Daniels Parkway. Signalization of this intersection would address the Level of Service deficiency on the side street approach. Lee County Department of Transportation would need to approve the installation of a traffic signal at this location. Cody Lee Road does provide access to Fiddlesticks Boulevard, which has a signalized intersection with Daniels Parkway.

Based upon the results of the intersection analysis, the remaining movements analyzed were shown to operate at an acceptable Level of Service condition. Therefore, no additional intersection improvements are warranted as a result of this analysis.

A queue analysis was also conducted on Powers Court to determine the impact of the requested access on Powers Court at the Daniels Parkway intersection. The queue was based on the two-minute arrival formula as shown below for the weekday P.M. peak hour, which generates the highest northbound left and right turn volumes at Daniels Parkway and Powers Court. The formula and the estimate queue is as follows:

$$\begin{aligned}\text{Storage} &= (1\text{ hour}/60\text{ minutes}) * (2\text{ minutes}) * (\text{NB Left Turn Vol}) * 25\text{ ft/veh} \\ &= (1\text{ hour}/60\text{ minutes}) * (2\text{ minutes}) * (56\text{ vehicles}) * 25\text{ ft/veh.} \\ &= (1.86\text{ turning veh}) * 25\text{ ft/veh} \\ &= 47\text{ ft of storage} > 50\text{ ft. of storage}\end{aligned}$$

$$\begin{aligned}\text{Storage} &= (1\text{ hour}/60\text{ minutes}) * (2\text{ minutes}) * (\text{NB Right Turn Vol}) * 25\text{ ft/veh} \\ &= (1\text{ hour}/60\text{ minutes}) * (2\text{ minutes}) * (100\text{ vehicles}) * 25\text{ ft/veh.} \\ &= (3.33\text{ turning veh}) * 25\text{ ft/veh} \\ &= 83\text{ ft of storage} > 85\text{ ft. of storage}\end{aligned}$$

The Racetrac driveway on Powers Court is approximately 110 feet from the STOP bar at the Daniels Parkway intersection (measured to the northern edge of the Racetrac driveway). Therefore, the estimated queues of the northbound left turning and right turning traffic approaching Daniels Parkway will not impede traffic entering/exiting the Racetrac site at this location.

VIII. CONCLUSION

The proposed Racetrac development located along the south side of Daniels Parkway west of its intersection with Fiddlesticks Boulevard in Lee County, Florida will not degrade the Level of Service of Daniels Parkway below LOS "C". The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate. Based upon the results of the turn lane analysis conducted as a part of this report, no turn lanes will be warranted at the site access drive intersections with Powers Court or Cody Lee Road.

Intersection analysis was conducted at the Daniels Parkway/Powers Court intersection based upon the 2017 A.M. and P.M. peak hour traffic conditions. Based on upon the results of the analysis, the westbound left turning movement and the northbound approach lanes at the Powers Court intersection are shown to operate below acceptable Level of Service conditions during the peak hours with the addition of the project traffic. This Level of Service deficiency is mainly due to the high volume of through traffic

along Daniels Parkway. The remaining movements at each intersection analyzed were shown to operate at an acceptable Level of Service condition. Therefore, no additional intersection improvements are warranted.

APPENDIX

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
RACETRAC - DANIELS PKWY @ POWERS COURT

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 90 VPH IN= 45 OUT= 45
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 102 VPH IN= 51 OUT= 51

| <u>ROADWAY</u> | <u>SEGMENT</u> | <u>ROADWAY</u> <u>CLASS</u> | LEVEL OF SERVICE THRESHOLDS | | | | | PERCENT | | |
|----------------|--------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|--|----------------------------------|------------------------------|
| | | | <u>LOS A</u> <u>VOLUME</u> | <u>LOS B</u> <u>VOLUME</u> | <u>LOS C</u> <u>VOLUME</u> | <u>LOS D</u> <u>VOLUME</u> | <u>LOS E</u> <u>VOLUME</u> | <u>PROJECT</u> <u>TRAFFIC¹</u> | <u>PROJECT</u> <u>TRAFFIC</u> | <u>PROJ/</u> <u>LOS C</u> |
| Daniels Pkwy | E. of Powers Court | 6LD | 0 | 2,470 | 3,000 | 3,000 | 3,000 | 65% | 33 | 1.1% |
| | W. of Powers Court | 6LD | 0 | 2,470 | 3,000 | 3,000 | 3,000 | 35% | 18 | 0.6% |

* Lee County Link Specific Peak Hour Directional Service Volumes were utilized for all roadway segments analyzed.

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
RACETRAC - DANIELS PKWY @ POWERS COURT

TOTAL PROJECT TRAFFIC AM = 90 VPH IN = 45 OUT= 45
 TOTAL PROJECT TRAFFIC PM = 102 VPH IN= 51 OUT= 51

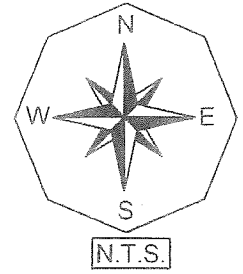
| | | 2013 | | | | 2013 | |
|----------------|--------------------|------------------------------|----------------|----------------|----------------|------------------|------------|
| | | PK HR | PERCENT | AM PROJ | PM PROJ | LEVEL OF SERVICE | |
| <u>ROADWAY</u> | <u>SEGMENT</u> | <u>PK SEASON</u> | <u>PROJECT</u> | <u>AM PROJ</u> | <u>PM PROJ</u> | <u>ANALYSIS</u> | |
| | | <u>PEAK DIR.¹</u> | <u>TRAFFIC</u> | <u>TRAFFIC</u> | <u>TRAFFIC</u> | <u>TRAFFIC</u> | <u>LOS</u> |
| Daniels Pkwy | E. of Powers Court | 2,700 | 65% | 29 | 33 | 2,733 | C |
| | W. of Powers Court | 2,700 | 35% | 16 | 18 | 2,718 | C |

¹ Obtained from the 2014 Lee County Concurrency Management Report

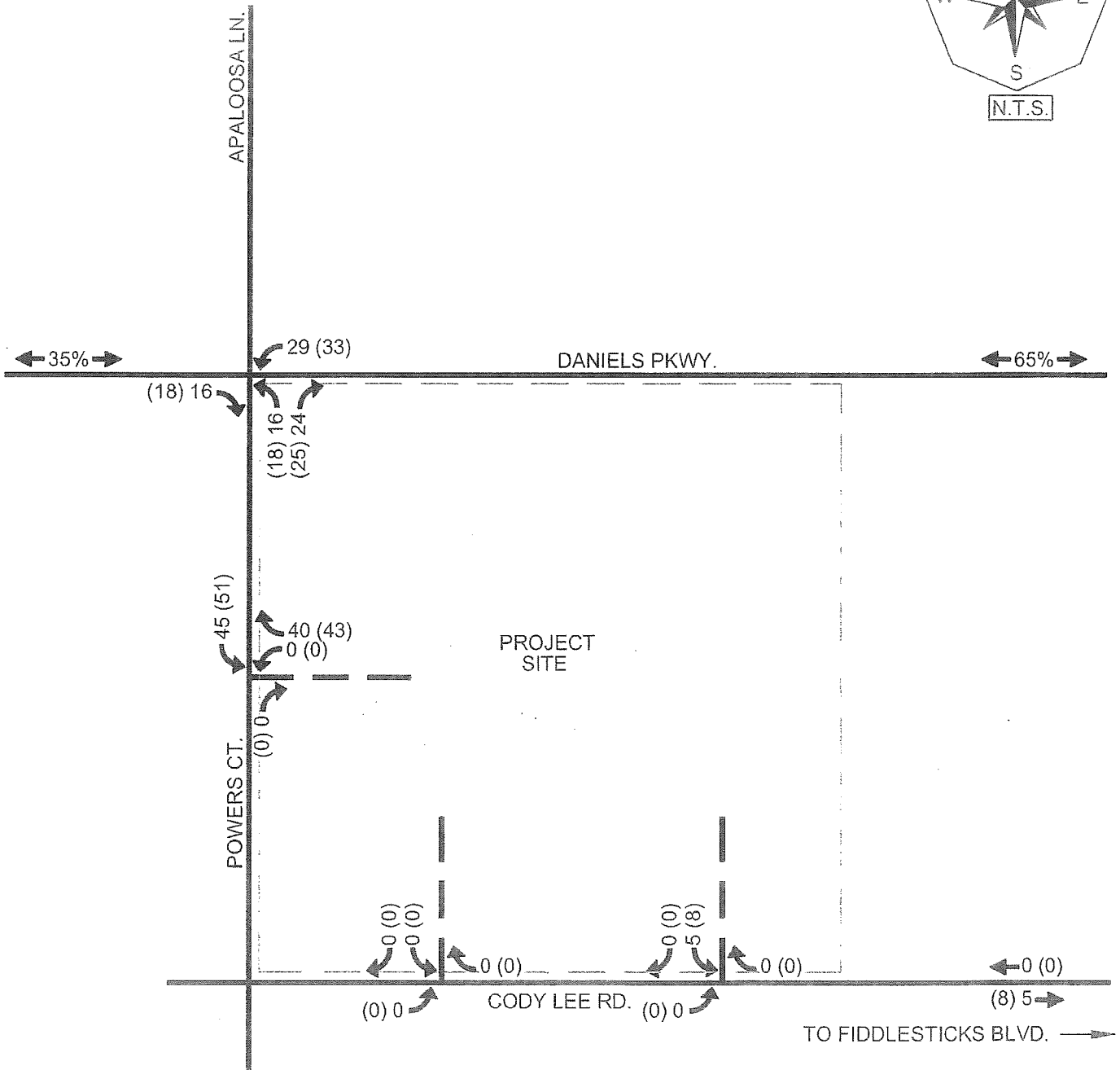
**2014 LEE COUNTY CONCURRENCY
REPORT**

| | | | ROAD | PERFORMANCE | | 2013 100th | | EST 2014 100th | | FORECAST | | |
|-----------------------|-----------------------|-----------------------|------|-------------|----------|------------|--------|----------------|--------|------------|--------|---|
| | | | | LOS | CAPACITY | LOS | VOLUME | LOS | VOLUME | FUTURE VOL | | |
| | | | | | | | | | | LOS | VOLUME | |
| CORKSCREW RD | I-75 | BEN HILL GRIFFIN BL | 4LD | E | 1,900 | C | 1,128 | C | 1,128 | C | 1,128 | 06800 |
| CORKSCREW RD | BEN HILL GRIFFIN BL | ALICO ROAD | 2LD | E | 1,130 | D | 625 | D | 654 | E | 1,055 | 06900 |
| CORKSCREW RD | ALICO ROAD | COLLIER COUNTY LINE | 2LN | E | 1,080 | B | 183 | B | 183 | B | 206 | 07000 |
| COUNTRY LAKES DR* | LUCKETT RD | TICE ST | 2LU | E | 860 | C | 143 | C | 143 | C | 240 | 07100 |
| CRYSTAL DR | US 41 | METRO PKWY | 2LU | E | 860 | C | 369 | C | 370 | C | 435 | 2LD design in FY 18/19 07200 |
| CRYSTAL DR | METRO PKWY | PLANTATION RD | 2LU | E | 860 | C | 314 | C | 314 | C | 324 | 07300 |
| CYPRESS LAKE DR* | McGREGOR B | SO POINTE BL | 4LD | E | 1,940 | D | 890 | D | 890 | D | 945 | 07400 |
| CYPRESS LAKE DR | SOUTH POINTE BL | WINKLER RD | 4LD | E | 1,940 | D | 1,329 | D | 1,329 | D | 1,332 | 07500 |
| CYPRESS LAKE DR | WINKLER RD | SUMMERLIN RD | 4LD | E | 1,940 | D | 1,514 | D | 1,514 | D | 1,514 | 07600 |
| CYPRESS LAKE DR | SUMMERLIN RD | US 41 | 6LD | E | 2,940 | D | 1,636 | D | 1,636 | D | 1,731 | 07700 |
| DANIELS PKWY | US 41 | METRO PKWY | 6LD | E | 2,680 | D | 2,066 | D | 2,066 | D | 2,101 | 07800 |
| DANIELS PKWY | METRO PKWY | SIX MILE CYPRESS PKWY | 6LD | E | 2,680 | E | 2,648 | E | 2,648 | F | 2,930 | Constrained v/c = 0.99 07900 |
| DANIELS PKWY | SIX MILE CYPRESS PKWY | PALOMINO RD | 6LD | E | 3,000 | C | 2,700 | C | 2,702 | C | 2,962 | Constrained v/c = 0.90 08000 |
| DANIELS PKWY | PALOMINO RD | I-75 | 6LD | E | 3,000 | B | 2,309 | B | 2,314 | B | 2,343 | Constrained v/c = 0.77 08100 |
| DANIELS PKWY | I-75 | TREELINE AVE | 6LD | E | 3,180 | A | 1,932 | A | 1,932 | A | 2,089 | I-75 Connector under construction 08200 |
| DANIELS PKWY* | TREELINE AVE | CHAMBERLIN PKWY | 6LD | E | 3,180 | A | 2,355 | A | 2,356 | A | 2,356 | 08300 |
| DANIELS PKWY | CHAMBERLIN PKWY | GATEWAY BL | 6LD | E | 3,180 | A | 2,180 | A | 2,185 | A | 2,187 | 08400 |
| DANIELS PKWY | GATEWAY BL | IMMOKALEE RD (SR82) | 4LD | E | 2,120 | A | 1,172 | A | 1,173 | A | 1,278 | 08500 |
| DANLEY RD* | US 41 | METRO PKWY | 2LU | E | 860 | C | 266 | C | 286 | C | 309 | 08600 |
| DAVIS RD* | McGREGOR BL | IONA RD | 2LU | E | 860 | C | 113 | C | 115 | C | 139 | 08700 |
| DEL PRADO BL* | CAPE CORAL PKWY | SE 46th ST | 6LD | E | 2,820 | C | 1,304 | C | 1,304 | C | 1,304 | 08800 |
| DEL PRADO BL* | SE 46th ST | CORONADO PKWY | 6LD | E | 2,820 | C | 1,392 | C | 1,392 | C | 1,392 | 08900 |
| DEL PRADO BL | CORONADO PKWY | CORNWALLIS PKWY | 6LD | E | 2,820 | D | 1,809 | D | 1,809 | D | 1,809 | 09000 |
| DEL PRADO BL | CORNWALLIS PKWY | VETERANS MEM PKWY | 6LD | E | 2,820 | D | 2,723 | D | 2,723 | D | 2,723 | 09100 |
| DEL PRADO BL | VETERANS MEM PKWY | CORAL POINT DR | 6LD | E | 2,840 | D | 2,396 | D | 2,396 | D | 2,396 | 09150 |
| DEL PRADO BL | CORAL POINT DR | HANCOCK BR PKWY | 6LD | E | 2,840 | D | 2,032 | D | 2,032 | D | 2,032 | 09200 |
| DEL PRADO BL | HANCOCK BR PKWY | SR 78 | 6LD | E | 2,800 | C | 1,708 | C | 1,708 | C | 1,708 | 09300 |
| DEL PRADO BL | US 41 | SLATER RD | 2LU | E | 860 | C | 272 | C | 272 | D | 770 | 09400 |
| DR ML KING BL (SR 82) | CRANFORD AVE | HIGHLAND AVE | 4LD | D | 1,800 | F | 1,875 | F | 1,875 | F | 1,875 | 09470 |
| DR ML KING BL (SR 82) | HIGHLAND AVE | MICHIGAN LINK | 4LD | D | 1,800 | F | 1,875 | F | 1,875 | F | 1,875 | 09480 |
| DR ML KING BL (SR 82) | MICHIGAN LINK | ORTIZ AVE | 6LD | D | 2,680 | B | 1,875 | B | 1,875 | B | 1,875 | 09490 |
| DR ML KING BL (SR 82) | ORTIZ AVE | I-75 | 6LD | D | 2,680 | B | 1,806 | B | 1,806 | B | 1,806 | 09500 |
| EAST 21st ST* | JOEL BL | GRANT AVE | 2LU | E | 860 | C | 24 | C | 24 | C | 24 | 09700 |
| ESTERO BL | BIG CARLOS PASS | AVENIDA PESCADORA | 2LN | E | 726 | A | 420 | A | 420 | A | 420 | Constrained v/c = 0.58; Design underway 09800 |
| ESTERO BL* | AVENIDA PESCADORA | VOORHIS ST | 2LN | E | 726 | A | 555 | A | 555 | A | 555 | Constrained v/c = 0.76; Design underway 09900 |

**SITE TRAFFIC ASSIGNMENT
SUPPLEMENTAL GRAPHICS
FIGURES A-1 & A-2**

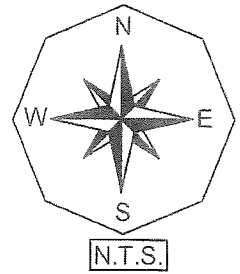


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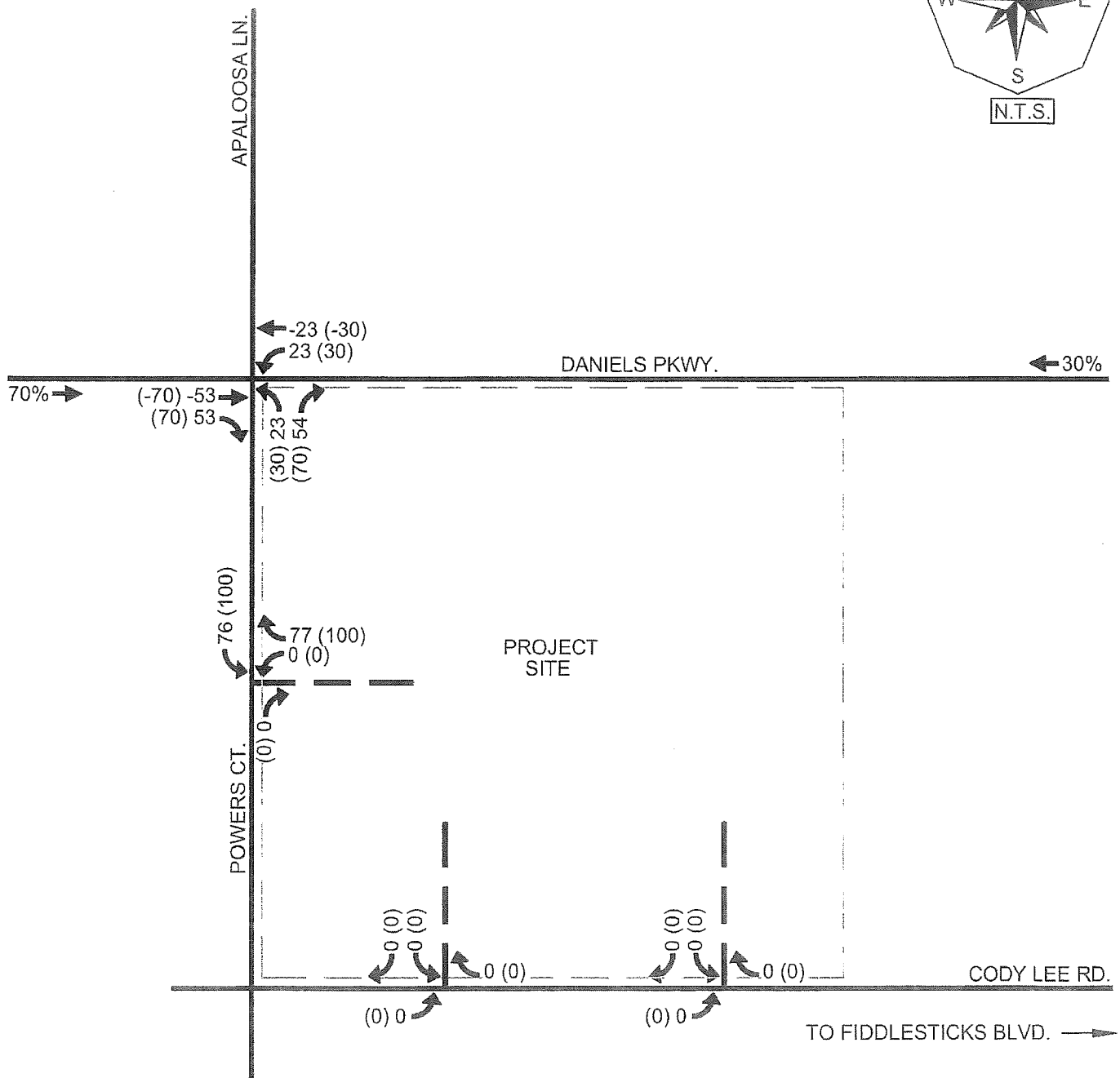


LEGEND

- ← 000 AM PEAK HOUR PROJECT TRAFFIC
- ←(000) PM PEAK HOUR PROJECT TRAFFIC
- ←-20%-> TWO-WAY TRIP DISTRIBUTION



F1502.03



LEGEND

- ← 000 AM PEAK HOUR TRAFFIC
- ← (000) PM PEAK HOUR TRAFFIC
- ← 20% ONE-WAY TRIP DISTRIBUTION

**SYNCHRO INTERSECTION
ANALYSIS SUMMARY SHEETS**

**DANIELS PARKWAY @ POWERS
COURT/APALOOSA LANE**

Intersection

Int Delay, s/veh 44.4

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 2006 | 120 | 61 | 2675 | 42 | 78 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 450 | 550 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2180 | 130 | 66 | 2908 | 46 | 85 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 3476 |
| Stage 1 | - | - | 2180 |
| Stage 2 | - | - | 1296 |
| Critical Hdwy | - | 5.34 | 5.74 |
| Critical Hdwy Stg 1 | - | - | 6.64 |
| Critical Hdwy Stg 2 | - | - | 6.04 |
| Follow-up Hdwy | - | 3.12 | 3.82 |
| Pot Cap-1 Maneuver | - | 101 | ~ 14 |
| Stage 1 | - | - | ~ 43 |
| Stage 2 | - | - | 197 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | 101 | ~ 5 |
| Mov Cap-2 Maneuver | - | - | ~ 5 |
| Stage 1 | - | - | ~ 43 |
| Stage 2 | - | - | 68 |

| Approach | EB | WB | NB |
|----------------------|----|----|-----------|
| HCM Control Delay, s | 0 | 2 | \$ 1799.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-----------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 5 | 181 | - | - | 101 | - |
| HCM Lane V/C Ratio | 9.13 | 0.468 | - | - | 0.656 | - |
| HCM Control Delay (s) | \$ 5065.3 | 41.3 | - | - | 91.8 | - |
| HCM Lane LOS | F | E | - | - | F | - |
| HCM 95th %tile Q(veh) | 7.4 | 2.2 | - | - | 3.3 | - |

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 356.5

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 2173 | 381 | 71 | 2583 | 56 | 100 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 450 | 550 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2362 | 414 | 77 | 2808 | 61 | 109 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 3639 |
| Stage 1 | - | - | 2362 |
| Stage 2 | - | - | 1277 |
| Critical Hdwy | - | 5.34 | 5.74 |
| Critical Hdwy Stg 1 | - | - | 6.64 |
| Critical Hdwy Stg 2 | - | - | 6.04 |
| Follow-up Hdwy | - | 3.12 | 3.82 |
| Pot Cap-1 Maneuver | - | 82 | ~ 11 |
| Stage 1 | - | - | ~ 33 |
| Stage 2 | - | - | 202 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | 82 | ~ 1 |
| Mov Cap-2 Maneuver | - | - | ~ 1 |
| Stage 1 | - | - | ~ 33 |
| Stage 2 | - | - | ~ 12 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------------|
| HCM Control Delay, s | 0 | 4.6 | \$ 12180.8 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1 | 157 | - | - | 82 | - |
| HCM Lane V/C Ratio | 60.87 | 0.692 | - | - | 0.941 | - |
| HCM Control Delay (s) | \$ 33810.9 | 68 | - | - | 172.7 | - |
| HCM Lane LOS | F | F | - | - | F | - |
| HCM 95th %tile Q(veh) | 9.8 | 4 | - | - | 5.1 | - |

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

**DEVELOPMENT OF FUTURE YEAR
TRAFFIC VOLUMES**

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Daniels @ Powers Court/Apaloosa Ln
February 19, 2015
2017

| | AM Peak Hour | | | | | | | | | | | |
|---------------------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| RAW Turning Movement Counts | 3 | 0 | 0 | 5 | 0 | 63 | 95 | 2,018 | 50 | 9 | 2,655 | 30 |
| Peak Season Correction Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Current Peak Season Volumes | 3 | 0 | 0 | 5 | 0 | 63 | 95 | 2,018 | 50 | 9 | 2,655 | 30 |
| Growth Rate | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| Years to Build-out | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2017 Background Turning Volumes | 3 | 0 | 0 | 5 | 0 | 64 | 97 | 2,059 | 51 | 9 | 2,708 | 31 |
| Project Turning Volumes | 39 | 0 | 78 | 0 | 0 | 0 | 0 | -53 | 69 | 52 | -33 | 0 |
| 2017 Background + Project | 42 | 0 | 78 | 5 | 0 | 64 | 97 | 2,006 | 120 | 61 | 2,675 | 31 |

| | PM Peak Hour | | | | | | | | | | | |
|---------------------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| RAW Turning Movement Counts | 8 | 0 | 5 | 5 | 0 | 95 | 105 | 2,199 | 287 | 8 | 2,562 | 34 |
| Peak Season Correction Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Current Peak Season Volumes | 8 | 0 | 5 | 5 | 0 | 95 | 105 | 2,199 | 287 | 8 | 2,562 | 34 |
| Growth Rate | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% | 1.00% |
| Years to Build-out | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2017 Background Turning Volumes | 8 | 0 | 5 | 5 | 0 | 97 | 107 | 2,243 | 293 | 8 | 2,613 | 35 |
| Project Turning Volumes | 48 | 0 | 95 | 0 | 0 | 0 | 0 | -70 | 88 | 63 | -30 | 0 |
| 2017 Background + Project | 56 | 0 | 100 | 5 | 0 | 97 | 107 | 2,173 | 381 | 71 | 2,583 | 35 |

PASS-BY DATA FOR ITE LUC 853

Table 5.12
Pass-By Trips and Diverted Linked Trips
Weekday, a.m. Peak Period

Land Use 853—Convenience Market with Gasoline Pumps

| SIZE (1,000 SQ. FT. GFA) | LOCATION | WEEKDAY SURVEY DATE | NO. OF INTERVIEWS | TIME PERIOD | PRIMARY TRIP (%) | NON-PASS- BY TRIP (%) | DIVERTED LINKED TRIP (%) | PASS-BY TRIP (%) | ADJ. STREET PEAK HOUR VOLUME | SOURCE |
|--------------------------------|---------------------|------------------------|----------------------|----------------|---------------------|--------------------------|--------------------------------|---------------------|------------------------------------|-----------------------|
| 2.8 | Louisville area, KY | 1993 | n/a | 7:00–9:00 a.m. | 11 | — | 35 | 54 | 1,240 | Barton-Aschman Assoc. |
| 2.4 | Louisville area, KY | 1993 | n/a | 7:00–9:00 a.m. | 17 | — | 35 | 48 | 1,210 | Barton-Aschman Assoc. |
| 4.2 | Louisville area, KY | 1993 | 47 | 7:00–9:00 a.m. | 19 | — | 19 | 62 | 1,705 | Barton-Aschman Assoc. |
| 2.6 | Crestwood, KY | 1993 | n/a | 7:00–9:00 a.m. | 15 | — | 13 | 72 | 940 | Barton-Aschman Assoc. |
| 3.7 | Louisville area, KY | 1993 | 49 | 7:00–9:00 a.m. | 16 | — | 18 | 66 | 990 | Barton-Aschman Assoc. |
| 3.0 | New Albany, IN | 1993 | 62 | 7:00–9:00 a.m. | 10 | — | 16 | 74 | 790 | Barton-Aschman Assoc. |
| 2.3 | Louisville, KY | 1993 | 58 | 7:00–9:00 a.m. | 5 | — | 31 | 64 | 1,255 | Barton-Aschman Assoc. |
| 2.2 | New Albany, IN | 1993 | 79 | 7:00–9:00 a.m. | 6 | — | 38 | 56 | 635 | Barton-Aschman Assoc. |
| 3.6 | Louisville area, KY | 1993 | 49 | 7:00–9:00 a.m. | 4 | — | 29 | 67 | 1,985 | Barton-Aschman Assoc. |

Average Pass-By Trip Percentage: 63

Table 5.13
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 853—Convenience Market with Gasoline Pumps

| SIZE (1,000 SQ. FT. GFA) | LOCATION | WEEKDAY SURVEY DATE | NO. OF INTERVIEWS | TIME PERIOD | PRIMARY TRIP (%) | NON-PASS- BY TRIP (%) | DIVERTED/ LINKED TRIP (%) | PASS-BY TRIP (%) | ADJ. STREET PEAK HOUR VOLUME | SOURCE |
|--------------------------------|---------------------|------------------------|----------------------|----------------|---------------------|--------------------------|---------------------------------|---------------------|------------------------------------|------------------------|
| 2.8 | Louisville area, KY | 1993 | n/a | 4:00–6:00 p.m. | 11 | — | 27 | 62 | 2,875 | Barton-Aschman Assoc. |
| 2.4 | Louisville area, KY | 1993 | n/a | 4:00–6:00 p.m. | 13 | — | 29 | 58 | 2,655 | Barton-Aschman Assoc. |
| 4.2 | Louisville area, KY | 1993 | 61 | 4:00–6:00 p.m. | 26 | — | 16 | 58 | 2,300 | Barton-Aschman Assoc. |
| 2.6 | Crestwood, KY | 1993 | 68 | 4:00–6:00 p.m. | 15 | — | 18 | 67 | 950 | Barton-Aschman Assoc. |
| 3.7 | Louisville area, KY | 1993 | 70 | 4:00–6:00 p.m. | 16 | — | 23 | 61 | 2,175 | Barton-Aschman Assoc. |
| 3.0 | New Albany, IN | 1993 | 80 | 4:00–6:00 p.m. | 15 | — | 20 | 65 | 1,165 | Barton-Aschman Assoc. |
| 2.3 | Louisville, KY | 1993 | 67 | 4:00–6:00 p.m. | 16 | — | 27 | 57 | 1,954 | Barton-Aschman Assoc. |
| 2.2 | New Albany, IN | 1993 | 115 | 4:00–6:00 p.m. | 16 | — | 36 | 48 | 820 | Barton-Aschman Assoc. |
| 3.6 | Louisville area, KY | 1993 | 60 | 4:00–6:00 p.m. | 17 | — | 27 | 56 | 2,505 | Barton-Aschman Assoc. |
| 2.6 | Seminole Co., FL | 1993 | 82 | 4:00–6:00 p.m. | 20 | — | 7 | 73 | n/a | Tipton Associates Inc. |
| 2.6 | Seminole Co., FL | 1993 | 98 | 4:00–6:00 p.m. | 15 | — | 4 | 81 | n/a | Tipton Associates Inc. |
| 2.6 | Seminole Co., FL | 1993 | 115 | 4:00–6:00 p.m. | 16 | — | 15 | 69 | n/a | Tipton Associates Inc. |
| 2.6 | Volusia Co., FL | 1993 | 98 | 4:00–6:00 p.m. | 15 | — | 11 | 74 | n/a | Tipton Associates Inc. |
| 2.4 | Volusia Co., FL | 1993 | 38 | 4:00–6:00 p.m. | 24 | — | 2 | 74 | n/a | Tipton Associates Inc. |
| 2.7 | Volusia Co., FL | 1993 | 82 | 4:00–6:00 p.m. | 8 | — | 5 | 87 | n/a | Tipton Associates Inc. |

Average Pass-By Trip Percentage: 66

**LEE COUNTY LINK SPECIFIC
SERVICE VOLUMES**

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2013 DATA)

| ROAD SEGMENT | FROM | TO | TRAFFIC DISTRICT | LENGTH (MILE) | ROAD TYPE | SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION) | | | | | SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS) | | | | |
|-----------------|-----------------------|-----------------------|------------------|---------------|-----------|--|-------|-------|-------|-------|--|-------|-------|-------|-------|
| | | | | | | A | B | C | D | E | A | B | C | D | E |
| COLONIAL BLVD | SIX MILE PKWY | I-75 | 1 | 0.5 | 6LD | 0 | 2,490 | 3,220 | 3,220 | 3,220 | 0 | 4,090 | 5,290 | 5,290 | 5,290 |
| | I-75 | SR 82 | 1 | 2.4 | 6LD | 1,150 | 3,240 | 3,240 | 3,240 | 3,240 | 1,990 | 5,600 | 5,600 | 5,600 | 5,600 |
| CORKSCREW RD | US 41 | SANDY LN | 4 | 0.5 | 4LD | 0 | 380 | 1,900 | 1,900 | 1,900 | 0 | 750 | 3,740 | 3,740 | 3,740 |
| | SANDY LN | THREE OAKS PKWY | 4 | 0.7 | 4LD | 0 | 380 | 1,900 | 1,900 | 1,900 | 0 | 750 | 3,740 | 3,740 | 3,740 |
| | THREE OAKS PKWY | I-75 | 4 | 0.8 | 4LD | 0 | 380 | 1,900 | 1,900 | 1,900 | 0 | 750 | 3,740 | 3,740 | 3,740 |
| | I-75 | BEN HILL GRIFFIN PKWY | 3 | 0.5 | 4LD | 0 | 380 | 1,900 | 1,900 | 1,900 | 0 | 750 | 3,740 | 3,740 | 3,740 |
| | BEN HILL GRIFFIN PKWY | WILDCAT RUN DR | 3 | 1.7 | 2LD | 100 | 310 | 560 | 770 | 1,130 | 190 | 600 | 1,090 | 1,510 | 2,220 |
| | WILDCAT RUN DR | ALICO RD | 3 | 2.6 | 2LN | 90 | 290 | 530 | 730 | 1,080 | 180 | 570 | 1,040 | 1,440 | 2,120 |
| CYPRESS LAKE DR | ALICO RD | COUNTY LINE | 3 | 10.4 | 2LN | 90 | 290 | 530 | 730 | 1,080 | 180 | 570 | 1,040 | 1,440 | 2,120 |
| | McGREGOR BLVD | SOUTH POINT BLVD | 4 | 0.4 | 4LD | 0 | 0 | 810 | 1,870 | 1,940 | 0 | 0 | 1,590 | 3,670 | 3,820 |
| | SOUTH POINT BLVD | WINKLER RD | 4 | 0.6 | 4LD | 0 | 0 | 810 | 1,870 | 1,940 | 0 | 0 | 1,590 | 3,670 | 3,820 |
| | WINKLER RD | SUMMERLIN RD | 4 | 0.7 | 4LD | 0 | 0 | 810 | 1,870 | 1,940 | 0 | 0 | 1,590 | 3,670 | 3,820 |
| DANIELS PKWY | SUMMERLIN RD | US 41 | 4 | 0.9 | 6LD | 0 | 0 | 1,240 | 2,880 | 2,940 | 0 | 0 | 2,440 | 5,650 | 5,760 |
| | US 41 | BIG PINE WAY | 4 | 0.5 | 6LD | 0 | 0 | 720 | 2,530 | 2,680 | 0 | 0 | 1,420 | 4,970 | 5,280 |
| | BIG PINE WAY | METRO PKWY | 4 | 0.6 | 6LD | 0 | 0 | 720 | 2,530 | 2,680 | 0 | 0 | 1,420 | 4,970 | 5,280 |
| | METRO PKWY | SIX MILE PKWY | 4 | 0.8 | 6LD | 0 | 0 | 720 | 2,530 | 2,680 | 0 | 0 | 1,420 | 4,970 | 5,280 |
| | SIX MILE PKWY | PALOMINO DR | 4 | 2.2 | 6LD | 0 | 2,470 | 3,000 | 3,000 | 3,000 | 0 | 4,580 | 5,570 | 5,570 | 5,570 |
| | PALOMINO DR | I-75 | 4 | 0.6 | 6LD | 0 | 2,470 | 3,000 | 3,000 | 3,000 | 0 | 4,580 | 5,570 | 5,570 | 5,570 |
| | I-75 | TREELINE AVE | 3 | 0.5 | 6LD | 2,610 | 3,180 | 3,180 | 3,180 | 3,180 | 4,500 | 5,500 | 5,500 | 5,500 | 5,500 |
| | TREELINE AVE | CHAMBERLIN PKWY | 3 | 0.8 | 6LD | 2,610 | 3,180 | 3,180 | 3,180 | 3,180 | 4,500 | 5,500 | 5,500 | 5,500 | 5,500 |
| DEL PRADO BLVD | CHAMBERLIN PKWY | SR 82 | 3 | 3.8 | 4LD | 1,680 | 2,120 | 2,120 | 2,120 | 2,120 | 2,900 | 3,650 | 3,650 | 3,650 | 3,650 |
| | CAPE CORAL PKWY | SE 46TH ST | 5 | 0.3 | 6LD | 0 | 0 | 1,520 | 2,820 | 2,820 | 0 | 0 | 2,870 | 5,310 | 5,310 |
| | SE 46TH ST | CORONADO PKWY | 5 | 0.7 | 6LD | 0 | 0 | 1,520 | 2,820 | 2,820 | 0 | 0 | 2,870 | 5,310 | 5,310 |
| | CORONADO PKWY | CORNWALLIS PKWY | 5 | 1.3 | 6LD | 0 | 0 | 1,520 | 2,820 | 2,820 | 0 | 0 | 2,870 | 5,310 | 5,310 |
| | CORNWALLIS PKWY | VETERANS PKWY | 5 | 0.8 | 6LD | 0 | 0 | 1,520 | 2,820 | 2,820 | 0 | 0 | 2,870 | 5,310 | 5,310 |
| | VETERANS PKWY | HANCOCK B. PKWY | 5 | 3.0 | 6LD | 0 | 0 | 1,560 | 2,840 | 2,840 | 0 | 0 | 3,060 | 5,570 | 5,570 |
| | HANCOCK B. PKWY | NE 6TH ST | 5 | 0.7 | 6LD | 0 | 0 | 2,750 | 2,800 | 2,800 | 0 | 0 | 5,400 | 5,480 | 5,480 |
| ESTERO BLVD | NE 6TH ST | SR 78 | 5 | 0.4 | 6LD | 0 | 0 | 2,750 | 2,800 | 2,800 | 0 | 0 | 5,400 | 5,480 | 5,480 |
| | HICKORY BLVD | AVENIDA PESCADORA | 4 | 2.9 | 2LN | 571 | 616 | 644 | 685 | 726 | 1,120 | 1,208 | 1,264 | 1,344 | 1,424 |
| | AVENIDA PESCADORA | MID ISLAND DR | 4 | 1.2 | 2LN | 571 | 616 | 644 | 685 | 726 | 1,120 | 1,208 | 1,264 | 1,344 | 1,424 |
| ESTERO PKWY | MID ISLAND DR | SAN CARLOS BLVD | 4 | 1.8 | 2LD | 500 | 568 | 593 | 632 | 671 | 980 | 1,113 | 1,162 | 1,239 | 1,316 |
| | US 41 | BEN HILL GRIFFIN PKWY | 4 | 2.6 | 4LD | 0 | 2,000 | 2,000 | 2,000 | 2,000 | 0 | 3,920 | 3,920 | 3,920 | 3,920 |
| FOWLER ST | US 41 | N AIRPORT RD | 1 | 1.0 | 6LD | 0 | 0 | 870 | 2,580 | 2,580 | 0 | 0 | 1,620 | 4,780 | 4,780 |
| | N AIRPORT RD | COLONIAL BLVD | 1 | 0.3 | 6LD | 0 | 0 | 870 | 2,580 | 2,580 | 0 | 0 | 1,620 | 4,780 | 4,780 |
| | COLONIAL BLVD | WINKLER AVE | 1 | 0.5 | 4LD | 0 | 490 | 1,700 | 1,700 | 1,700 | 0 | 910 | 3,150 | 3,150 | 3,150 |
| | WINKLER AVE | HANSON ST | 1 | 1.3 | 4LD | 0 | 490 | 1,700 | 1,700 | 1,700 | 0 | 910 | 3,150 | 3,150 | 3,150 |
| | HANSON ST | SR 82 | 1 | 1.3 | 4LD | 0 | 490 | 1,700 | 1,700 | 1,700 | 0 | 910 | 3,150 | 3,150 | 3,150 |
| GLADIOLUS DR | US 41 | PINE RIDGE RD | 4 | 0.5 | 4LD | 0 | 1,060 | 1,840 | 1,840 | 1,840 | 0 | 2,000 | 3,490 | 3,490 | 3,490 |
| | McGREGOR BLVD | PINE RIDGE RD | 4 | 1.6 | 4LD | 0 | 1,060 | 1,840 | 1,840 | 1,840 | 0 | 2,000 | 3,490 | 3,490 | 3,490 |
| | PINE RIDGE RD | BASS RD | 4 | 0.8 | 6LD | 0 | 1,640 | 2,780 | 2,780 | 2,780 | 0 | 3,100 | 5,260 | 5,260 | 5,260 |
| | BASS RD | WINKLER RD | 4 | 0.5 | 6LD | 0 | 1,180 | 2,900 | 2,900 | 2,900 | 0 | 2,230 | 5,480 | 5,480 | 5,480 |
| | WINKLER RD | SUMMERLIN RD | 4 | 1.5 | 6LD | 0 | 1,180 | 2,900 | 2,900 | 2,900 | 0 | 2,230 | 5,480 | 5,480 | 5,480 |

**TURNING MOVEMENT COUNT
DANIELS PARKWAY @ POWERS
COURT/APALOOSA LANE**

15 MINUTE SUMMARY OF INDIVIDUAL MOVEMENTS

Powers Court/Apalooosa Lane & Daniels Parkway

| 15 MIN BEGIN | Powers Court/Apalooosa Lane | | | | | | | | Daniels Parkway | | | | | | | | 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 | 1 | 0 | 0 | 1 | 0 | 1 | 7 | 8 | 24 | 375 | 2 | 401 | 0 | 477 | 5 | 482 | 892 |
| 7:15 AM | 1 | 0 | 0 | 1 | 4 | 0 | 11 | 15 | 24 | 461 | 5 | 490 | 2 | 599 | 5 | 606 | 1,112 |
| 7:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 23 | 23 | 19 | 530 | 15 | 564 | 1 | 730 | 4 | 735 | 1,323 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 10 | 30 | 550 | 17 | 597 | 1 | 661 | 8 | 670 | 1,277 |
| 8:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 16 | 25 | 510 | 10 | 545 | 1 | 604 | 7 | 612 | 1,173 |
| 8:15 AM | 2 | 0 | 0 | 2 | 2 | 0 | 17 | 19 | 21 | 428 | 8 | 457 | 6 | 660 | 11 | 677 | 1,155 |
| 8:30 AM | 1 | 0 | 0 | 1 | 3 | 0 | 34 | 37 | 20 | 452 | 15 | 487 | 7 | 657 | 17 | 681 | 1,206 |
| 8:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 30 | 34 | 16 | 476 | 21 | 513 | 8 | 578 | 7 | 593 | 1,140 |
| TOTAL: | 6 | 0 | 0 | 6 | 16 | 1 | 145 | 162 | 179 | 3,782 | 93 | 4,054 | 26 | 4,966 | 64 | 5,056 | 9,278 |

HOURLY SUMMARY OF INDIVIDUAL MOVEMENTS

Powers Court/Apalooosa Lane & Daniels Parkway

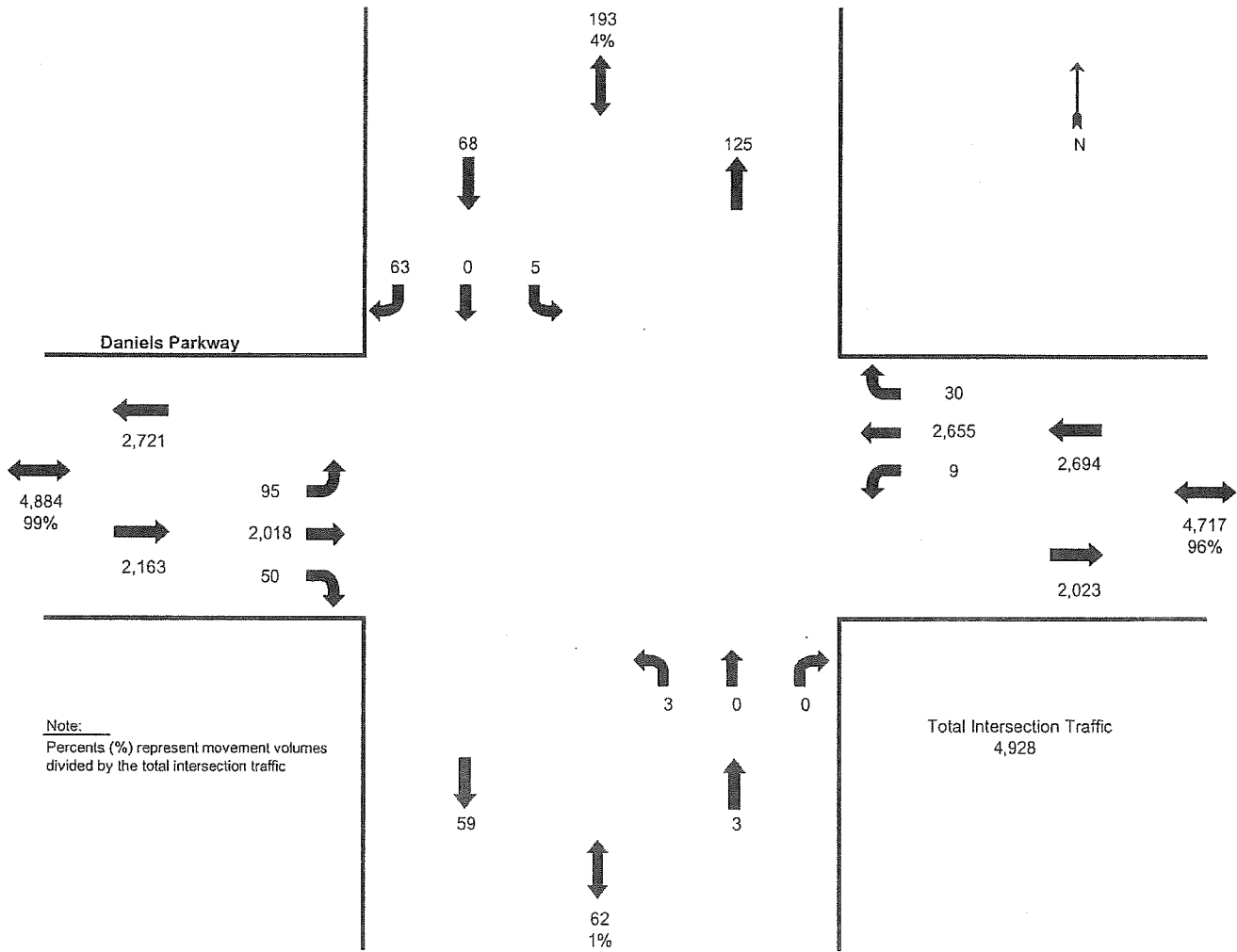
| HOUR BEGIN | Powers Court/Apalooosa Lane | | | | | | | | Daniels Parkway | | | | | | | | INTER-SECTION TOTAL |
|------------|-----------------------------|------|-------|-------|------------|------|-------|-------|-----------------|-------|-------|-------|-----------|-------|-------|-------|---------------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | |
| 7:00 AM | 3 | 0 | 0 | 3 | 5 | 1 | 50 | 56 | 97 | 1,916 | 39 | 2,052 | 4 | 2,467 | 22 | 2,493 | 4,604 |
| 7:15 AM | 2 | 0 | 0 | 2 | 7 | 0 | 57 | 64 | 98 | 2,051 | 47 | 2,196 | 5 | 2,594 | 24 | 2,623 | 4,885 |
| 7:30 AM | 3 | 0 | 0 | 3 | 5 | 0 | 63 | 68 | 95 | 2,018 | 50 | 2,163 | 9 | 2,655 | 30 | 2,694 | 4,928 |
| 7:45 AM | 3 | 0 | 0 | 3 | 8 | 0 | 74 | 82 | 96 | 1,940 | 50 | 2,086 | 15 | 2,582 | 43 | 2,640 | 4,811 |
| 8:00 AM | 3 | 0 | 0 | 3 | 11 | 0 | 95 | 106 | 82 | 1,866 | 54 | 2,002 | 22 | 2,499 | 42 | 2,563 | 4,674 |

PEAK HOUR SUMMARY

| HOUR BEGIN | Powers Court/Apalooosa Lane | | | | | | | | Daniels Parkway | | | | | | | | INTER-SECTION TOTAL |
|------------|-----------------------------|------|-------|-------|------------|------|-------|-------|-----------------|-------|-------|-------|-----------|-------|-------|-------|---------------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | |
| 7:30 AM | 3 | 0 | 0 | 3 | 5 | 0 | 63 | 68 | 95 | 2,018 | 50 | 2,163 | 9 | 2,655 | 30 | 2,694 | 4,928 |

DATE: February 19, 2015
 DAY: THURSDAY
 COUNT TIME: 7:00 AM - 9:00 AM
 PEAK HOUR: 7:30 AM - 8:30 AM
 TRAFFIC: ALL TRIPS
 INTERSECTION: Powers Court/Apaloosa Lane & Daniels Parkway

Powers Court/Apaloosa Lane



15 MINUTE SUMMARY OF INDIVIDUAL MOVEMENTS

Powers Court/Apalooosa Lane & Daniels Parkway

| 15 MIN BEGIN | Powers Court/Apalooosa Lane | | | | | | | | Daniels Parkway | | | | | | | | 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 | 3 | 3 | 3 | 0 | 22 | 25 | 27 | 544 | 74 | 645 | 2 | 578 | 8 | 588 | 1,261 |
| 4:15 PM | 2 | 0 | 1 | 3 | 1 | 0 | 25 | 26 | 26 | 583 | 69 | 678 | 4 | 645 | 10 | 659 | 1,366 |
| 4:30 PM | 2 | 0 | 2 | 4 | 1 | 0 | 20 | 21 | 25 | 581 | 97 | 703 | 1 | 659 | 5 | 665 | 1,393 |
| 4:45 PM | 1 | 0 | 1 | 2 | 1 | 0 | 31 | 32 | 28 | 523 | 59 | 610 | 0 | 592 | 12 | 604 | 1,248 |
| 5:00 PM | 3 | 0 | 1 | 4 | 2 | 0 | 19 | 21 | 26 | 512 | 62 | 600 | 3 | 666 | 7 | 676 | 1,301 |
| 5:15 PM | 1 | 0 | 0 | 1 | 2 | 0 | 19 | 21 | 17 | 553 | 55 | 625 | 2 | 633 | 11 | 646 | 1,293 |
| 5:30 PM | 1 | 0 | 2 | 3 | 0 | 0 | 26 | 26 | 39 | 560 | 66 | 665 | 2 | 604 | 8 | 614 | 1,308 |
| 5:45 PM | 2 | 0 | 1 | 3 | 2 | 0 | 14 | 16 | 39 | 512 | 64 | 615 | 11 | 610 | 12 | 633 | 1,267 |
| TOTAL: | 12 | 0 | 11 | 23 | 12 | 0 | 176 | 188 | 227 | 4,368 | 546 | 5,141 | 25 | 4,987 | 73 | 5,085 | 10,437 |

HOURLY SUMMARY OF INDIVIDUAL MOVEMENTS

Powers Court/Apalooosa Lane & Daniels Parkway

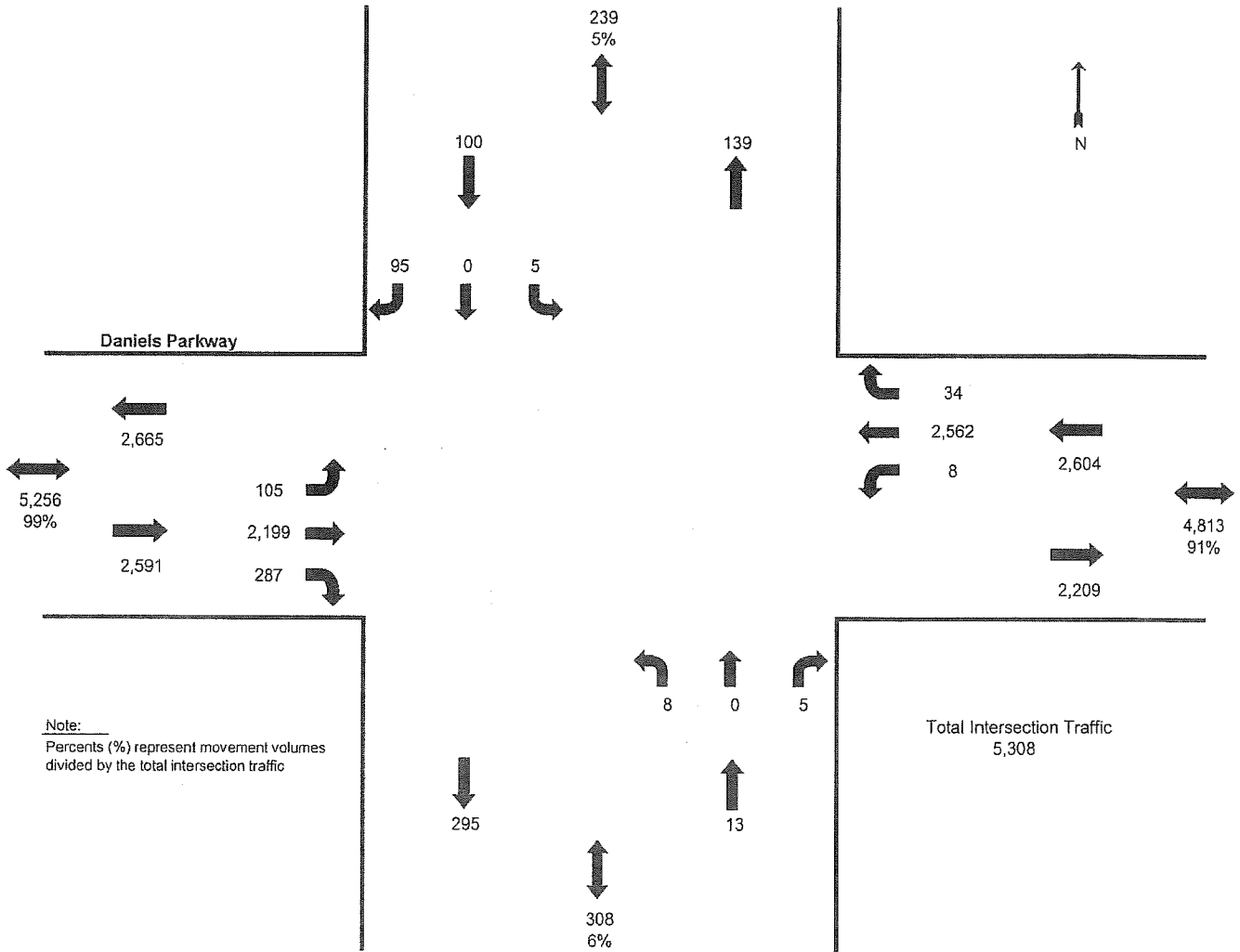
| HOUR BEGIN | Powers Court/Apalooosa Lane | | | | | | | | Daniels Parkway | | | | | | | | INTER- SECTION TOTAL |
|---------------|-----------------------------|------|-------|-------|------------|------|-------|-------|-----------------|-------|-------|-------|-----------|-------|-------|-------|----------------------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | |
| 4:00 PM | 5 | 0 | 7 | 12 | 6 | 0 | 98 | 104 | 106 | 2,231 | 299 | 2,636 | 7 | 2,474 | 35 | 2,516 | 5,268 |
| 4:15 PM | 8 | 0 | 5 | 13 | 5 | 0 | 95 | 100 | 105 | 2,199 | 287 | 2,591 | 8 | 2,562 | 34 | 2,604 | 5,308 |
| 4:30 PM | 7 | 0 | 4 | 11 | 6 | 0 | 89 | 95 | 96 | 2,169 | 273 | 2,538 | 6 | 2,550 | 35 | 2,591 | 5,235 |
| 4:45 PM | 6 | 0 | 4 | 10 | 5 | 0 | 95 | 100 | 110 | 2,148 | 242 | 2,500 | 7 | 2,495 | 38 | 2,540 | 5,150 |
| 5:00 PM | 7 | 0 | 4 | 11 | 6 | 0 | 78 | 84 | 121 | 2,137 | 247 | 2,505 | 18 | 2,513 | 38 | 2,569 | 5,169 |

PEAK HOUR SUMMARY

| HOUR BEGIN | Powers Court/Apalooosa Lane | | | | | | | | Daniels Parkway | | | | | | | | INTER- SECTION TOTAL |
|---------------|-----------------------------|------|-------|-------|------------|------|-------|-------|-----------------|-------|-------|-------|-----------|-------|-------|-------|----------------------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | LEFT | THRU | RIGHT | TOTAL | |
| 4:15 PM | 8 | 0 | 5 | 13 | 5 | 0 | 95 | 100 | 105 | 2,199 | 287 | 2,591 | 8 | 2,562 | 34 | 2,604 | 5,308 |

DATE: February 19, 2015
 DAY: THURSDAY
 COUNT TIME: 4:00 PM - 6:00 PM
 PEAK HOUR: 4:15 PM - 5:15 PM
 TRAFFIC: ALL TRIPS
 INTERSECTION: Powers Court/Apaloosa Lane & Daniels Parkway

Powers Court/Apaloosa Lane



TRIP GENERATION EQUATIONS

TRIP GENERATION EQUATIONS & TRIP GENERATION COMPARISON

CONVENIENCE STORE WITH SELF SERVE FUEL PUMPS ITE TRIP GENERATION REPORT, 9th EDITION 5,928 SQ. FT. CONVENIENCE STORE 18 RE-FUELING POSITIONS

| Land Use | Weekday AM Peak Hour | Weekday PM Peak Hour | Daily (2-way) |
|---|-----------------------------------|-----------------------------------|----------------|
| Gasoline/Service Station with Convenience Market (LUC 945) | T = 10.16 (X) (50% In/50% Out) | T = 13.51 (X) (50% In/50% Out) | T = 162.78 (X) |
| T = Number of trips, X = Vehicle Fueling Positions | | | |
| Convenience Market w/Gasoline Pumps (LUC 853) | T = 40.92 (X) (50% In/50% Out) | T = 50.92 (X) (50% In/50% Out) | T = 845.60 (X) |
| T = Number of trips, X = 1,000's of square feet of Gross Floor Area (GFA) | | | |

Trip Generation based on 18 Fueling Positions (LUC 945)

| Land Use | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | | Daily (2-way) |
|--|------------------------|-----|-------|------------------------|-----|-------|---------------|
| | In | Out | Total | In | Out | Total | |
| Gasoline Service Station With Convenience Market (18 Re-Fueling Positions) | 91 | 92 | 183 | 121 | 122 | 243 | 2,930 |

Trip Generation based on 5,928 SQ. FT. of Floor Area of C-Store (LUC 853)

| Land Use | Weekday A.M. Peak Hour | | | Weekday P.M. Peak Hour | | | Daily (2-way) |
|---|------------------------|-----|-------|------------------------|-----|-------|---------------|
| | In | Out | Total | In | Out | Total | |
| Convenience Market w/Gasoline Pumps (5,928 Sq. Ft.) | 121 | 122 | 243 | 151 | 151 | 302 | 5,013 |