

# TRAFFIC IMPACT STATEMENT

FOR

# MACDADDY'S REDEVELOPMENT

(PROJECT NO. F1412.08)

**PREPARED BY:**

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January 21, 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 projects seeking local Development Order approval. The subject site is located along the north side of Daniels Parkway just west of its intersection with Weirsma Lane in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

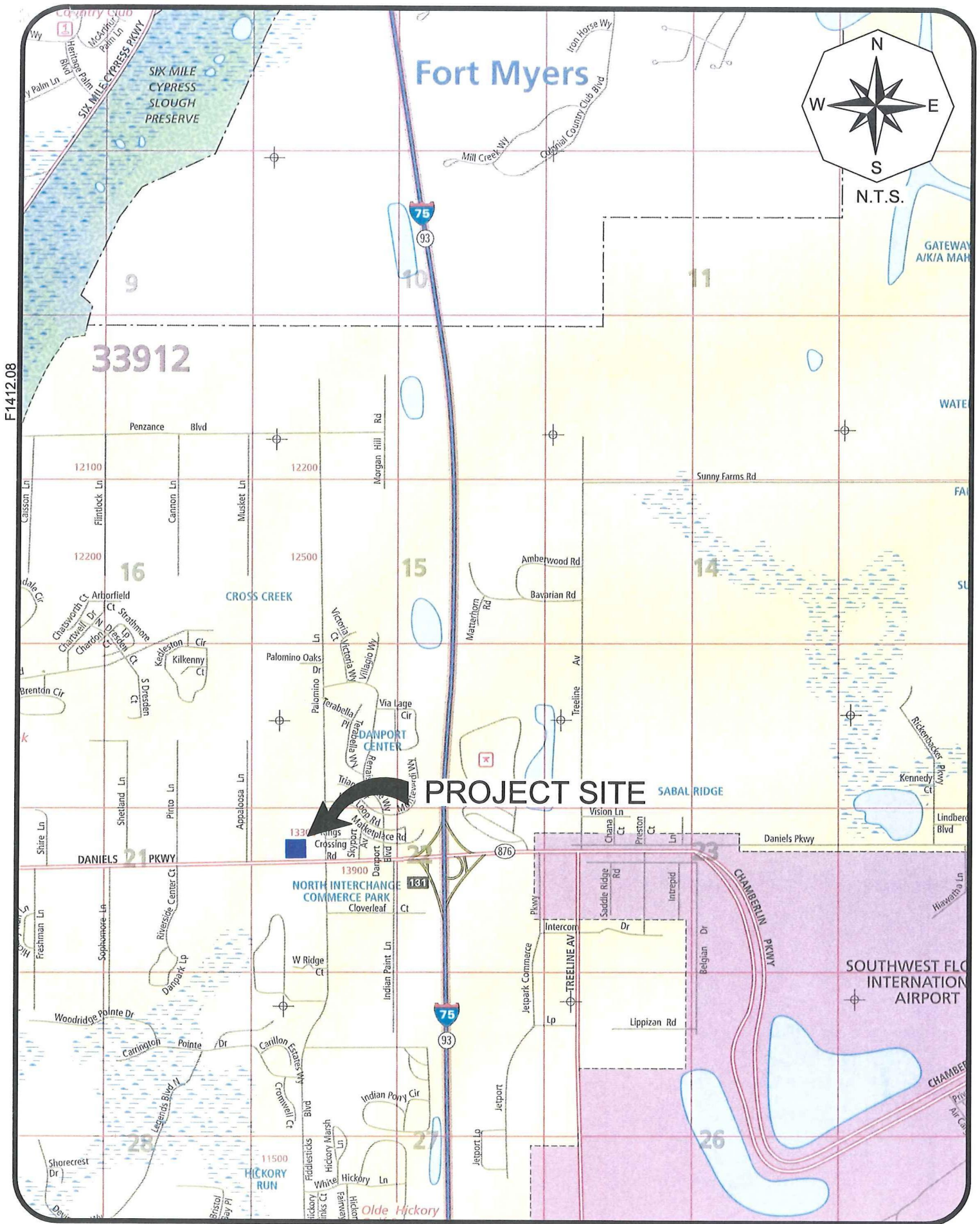
The site plan, prepared by Banks Engineering, depicts a total floor area of 9,390 square feet, of which approximately 2,000 square feet will be developed as a fast-food restaurant, 3,400 will be a casual restaurant and the remaining 3,990 square feet will be developed with general retail uses. Access to the subject site will be provided to Weirsma Lane and Jobe Road via full access points. In addition, there will be a right out only onto Jobe Road near the northeast corner of the site. No direct access to Daniels Parkway is being requested as a part of this application.

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

## **II. EXISTING CONDITIONS**

There is a closed restaurant occupying the existing property. The subject site is bordered by Daniels Parkway to the south, Jobe Road to the north, Weirsma Lane to the east, and a vacant lot to the west.

**Daniels Parkway** is an east/west six-lane divided arterial roadway in the vicinity of the subject site. Daniels Parkway between U.S. 41 and S.R. 82 has been classified as a Controlled Access Facility by the Lee County Board of County Commissioners. This Controlled Access designation restricts access points to those approved by the Lee



County BCC. The subject site will have access to Daniels Parkway via the existing reverse frontage road system that includes Jobe Road, Apaloosa Lane, Weirsma Lane, and Palomino Lane. No direct access to Daniels Parkway is being requested as a part of this local Development Order application. Daniels Parkway has a posted speed limit of 50 mph adjacent to the subject site and is under the jurisdiction of the Lee County Department of Transportation.

**Palomino Lane/Fiddlesticks Boulevard** is a two-lane undivided collector roadway in the vicinity of the subject site. North of Daniels Parkway the roadway is known as Palomino Lane and is classified as a minor collector and south of Daniels Parkway the roadway is known as Fiddlesticks Boulevard and is classified as a major collector roadway. The subject site will not have direct access to Palomino Lane. Palomino Lane/Fiddlesticks Boulevard is under the jurisdiction of the Lee County Department of Transportation.

**Jobe Road, Apaloosa Lane, & Weirsma Lane** are all private local roadways that make up portions of the reverse frontage road system the subject site will access. Direct access will be provided to both Jobe Road and Weirsma Lane.

### **III. PROPOSED DEVELOPMENT**

As noted previously, the subject site will be developed with a fast-food restaurant a casual restaurant and general retail. As depicted on the current site plan, approximately 2,000 square feet will be utilized for the fast-food restaurant, 3,400 square feet will be utilized for the casual restaurant and the remaining 3,990 square feet will be utilized as general retail space. **Table 1** summarizes the land uses that were utilized for the remainder of the analysis in terms of trip generation.

**Table 1  
Proposed Land Uses  
MacDaddy's Redevelopment**

Land Use	Proposed
Fast-Food Restaurant with Drive-Through Window (LUC 934)	2,000 square feet
High-Turnover (Sit-Down) Restaurant (LUC 932)	3,400 square feet
Shopping Center (LUC 820)	3,990 square feet
<b>TOTAL DEVELOPMENT</b>	<b>9,390 square feet</b>

Access to the subject site will be provided to Weirsma Lane and Jobe Road via full access points with an additional right out only near the northeast portion of the site.

**IV. TRIP GENERATION**

The trip generation for the proposed zoning was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9<sup>th</sup> Edition. Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) was utilized for the trip generation purposes of the proposed fast-food restaurant, Land Use Code 932 (High-Turnover (Sit-Down) Restaurant) and Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the proposed general retail uses. The equations for each Land Use Code utilized are included in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour trip generation for Daniels Parkway Center project as currently proposed. The daily trip generation is also indicated in the table.

**Table 2  
Trip Generation  
MacDaddy's Redevelopment**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Through Window (2,000 square feet)	46	45	91	34	31	65	992

High Turnover (Sit Down) Restaurant (3,400 square feet)	20	17	37	20	14	34	432
Shopping Center (3,990 square feet)	14	8	22	33	36	69	837
<b>Total Trips</b>	<b>80</b>	<b>70</b>	<b>150</b>	<b>87</b>	<b>81</b>	<b>168</b>	<b>2,261</b>

The trips indicated for the uses in Table 2 will not entirely be new trips to the adjacent roadway system. Vehicles already traveling the adjoining roadway system, called “pass-by” traffic, reduce the development’s overall impact on the surrounding roadway system but do not decrease the actual driveway volumes. ITE estimates that a shopping center of comparable size may attract as much as 10 to 90 percent of its traffic from vehicles already traveling the adjoining roadway system. From the ITE Trip Generation report, the average percent pass-by for Retail uses for this development was determined to 34%. However, Lee County limits the maximum permissible pass-by rate for Land Use Code 820 (Shopping Center) to thirty percent (30%). Therefore, a thirty percent (30%) pass-by rate was utilized for Land Use Code 820. For Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window), ITE indicates a pass-by rate of 49% during the A.M. peak hour and 50% during the P.M. peak hour. For Land Use Code 932 (High Turnover (Sit Down) restaurant the average pass-by rate is 43%.

For this analysis, the “pass-by” traffic was accounted for to determine the number of “new” trips the development will add to the surrounding roadways. **Table 3** summarizes the “pass-by” trips reduction factors for the development. **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**  
**MacDaddy’s Redevelopment**

<b>Land Use</b>	<b>Percentage Trip Reduction</b>
Fast-Food Restaurant with Drive-Through Window (LUC 934)	49% A.M. & Daily 50% P.M.
High-Turnover (Sit-Down) Restaurant (LUC 932)	43%
Shopping Center (LUC 820)	30%

**Table 4**  
**New Trip Generation**  
**MacDaddy’s Redevelopment**

<b>Land Use</b>	<b>Weekday A.M. Peak Hour</b>			<b>Weekday P.M. Peak Hour</b>			<b>Daily (2-way)</b>
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	
Total Trips	80	70	150	87	81	168	2,261
Less LUC 934 Pass-by	-23	-22	-45	-17	-16	-33	-496
Less LUC 932 Pass-by	-9	-7	-16	-9	-6	-15	-186
Less LUC 820 Pass-by	-4	-2	-6	-10	-11	-21	-251
<b>Net New Trips</b>	<b>44</b>	<b>39</b>	<b>83</b>	<b>51</b>	<b>48</b>	<b>99</b>	<b>1,328</b>

**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 of the net new project trips. Figures A-2 and A-3 illustrate the assignment of the net new project traffic to the site access drives and surrounding intersections. The distribution of pass-by trips, illustrated on Figure B-1, was based upon data for Lee County Permanent Count Station #31 (Daniels Parkway east of Six Mile Cypress Parkway) obtained from the 2013 Lee County Traffic Count Report. Figures B-2 and B-3, included in the Appendix of this



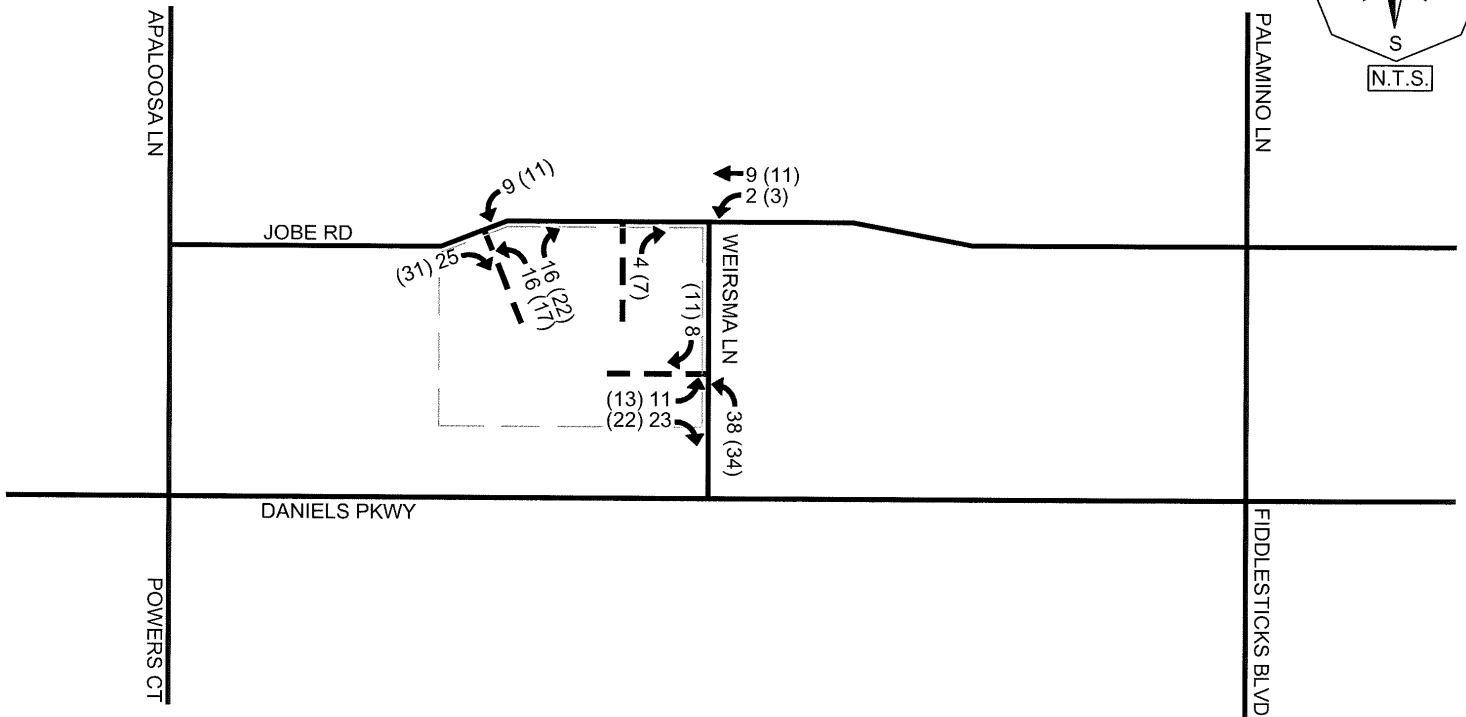
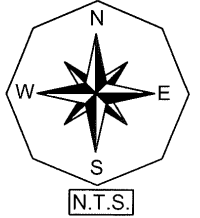
report illustrate the assignment of the pass-by trips to the site access drives and surrounding intersections. **Figures 2A** and **2B** illustrate the resulting assignment of all project related trips (net new + pass-by) to the site access drives and surrounding roadway network.

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 experience a significant impact as a result of the added development traffic. Significant impact is defined as any roadway projected to experience greater than 10% of the Peak Hour – Peak Direction Level of Service “C” volumes. The Level of Service Threshold volumes were taken from the Lee County Link Specific Level of Service Tables provided by the Lee County Department of Transportation for all roadways in the study area. Based on the information contained within Table 1A, none of the roadway segments analyzed are anticipated to be significantly impacted.

## **VI. FUTURE TRAFFIC CONDITIONS**

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 Concurrency Management Report. In order to determine whether or not there is available capacity 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.

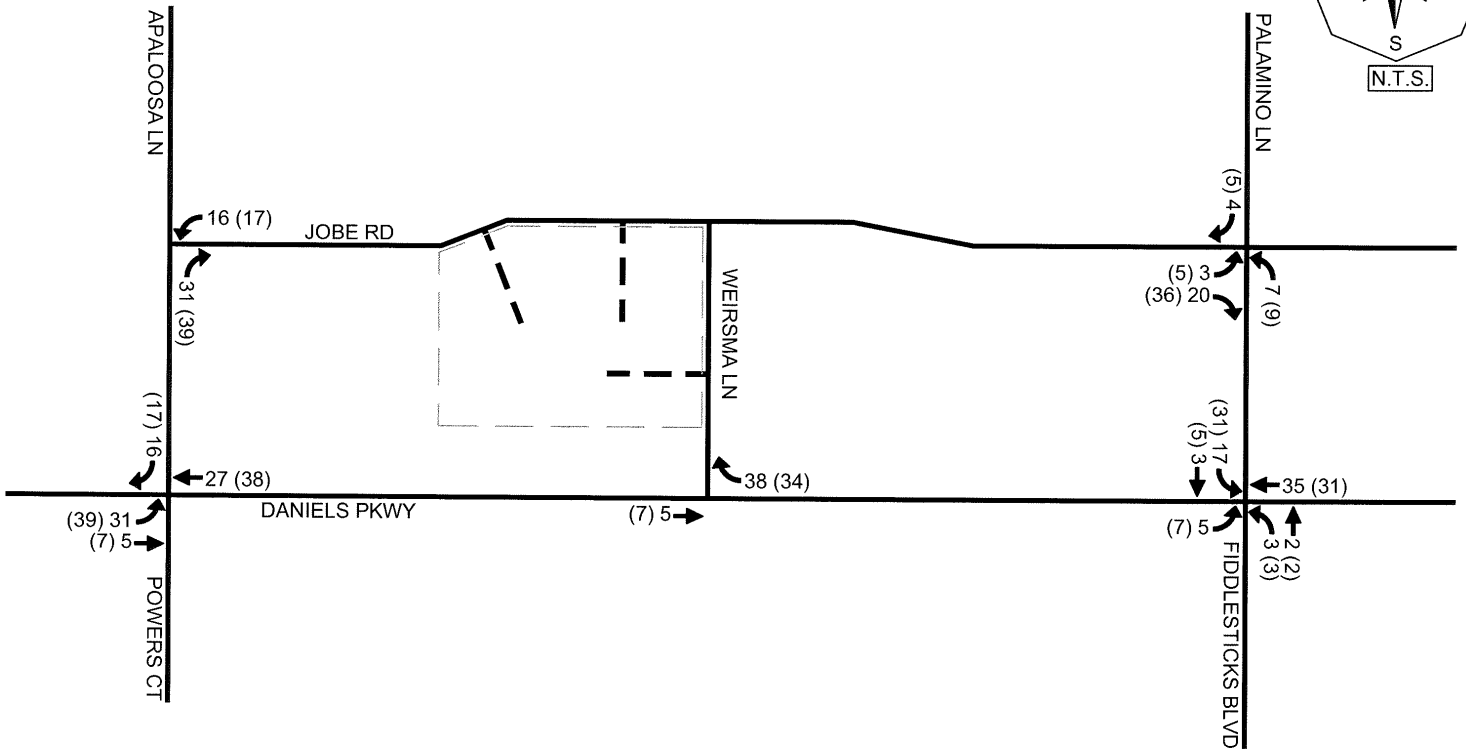
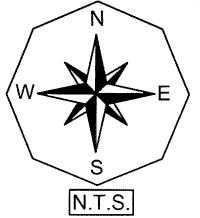
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LEGEND

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

ASSIGNMENT OF ALL SITE RELATED TRIPS  
 NET NEW TRIPS + PASS-BY TRIPS  
 MAC DADDY'S REDEVELOPMENT



LEGEND

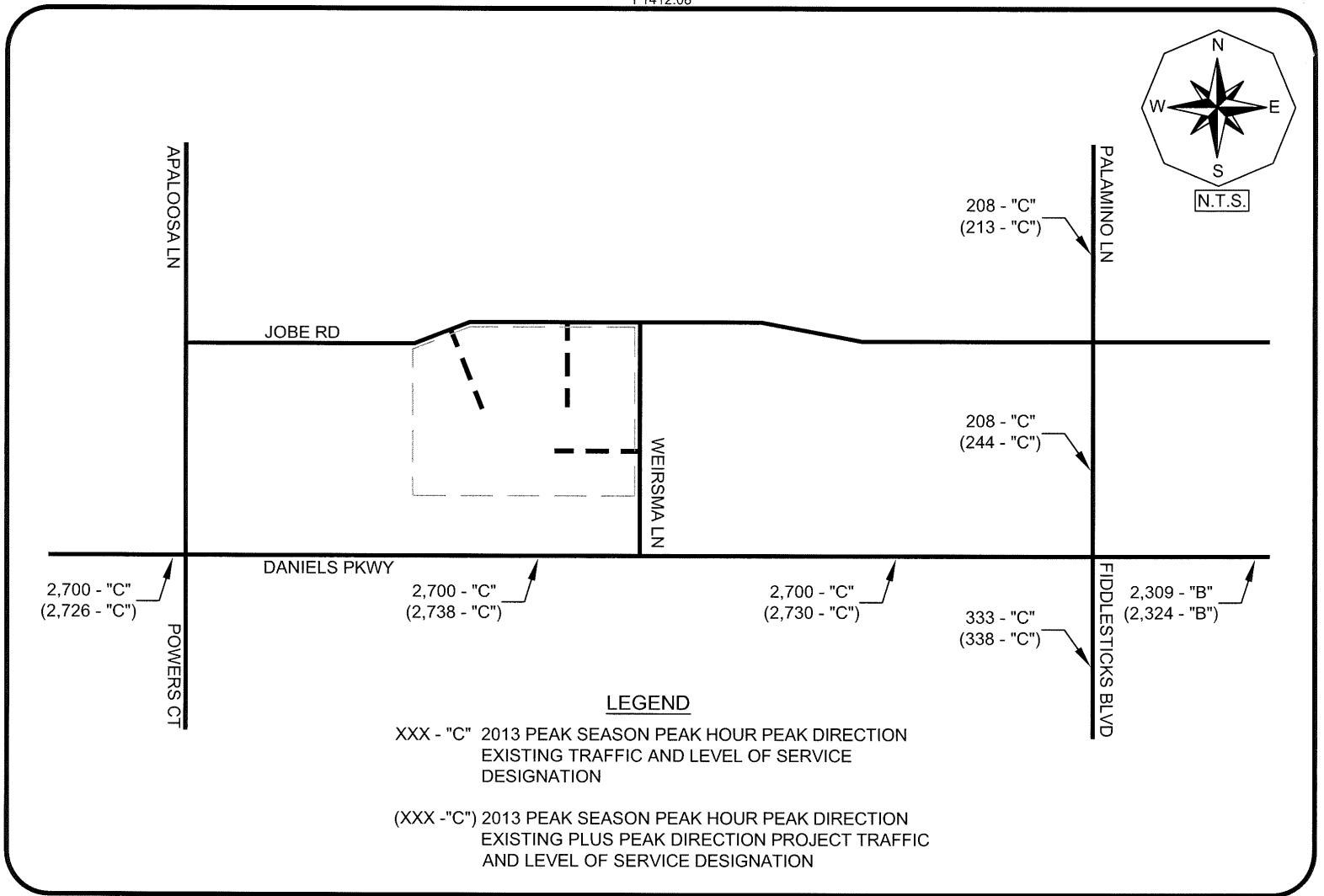
- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

ASSIGNMENT OF ALL SITE RELATED TRIPS  
 NET NEW TRIPS + PASS-BY TRIPS  
 MAC DADDY'S REDEVELOPMENT

## VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

From the Level of Service Analysis indicated in Table 2A, there is sufficient capacity on each roadway segment analyzed to accommodate the trips anticipated to be generated by the proposed development. Daniels Parkway was shown to operate at a Level of Service “C” both with and without the proposed development. Both Palomino Lane and Fiddlesticks Boulevard were shown to operate at a Level of Service “C” both with and without the proposed development. Therefore, no roadway capacity improvements will be required as a result of this analysis. **Figure 3** illustrates the results of the Level of Service Analysis.

A westbound right turn lane approximately 400 feet in overall length currently exists at the Daniels Parkway/Weirsma Lane intersection. Based upon the Florida Department of Transportation Standard Index #301 for a 55 mph design speed, 350 feet of taper/deceleration is warranted. No storage length is warranted as the turn lane operates under free-flow conditions. Therefore, the existing turn lane is sufficient to accommodate the additional trips that will be generated by the proposed development. No turn lane improvements are warranted at the site access drives based upon the warrants contained within the Lee County Turn Lane Policy, Administrative Code 11-4. Therefore, no turn lane improvements are warranted as a result of this analysis.



**VIII. CONCLUSION**

The proposed redevelopment of the Mac Daddy's site located along the north side of Daniels Parkway just west of its intersection with Weirsma Lane in Lee County, Florida. Based upon the Level of Service analysis conducted as a part of this report, the development of the subject site meets the requirements set forth by Lee County in the Lee Plan and Land Development Code in that there is sufficient capacity available to accommodate the new trips that will be generated by the proposed development. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

The adequacy of the existing westbound right turn lane at the Daniels Parkway/Weirsma Lane intersection and the need for additional turn lane improvements at the proposed site access drives was analyzed based upon the Lee County Turn Lane Policy, Administrative Code 11-4. Based upon the results of the analysis, no turn lane improvements are warranted.

# APPENDIX

## **TABLES 1A & 2A**



**TABLE 1A  
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES  
MACDADDY'S REDEVELOPMENT**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 83 VPH      IN= 44      OUT= 39  
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 99 VPH      IN= 51      OUT= 48

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PROJECT		PROJ/LOS C	
								TRAFFIC DISTRIBUTION	NEW PROJ TRAFFIC		
								AM PEAK	PM PEAK		
Daniels Pkwy.	E. of Fiddlesticks Blvd.	6LD	0	2,470	3,000	3,000	3,000	30%	13	15	0.51%
	W. of Fiddlesticks Blvd. <sup>1</sup>	6LD	0	2,470	3,000	3,000	3,000	--	16	18	0.60%
	W. of Weirsma Ln. <sup>1</sup>	6LD	0	2,470	3,000	3,000	3,000	--	10	12	0.40%
	W. of Apaloosa Ln.	6LD	0	2,470	3,000	3,000	3,000	50%	22	26	0.85%
Palomino Ln.	N. of Jobe Rd.	2LU	0	0	550	860	860	10%	4	5	0.93%
	N. of Daniels Pkwy. <sup>1</sup>	2LU	0	0	550	860	860	--	12	14	2.55%
Fiddlesticks Blvd.	S. of Daniels Pkwy.	2LU	0	0	550	860	860	10%	4	5	0.93%

\* Lee County Link Specific Service Volumes

<sup>1</sup> Project traffic on roadways adjacent to the subject site were obtained from the Site Traffic Assignment, Figures 2A & 2B.

**TABLE 2A  
 BUILD-OUT TRAFFIC VOLUMES AND 100<sup>TH</sup> HIGHEST HOUR LEVEL OF SERVICE ANALYSIS  
 MACDADDY'S REDEVELOPMENT**

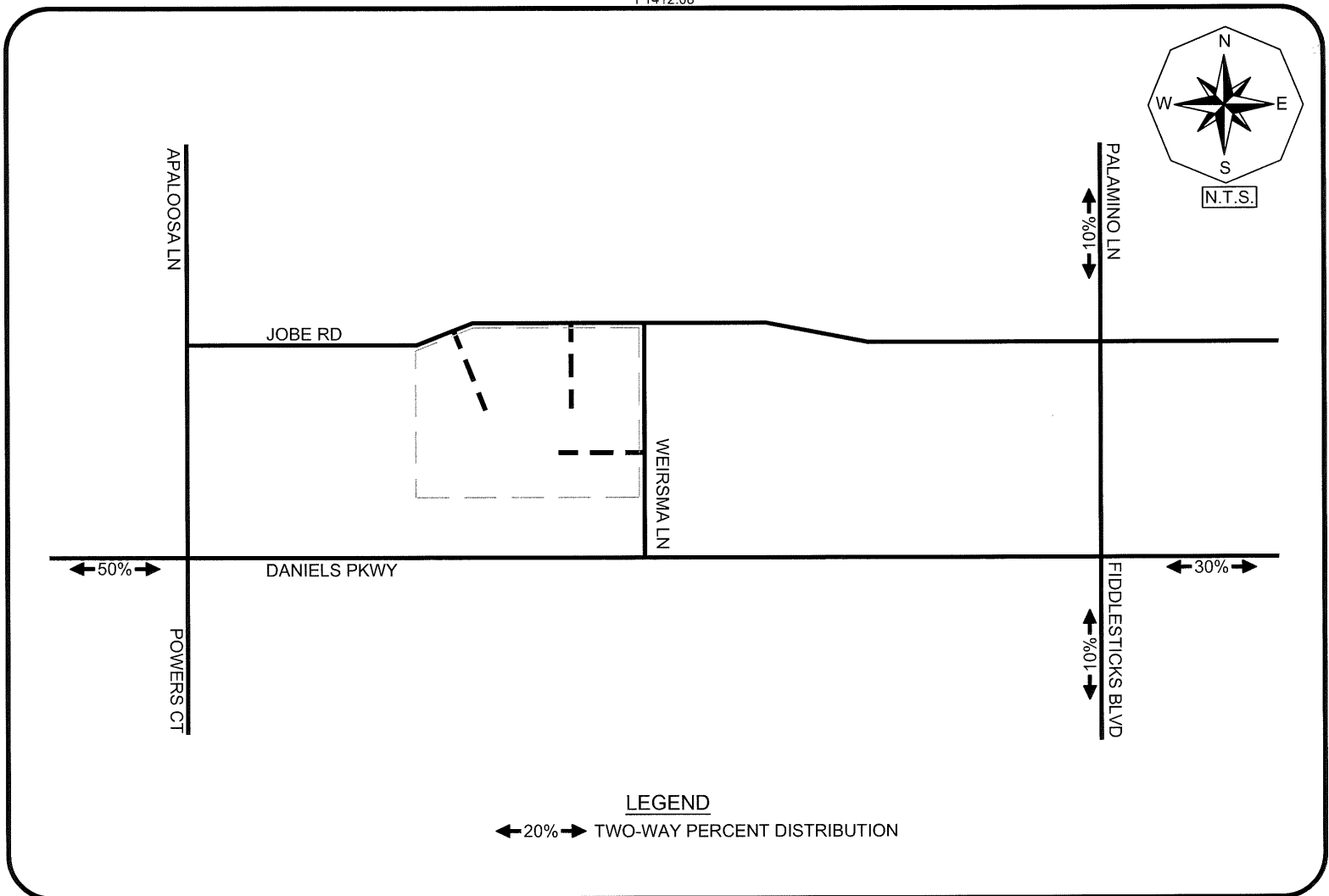
TOTAL AM PEAK HOUR PROJECT TRAFFIC = 83 VPH      IN= 44    OUT= 39  
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 99 VPH      IN= 51    OUT= 48

ROADWAY	SEGMENT	STN#	BASE YR	2011 ADT	YRS OF GROWTH	ANNUAL RATE	2013 PK HR PEAK DIR. <sup>2</sup>	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2013 LEVEL OF SERVICE ANALYSIS	
											2011 ADT	2013 TRAFFIC
Daniels Pkwy.	E. of Fiddlesticks Blvd.	264	53,700	48,700	9	1.00%	2,309	30%	13	15	2,324	B
	W. of Fiddlesticks Blvd. <sup>1</sup>	31	60,700	53,200	9	1.00%	2,700	--	16	18	2,718	C
	W. of Weirsma Ln. <sup>1</sup>	31	60,700	53,200	9	1.00%	2,700	--	10	12	2,712	C
	W. of Apaloosa Ln.	31	60,700	53,200	9	1.00%	2,700	50%	22	26	2,726	C
Palomino Ln.	N. of Jobe Rd.	501	5,000	4,300	5	1.00%	208	10%	4	5	213	C
	N. of Daniels Pkwy. <sup>1</sup>	501	5,000	4,300	5	1.00%	208	--	12	14	222	C
Fiddlesticks Blvd.	S. of Daniels Pkwy.	276	7,700	6,900	8	1.00%	333	10%	4	5	338	C

<sup>1</sup> Project traffic on roadways adjacent to the subject site were obtained from the Site Traffic Assignment, Figures 2A & 2B.

<sup>2</sup> Current 2013 peak hour peak season peak direction traffic volumes were obtained from the 2014 Lee County Concurrency Management Report.

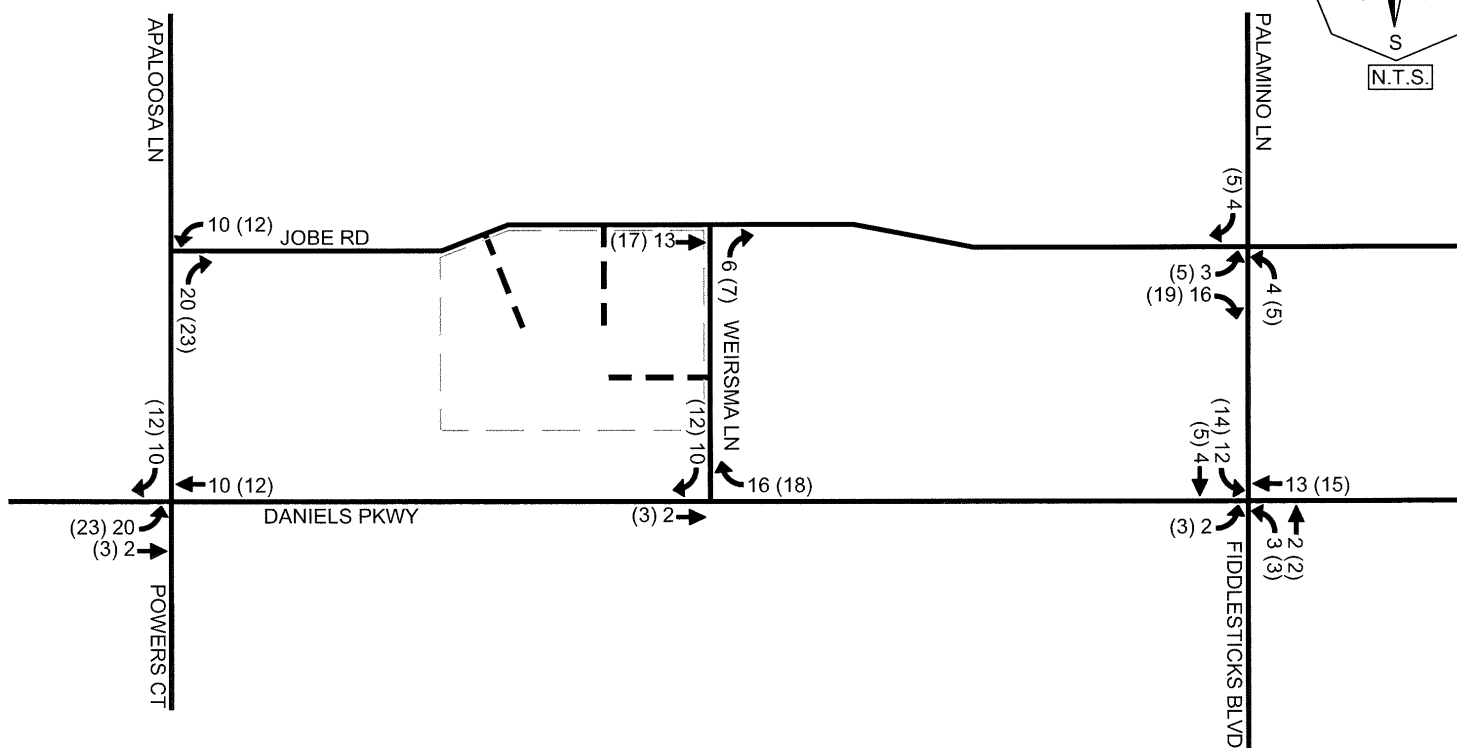
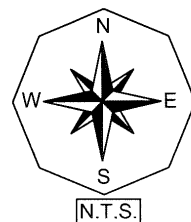
**SUPPLEMENTAL SITE TRAFFIC  
ASSIGNMENT GRAPHICS  
NET NEW TRIPS  
FIGURES A-1, A-2, & A-3**



DISTRIBUTION OF PROJECT TRAFFIC  
NET NEW TRIPS  
MAC DADDY'S REDEVELOPMENT

Figure A-1





LEGEND

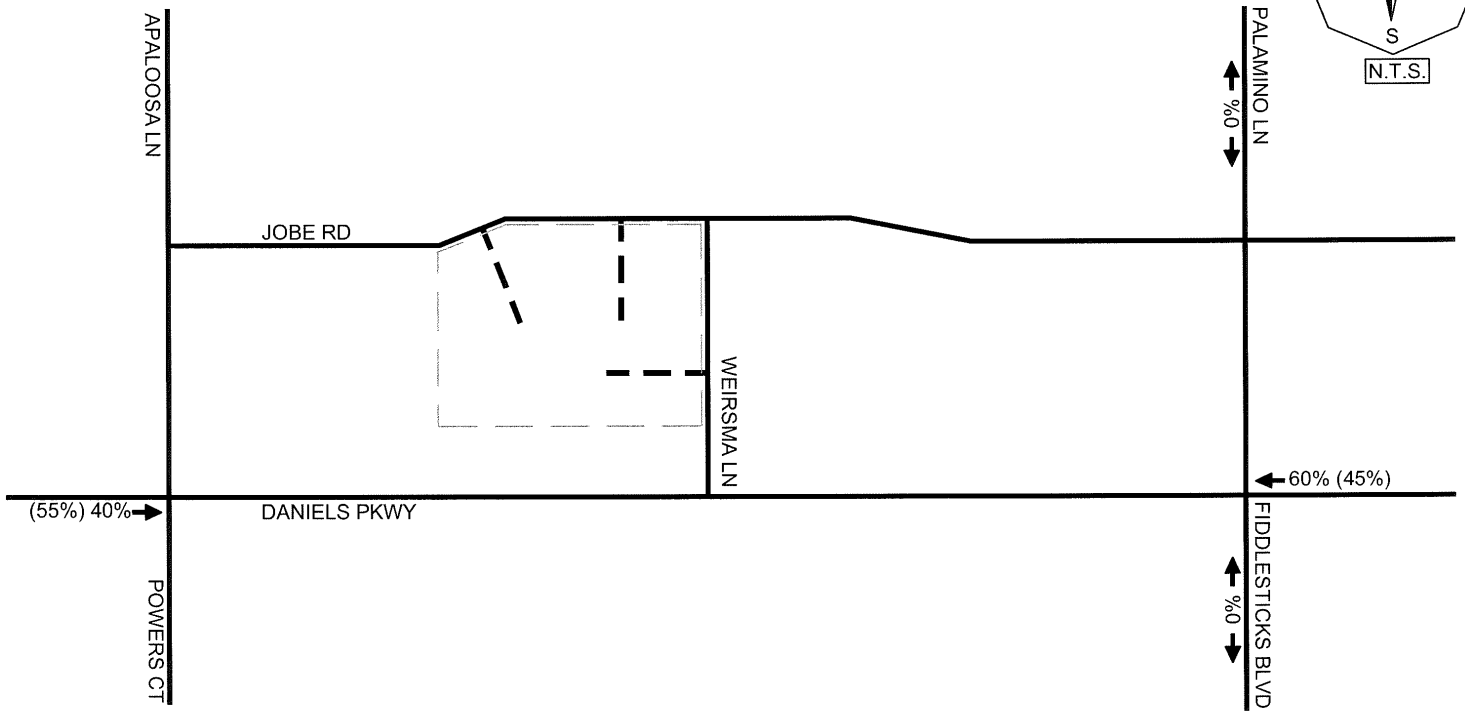
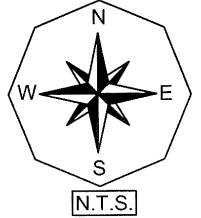
- ← 000 WEEKDAY AM PEAK HOUR TRAFFIC
- ← (000) WEEKDAY PM PEAK HOUR TRAFFIC

ASSIGNMENT OF SITE RELATED TRIPS  
NET NEW TRIPS  
MAC DADDY'S REDEVELOPMENT

Figure A-3

**SUPPLEMENTAL SITE TRAFFIC  
ASSIGNMENT GRAPHICS  
PASS-BY TRIPS  
FIGURES B-1, B-2, & B-3**

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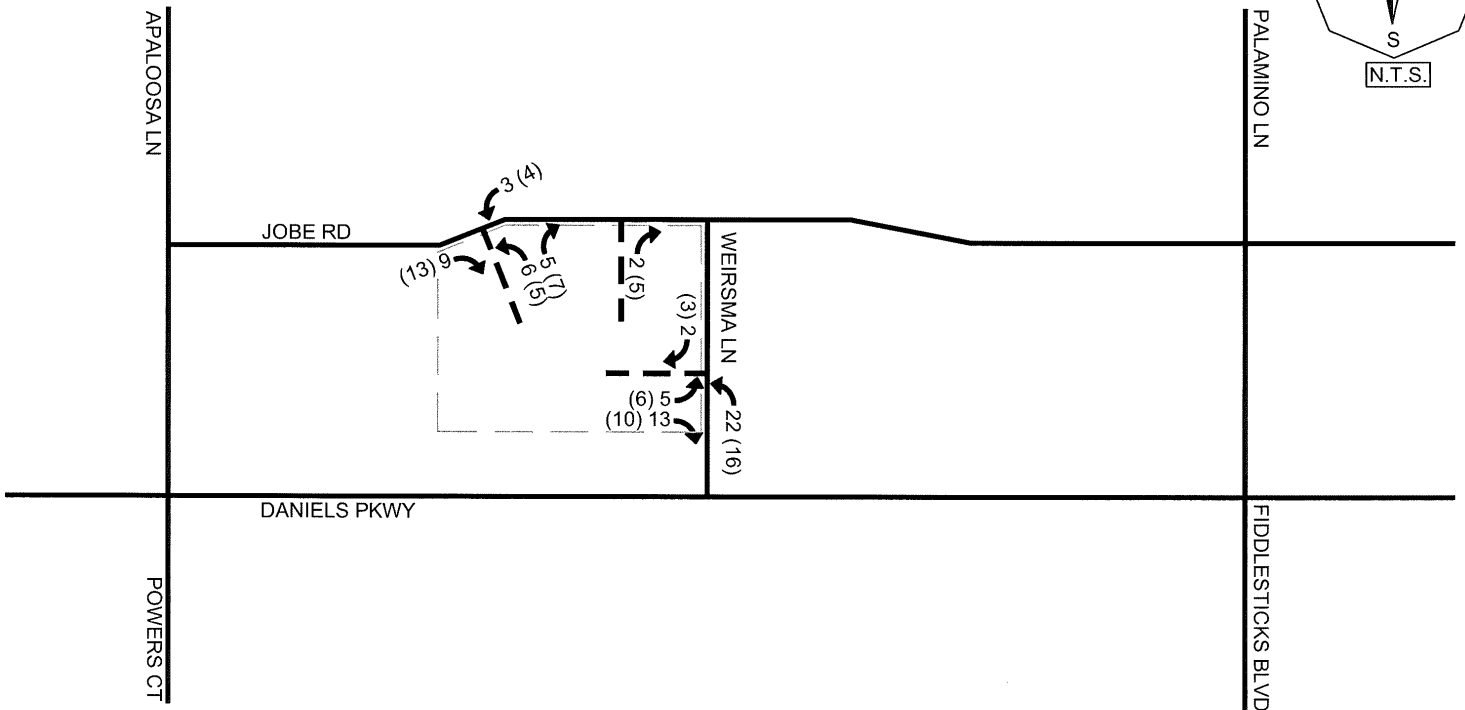
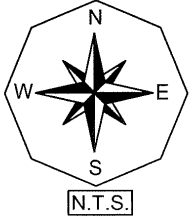
LEGEND

- ← 20% DIRECTIONAL PERCENT DISTRIBUTION
- ← 20% → TWO-WAY PERCENT DISTRIBUTION

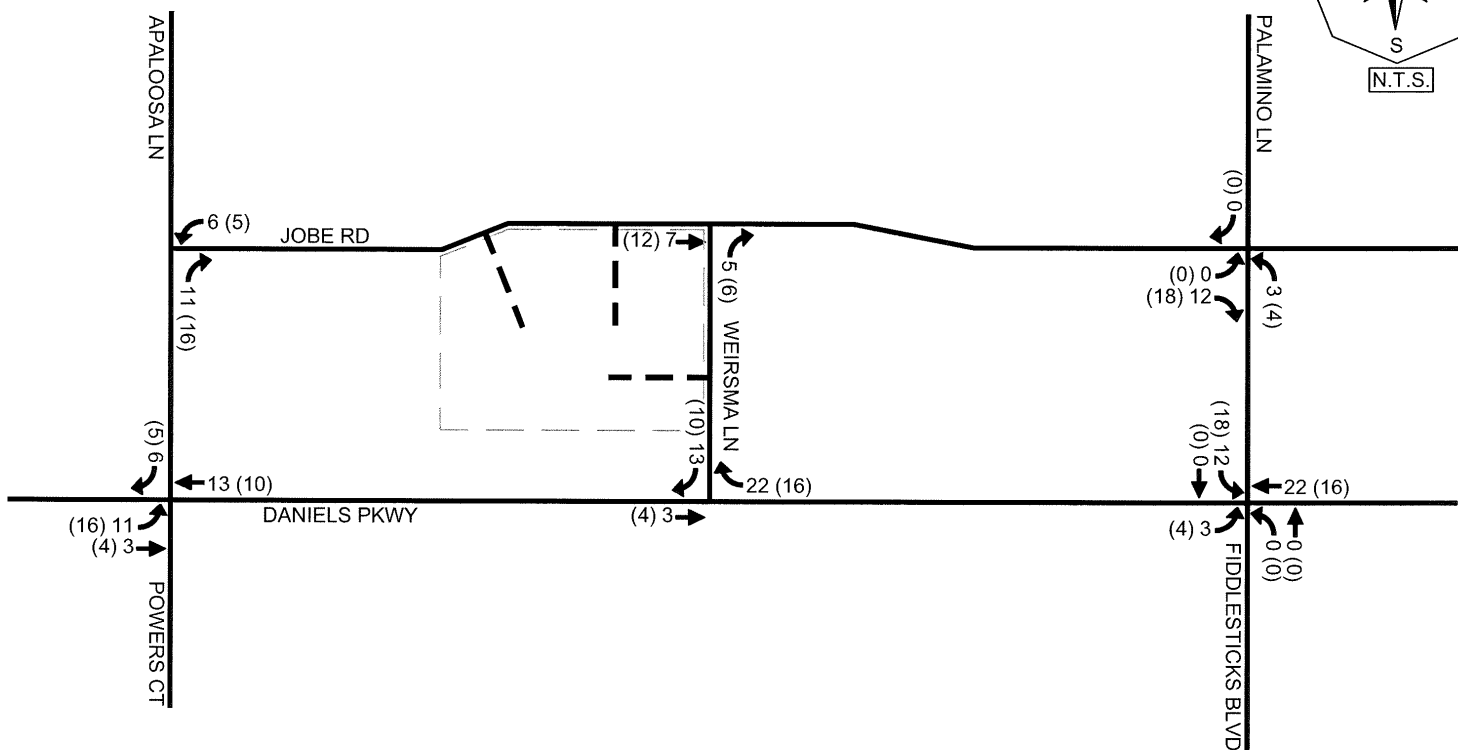
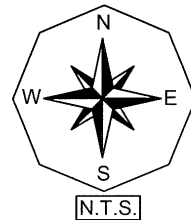
DISTRIBUTION OF PROJECT TRAFFIC  
PASS-BY TRIPS  
MAC DADDY'S REDEVELOPMENT

Figure B-1





ASSIGNMENT OF SITE RELATED TRIPS  
 PASS-BY TRIPS  
 MAC DADDY'S REDEVELOPMENT



LEGEND

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

ASSIGNMENT OF SITE RELATED TRIPS  
PASS-BY TRIPS  
MAC DADDY'S REDEVELOPMENT

Figure B-3

**LEE COUNTY LINK SPECIFIC  
SERVICE VOLUME TABLE**

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
	ALICO RD	COUNTY LINE	3	10.4	2LN	90	290	530	730	1,080	180	570	1,040	1,440	2,120
CYPRESS LAKE DR	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
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,240	2,880	2,940	0	0	2,440	5,650	5,760
DANIELS PKWY	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
	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
DEL PRADO BLVD	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
	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
ESTERO BLVD	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
	MID ISLAND DR	SAN CARLOS BLVD	4	1.8	2LD	500	568	593	632	671	980	1,113	1,162	1,239	1,316
ESTERO PKWY	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	McGREGOR BLVD	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
	PINE RIDGE RD	BASS RD	4	1.6	4LD	0	1,060	1,840	1,840	1,840	0	2,000	3,490	3,490	3,490
	BASS RD	WINKLER RD	4	0.8	6LD	0	1,640	2,780	2,780	2,780	0	3,100	5,260	5,260	5,260
	WINKLER RD	SUMMERLIN RD	4	0.5	6LD	0	1,180	2,900	2,900	2,900	0	2,230	5,480	5,480	5,480
	SUMMERLIN RD	US 41	4	1.5	6LD	0	1,180	2,900	2,900	2,900	0	2,230	5,480	5,480	5,480

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

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	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
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD	1 & 5	3.5	4LB	1,120	1,900	2,680	3,440	4,000	1,740	2,930	4,120	5,280	6,150
	DEL PRADO BLVD	SANTA BARBARA BLVD	5	2.0	6LD	2,860	3,120	3,120	3,120	3,120	4,770	5,220	5,220	5,220	5,220
	SANTA BARBARA BLVD	SKYLINE BLVD	5	1.0	6LD	2,860	3,120	3,120	3,120	3,120	4,770	5,220	5,220	5,220	5,220
	SKYLINE BLVD	SR 78	5	3.5	4LD	1,830	2,080	2,080	2,080	2,080	3,060	3,460	3,460	3,460	3,460
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4	0.4	4LD	0	0	0	950	1,520	0	0	0	1,620	2,590
	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	790	920	920	920	0	1,340	1,570	1,570	1,570
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	790	920	920	920	0	1,340	1,570	1,570	1,570
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	830	1,800	1,800	0	0	1,410	3,040	3,040
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	810	840	840	840	0	1,380	1,430	1,430	1,430
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	810	840	840	840	0	1,380	1,430	1,430	1,430

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2013 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	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
COLLECTORS					2LU	0	0	550	860	860	0	0	990	1,530	1,530
					2LD	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LU	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

**TRAFFIC DATA FROM THE 2013 LEE  
COUNTY TRAFFIC COUNT REPORT**

## PERIODIC COUNT STATION DATA

STREET	LOCATION	Sta- tion #	M A P	Daily Traffic Volume (AADT)										2013	2014	Area
				2004	2005	2006	2007	2008	2009	2010	2011	2012				
CRYSTAL DR	E OF US 41	254	B	13200	13400	13500	12700	10800	9700	10100			8600	9	3	
	E OF METRO PKWY	255	B	4600	4600	5800	4900	4000	4500	5200				9	3	
COUNTRY LAKES DR	S OF TICE ST	505	E			3300	3900	3300	2900	3000				11	3	
CYPRESS LAKE DR	W OF SOUTH POINTE BLVD	256	G	19000	21900	22500	21600	19300	17000	19700				30	3	
	E OF SOUTH POINTE BLVD	257	G	23800	27600	26400	29100	24800	21500	25500				30	3	
	E OF OVERLOOK DR	73											29400			
	W OF SUMMERLIN RD	259	G	30900	34300	34200	34600	28800	36300	30400	28700	27900	27800	30	3	
	W OF US 41	258	G	32200	43100	43600	43500	34200	34500	37100	33700	31700	34000	30	3	
DANIELS PKWY	W OF METRO PKWY	30	G	39900	48300	49900	48300	41200	44100	43400	43100	40500	40100		4	
	W OF PLANTATION RD	263	G	49700	56800	54100	52500	43300	47100	46700				30	4	
	→ E OF SIX MILE PKWY	31	G	60700	65000	65200	65300	58600	56100	55600	53600	52200	53200		4	
	→ W OF I - 75	264	E	53700	56500	57300	59300	49300	52000	47900	58400	60900	48700	31	4	
	E OF I - 75	52	E	53500	54200	U/C	45400	33400	48000	49000	48000	49500	44800		4	
	E OF TREELINE DR	32	E													
	E OF CHAMBERLIN PKWY	48	E	25600	31800	37200	38100	35100	34200	36100	35700		35800	31		
S OF IMMOKALEE RD	524	F	16800	17500	22300	22000	17400	23400	25800	24400	29800	20600	48	5		
DANLEY RD	W OF METRO PKWY	518	B	7000	5500	7700	6400	4300	4900	4500				45	3	
DAVIS RD	N OF McGREGOR BLVD	265	G	1900	2100	2100	2300	1900	2200	2000				36	7	

## PERIODIC COUNT STATION DATA

STREET	LOCATION	Sta- tion #	M A P	Daily Traffic Volume (AADT)										2013	2014	Area
				2004	2005	2006	2007	2008	2009	2010	2011	2012				
ESTERO BLVD	@ BIG CARLOS PASS BR.	274	H	8300	7800	9200	8100	6200	6500	9100			9600		7	
	N OF AVE. PESCADORA	272	H	13900	13900	14700	13900	12300	12000	12600				44	7	
	N OF DENORA ST	44	H	16100	16400	15300	14900	14200	14200	13700	13500	13700	13500		7	
	N OF VIRGINIA AVE	520	H	17400	16200	16400	18500	16600	15600	14500					7	
ESTERO PKWY	W OF BEN HILL GRIFFIN PKW	459							9100	9400	11800		15700	15	6	
	E OF US 41	465	H	5900	5900	7000	6700	6600	8300	9000	8300		8200	15	6	
EVANS AVE	N OF HANSON ST	625	H	5800	5900	6800	3400	U/C	4000					29	3	
	S OF HANSON ST	626	H	8600	8900	9800	8200	6800	6600					29	3	
	N OF COLONIAL BLVD	627	H	7000	6200	7600	6700	5000	4600					29	3	
EVERGREEN RD	W OF BUS 41	499	C	1600		1800	1400	1200	1400					41	2	
FIDDLESTICKS BLVD	S OF DANIELS PKWY	276	E	8500	9000	8000	8100	6800	8000	6900				31	4	
FIRST ST	E OF ALTAMONT AVE	630	A	4900	4800	4400	3100	4500	3400					29	3	
	E OF EVANS AVE	631	A	14800	14900	16300	U/C	U/C	8200					29	3	
FORD ST	S OF M.L.K. BLVD (SR 82)	611	B	9800	10600	12000	7800	5400	5200					29	3	
	S OF EDISON AVE	612	B	11000	10300	12700	8300	6400	5400					29	3	
	N OF COLONIAL BLVD	613	B	2000	2000	2900	1800	2500	2300					29	3	
FORUM BLVD	N OF COLONIAL BLVD	629	E	2300	6400	6200	7700	4700	4400					18	3	



## PERIODIC COUNT STATION DATA

STREET	LOCATION	Sta- tion #	M A P	Daily Traffic Volume (AADT)										2013	2014	Area
				2004	2005	2006	2007	2008	2009	2010	2011	2012				
PALOMINO RD	N OF DANIELS	501	E		5000	4500	5100	3800	4600	4300					31	4
PAUL J DOHERTY PKWY	S OF DANIELS PKWY	51	E	1400	1000	800	1300			1400		2300	1600			
PARK MEADOWS DR	W OF US 41	363	B	3900	4000	3800	3700	3500	3700	3100				9	3	
PENNSYLVANIA AVE	W OF OLD 41	494	H	4000	4900	4500	4300	3000	3200					42	6	
PENZANCE BLVD	W OF SIX MILE CYPRESS PKWY	483	E	2500	2300	2400	2300		2300	2200				45	3	
PINE ISLAND RD	@ MATLACHA PASS	3	I	12200	11900	11500	10500	10300	10500	10300	10100	10200	10600		7	
PINE ISLAND RD	W OF DEL PRADO BLVD	366	C	31400	35400	39900	38300	37200	36600					49	1	
(SR 78)	E OF PONDELLA RD	49	C	24700	25900	26000	26200	25800	25100	22800	23000	22800	23100		2	
	W OF BUSINESS 41	365	C	30800	30200	31800	29500	26800	26200					49	2	
	E OF SW 19TH AVE	57	I	11500	10700	12100	9500	11600	9900	12000					2	
PINE RIDGE RD	S OF SUMMERLIN RD	369	G	12000	10600	10500	10100	10400	9700	9500				37	7	
	N OF SUMMERLIN RD	368	G	6100	5400	5600	5500	4700	5600	5200	4300		5000	37	7	
	S OF MCGREGOR BLVD	367	G	6200	5600	6300	6000	5400	5900	5700	5500	5700	5600	37	7	

**TRAFFIC DATA FROM THE 2014  
LEE COUNTY CONCURRENCY  
MANAGEMENT REPORT**

			ROAD	PERFORMANCE		2013 100th HIGHEST HR		EST 2014 100th HIGHEST HR		FORECAST FUTURE VOL			
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
CORKSCREW RD	I-75	BEN HILL GRIFFIN BL	4LD	E	1,900	C	1,128	C	1,128	C	1,128		06900
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

			ROAD	PERFORMANCE		2013 100th HIGHEST HR		EST 2014 100th HIGHEST HR		FORECAST FUTURE VOL			
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
ESTERO BL	VOORHIS ST	TROPICAL SHORES WAY	2LD	E	671	E	632	E	632	E	650	Constrained v/c = 0.94; Design underway	10000
ESTERO BL*	TROPICAL SHORES WAY	CENTER ST	2LD	E	671	F	716	F	716	F	779	Constrained v/c = 1.07; Reconstruction in FY 14/15	10100
ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	395	B	401	B	644		14400
ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	755	B	755	B	755		14450
EVERGREEN RD	US 41	BUS 41	2LU	E	860	C	100	C	100	C	100		10200
FIDDLESTICKS BL*	GUARDHOUSE	DANIELS PKWY	2LD	E	860	C	333	C	333	C	365		10300
FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,580	D	1,094	D	1,094	D	1,096		10400
FOWLER ST	N AIRPORT RD	COLONIAL BL	6LD	E	2,580	D	1,262	D	1,262	D	1,262		10500
FOWLER ST	COLONIAL BL	WINKLER AVE	4LD	E	1,700	C	1,009	C	1,009	C	1,009		10600
FOWLER ST	WINKLER AVE	HANSON ST	4LD	E	1,700	C	1,148	C	1,148	C	1,148		10700
FOWLER ST (SR 739)	HANSON ST	DR ML KING BL (SR 82)	4LD	E	1,700	C	1,178	C	1,178	C	1,178		10730
GASPARILLA BL	FIFTH ST	CHARLOTTE COUNTY LINE	2LU	E	860	C	171	C	172	C	183	Constrained v/c = 0.20	10800
GLADIOLUS DR	MCGREGOR BL	PINE RIDGE RD	4LD	E	1,840	B	351	B	353	B	411		10900
GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	B	1,039	B	1,039	C	1,127		11000
GLADIOLUS DR*	BASS RD	WINKLER RD	6LD	E	2,780	B	1,106	B	1,117	B	1,164		11100
GLADIOLUS DR*	WINKLER RD	SUMMERLIN RD	6LD	E	2,900	B	942	B	942	B	951		11200
GLADIOLUS RD	SUMMERLIN RD	US 41	6LD	E	2,900	C	1,853	C	1,853	C	1,998		11300
GREENBRIAR BL*	RICHMOND AVE	JOEL BL	2LU	E	860	C	68	C	71	C	71		11400
GUNNERY RD	IMMOKALEE RD (SR 82)	LEE BL	4LD	E	1,920	B	917	B	941	B	991		11500
GUNNERY RD	LEE BL	BUCKINGHAM RD	2LU	E	1,020	C	721	C	722	C	851		11600
HANCOCK BRIDGE PKWY	DEL PRADO BL	NE 24th AVE	4LD	E	2,000	B	996	B	996	B	996		11700
HANCOCK BRIDGE PKWY	NE 24th AVE	ORANGE GROVE BL	4LD	E	2,000	B	1,271	B	1,271	B	1,284		11800
HANCOCK BRIDGE PKWY*	ORANGE GROVE BL	MOODY RD	4LD	E	2,000	B	1,337	B	1,355	B	1,480		11900
HANCOCK BRIDGE PKWY	MOODY RD	U.S. 41	4LD	E	2,000	B	1,198	B	1,199	B	1,325		12000
HART RD	BAYSHORE RD (SR 78)	LAUREL DR	2LU	E	860	C	297	C	298	C	298		12100
HICKORY BL	BONITA BEACH RD	McLAUGHLIN BL	2LU	E	870	E	483	E	483	E	483	Constrained v/c = 0.56	12200
HICKORY BL	McLAUGHLIN BL	MELODY LN	2LU	E	870	D	333	D	335	D	340	Constrained v/c = 0.38	12300
HICKORY BL	MELODY LN	BIG CARLOS PASS	2LU	E	870	C	303	C	303	C	303	Constrained v/c = 0.35	12400
HOMESTEAD RD	IMMOKALEE RD (SR 82)	MILWAUKEE BL	2LN	E	990	C	469	C	470	C	475		12480
HOMESTEAD RD	MILWAUKEE BL	SUNRISE BL	2LN	E	990	C	469	C	469	D	615		12490
HOMESTEAD RD	SUNRISE BL	LEELAND HEIGHTS BL	2LN	E	990	C	469	C	471	E	765	4 Ln construction in FY 15/16	12500
HOMESTEAD RD	LEELAND HEIGHTS BL	LEE BL	4LN	E	1,900	D	1,192	D	1,193	D	1,264		12600
IDLEWILD ST*	METRO PKWY	PLANTATION RD	2LU	E	860	C	189	C	189	C	191		12700
IMMOKALEE RD (SR 82)	I-75	BUCKINGHAM RD	6LD	D	2,820	B	1,682	B	1,682	B	1,682		12800

			ROAD	PERFORMANCE		2013 100th HIGHEST HR		EST 2014 100th HIGHEST HR		FORECAST FUTURE VOL			
				LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME		
PALM BEACH BL (SR 80)	I-75	SR 31	6LD	D	2,960	A	1,489	A	1,500	A	1,815		20100
PALM BEACH BL (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,960	B	1,491	B	1,496	B	1,711		20200
PALM BEACH BL (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	2,940	A	789	A	794	B	1,509		20300
PALM BEACH BL (SR 80)	WERNER DR	JOEL BL	4LD	C	2,320	A	553	A	553	A	619		20330
PALM BEACH BL (SR 80)	JOEL BLVD	HENDRY COUNTY LINE	4LD	C	2,320	A	553	A	554	A	690		20400
PALOMINO RD*	DANIELS PKWY	PENZANCE BL	2LU	E	860	C	208	C	209	C	228		20500
PARK MEADOW DR*	SUMMERLIN RD	US 41	2LU	E	860	C	133	C	133	C	135		20600
PENZANCE BL*	RANCHETTE RD	SIX MILE CYPRESS PKWY	2LU	E	860	C	130	C	130	C	165		20800
PINE ISLAND RD	STRINGFELLOW BL	BURNT STORE RD	2LN	E	950	E	596	E	601	E	690	Constrained in part v/c = 0.63; Bridge under construction	20900
PINE ISLAND RD (SR 78)*	BURNT STORE RD	CHIQUITA BL	4LD	C	2,160	A	616	A	622	A	627		21000
PINE ISLAND RD (SR 78)*	CHIQUITA BL	SANTA BARBARA BL	4LD	C	2,160	B	1,737	B	1,737	B	1,737		21100
PINE ISLAND RD (SR 78)	SANTA BARBARA BL	DEL PRADO BL	4LD	C	2,160	B	1,828	B	1,828	B	1,831		21200
PINE ISLAND RD (SR 78)	DEL PRADO BL	BARRETT RD	4LD	E	2,160	A	1,085	A	1,086	A	1,086		21300
PINE ISLAND RD (SR 78)	BARRETT RD	US 41	4LD	E	2,160	A	1,085	A	1,085	A	1,180		21400
PINE ISLAND RD (SR 78)	US 41	BUSINESS 41	4LD	E	1,720	C	1,208	C	1,209	C	1,209		21500
PINE RIDGE RD*	SAN CARLOS BL	SUMMERLIN RD	2LU	E	860	C	458	C	458	D	568		21600
PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS BL	2LU	E	860	C	253	C	253	C	457		21700
PINE RIDGE RD	GLADIOLUS DR	MCGREGOR BL	2LU	E	860	C	284	C	284	C	284		21800
PLANTATION RD	SIX MILE CYPRESS PKWY	DANIELS PKWY	2LU	E	860	C	207	C	222	C	351		21900
PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LU	E	860	D	636	D	640	F	896	Roundabout at Crystal Dr in FY 14/15	22000
PLANTATION RD	IDLEWILD ST	COLONIAL BL	4LD	E	1,790	C	473	C	473	C	473		22050
PONDELLA RD	PINE ISLAND RD (SR 78)	ORANGE GROVE BL	4LD	E	1,900	B	810	B	810	B	810		22100
PONDELLA RD	ORANGE GROVE BL	US 41	4LD	E	1,900	B	1,115	B	1,115	B	1,192		22200
PONDELLA RD	US 41	BUSINESS 41	4LD	E	1,900	B	989	B	989	B	992		22300
PRICHETT PKWY*	BAYSHORE RD	RICH RD	2LU	E	860	C	72	C	73	C	467		22400
RANCHETTE RD*	PENZANCE BL	IDLEWILD ST	2LU	E	860	C	89	C	89	C	89		22500
RICH RD*	SLATER RD	PRITCHETT PKWY	2LU	E	860	C	54	C	55	C	56		22600
RICHMOND AVE*	LEELAND HEIGHTS BL	E 12th ST	2LU	E	860	C	70	C	72	C	91		22700
RICHMOND AVE*	E 12th ST	GREENBRIAR BL	2LU	E	860	C	56	C	59	C	59		22800
RIVER RANCH RD*	WILLIAMS RD	CORKSCREW RD	2LU	E	860	C	92	C	92	C	124		22900
SAN CARLOS BL (SR 865)	ESTERO BL	MAIN ST	2LB	E	1,100	B	1,045	B	1,045	B	1,053	Constrained in part v/c = 0.95	23000
SAN CARLOS BL (SR 865)	MAIN ST	SUMMERLIN RD	4LD	E	1,780	B	1,045	B	1,045	C	1,245		23100

# **TRIP GENERATION EQUATIONS**

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MACDADDY'S REDEVELOPMENT  
ITE TRIP GENERATION REPORT, 9<sup>th</sup> EDITION**

Land Use	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday
Fast-Food Restaurant with Drive-Through Window (LUC 934)	T = 45.42 (X) (51% In/49% Out)	T = 32.65 (X) (52% In/48% Out)	T = 496.12 (X)
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)			
High-Turnover (Sit-Down) Restaurant (LUC 932)	T = 10.81 (X) (55% In/45% Out)	T = 9.85 (X) (60% In/40% Out)	T = 127.15 (X)
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)			
Shopping Center (LUC 820)	Ln (T) = 0.61 Ln (X) + 2.24 (62% In/38% Out)	Ln (T) = 0.67 Ln (X) + 3.31 (48% In/52% Out)	Ln (T) = 0.65 Ln (X) + 5.83
T = Number of Trips, X = 1,000's of square feet of Gross Leasable Area (GLA)			