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Portico

Residential Planned Development Amendment

Schedule of Uses

Residential Tracts

ACCESSORY USES AND STRUCTURES
COMMUNICATION FACILITY, WIRELESS
DWELLING UNITS:
- SINGLE-FAMILY
- TWO FAMILY ATTACHED
- TOWNHOUSE

ENTRANCE GATES, AND GATEHOUSE
ESSENTIAL SERVICES
ESSENTIAL SERVICE FACILITIES - GROUP I ONLY
EXCAVATION, WATER RETENTION
FENCES, WALLS
HOME OCCUPATION
MODELS:
- MODEL DISPLAY CENTER
- MODEL HOME
- MODEL UNIT

PARKING LOT, ACCESSORY - TO A MODEL DISPLAY CENTER, HOME OR UNIT ONLY
REAL ESTATE SALES
RECREATION FACILITIES, PERSONAL
SIGNS
TEMPORARY USES - TEMPORARY SALES, TEMPORARY CONSTRUCTION

Residential Amenities

ADMINISTRATIVE OFFICES
COMMUNICATION FACILITY, WIRELESS
CONSUMPTION ON PREMISES
CLUBS, CLUBHOUSE - PRIVATE
DOCKS, FISHING PIERS
ESSENTIAL SERVICES
ESSENTIAL SERVICE FACILITIES - GROUP I ONLY
EXCAVATION, WATER RETENTION
FENCES, WALLS
FOOD AND BEVERAGE SERVICES
PARKING LOT, ACCESSORY
PERSONAL SERVICES - GROUP I
REAL ESTATE SALES
RECREATIONAL FACILITIES, PRIVATE ON SITE
STORAGE, INDOORS
TEMPORARY USES - TEMPORARY SALES, TEMPORARY CONSTRUCTION

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Portico Planned Development Amendment

Residential Property Development Regulations

Land Uses	Min Lot Area (SF)	Min Lot Width (FT)	Min Lot Depth (FT)	Min Front Setback (FT)	Min Side Setback (FT)	Min Rear Lot Setback (FT)	Max. Building Height (FT)[2]	Max Lot Coverage (%)
Single-Family	5,500	50	110	20	5	10	35	60
Single-Family abutting Lakes	3,600	50	90	20	5	0	35	60
Two-Family Attached	3,300	30	110	20	0 or 5	10	45	60
Two-Family Attached abutting Lakes	2,700	30	90	20	0 or 5	0	45	60
Townhouse	2,220	20	110	20	0 or 5	10	45	60

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SECTION A. REQUEST

The applicant filed a request to rezone a 589± acre parcel from AG-2 to RPD, to allow ~~1,058~~ 1,600 ~~single-family and 120 townhouse units (1,178 total~~ dwelling units~~)~~.

The proposed maximum building heights are ~~two stories/~~35 feet for single-family and two family attached, ~~three stories/~~450 feet for townhouses, and ~~two stories/~~50 feet for a ~~clubhouse~~ amenity center. No development blasting is requested. The property is located in the Sub-Outlying Suburban, Outlying Suburban, and Wetlands Future Land Use Category 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 __page Master Concept Plan entitled MASTER CONCEPT PLAN FOR PORTICO stamped received _____, except as modified by the conditions below.

   The Residential Planned Development (RPD) allows a maximum of 1,600 dwelling units; including 162 Townhomes.

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

   Revisions Proposed: Section A and B have been revised to reflect more recent formatting of zoning resolutions as well as the requested increase of dwelling units.

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

   a. Schedule of Uses

   Residential Tracts
   ACCESSORY USES AND STRUCTURES
   COMMUNICATION FACILITY, WIRELESS
   DWELLING UNITS
   SINGLE-FAMILY ~~- 1,058 maximum~~
   TWO FAMILY ATTACHED – ~~64 units Maximum~~
   TOWNHOUSE ~~- 120 maximum. See Condition 15.~~
   ~~1,178 MAXIMUM Dwelling units~~
   ENTRANCE GATES, AND GATEHOUSE~~- In compliance with LDC §34-1748~~
   ESSENTIAL SERVICES
   ESSENTIAL SERVICE FACILITIES -Group I ONLY
   ~~Communication, telephone and electrical distribution facilities up to 425 square feet in area and 10 feet in height.~~
   EXCAVATION, WATER RETENTION - ~~NO blasting or removal of excavated~~

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~~material off site.~~
FENCES, WALLS, ~~Per LDC §34-1741~~
HOME OCCUPATION, ~~Per LDC §34-1741 *et seq.* - NO outside help~~.
MODELS: ~~Per LDC §34-1951 *et seq.* - See Condition 5.~~
Model Display Center
Model Home
Model Unit
PARKING LOT, ACCESSORY to a model display center, home or unit only
REAL ESTATE SALES ~~- See Condition 5.~~
RECREATION FACILITIES, PERSONAL~~, PRIVATE, ON SITE~~
SIGNS, ~~In accordance with Chapter 30~~
TEMPORARY USES - TEMPORARY SALES, TEMPORARY CONSTRUCTION

Revisions Proposed: The schedule of uses has been amended to reflect the uses expected in the residential tracts only.

Circular References to the Land Development Code and Conditions were deleted due to the language included in Condition 1.b. It does not seem necessary to repeat known provisions of the LDC or conditions from later in the resolution.

Residential Amenities
ADMINISTRATIVE OFFICES
COMMUNICATION FACILITY, WIRELESS
CONSUMPTION ON PREMISES ~~- Amenity sites only. See Condition 10 of Resolution #Z-04-080.~~
CLUBS, CLUBHOUSE - PRIVATE. ~~Amenity sites only as shown on the approved Master Concept Plan. Also See Condition 10.~~
DOCKS, FISHING PIERS
ESSENTIAL SERVICES
ESSENTIAL SERVICE FACILITIES -Group I ONLY
~~Communication, telephone and electrical distribution facilities up to 425 square feet in area and 10 feet in height.~~
EXCAVATION, WATER RETENTION ~~- NO blasting or removal of excavated material off site.~~
FENCES, WALLS, ~~Per LDC §34-1741~~
FOOD AND BEVERAGE SERVICES ~~- Amenity sites only. See Condition 10.~~
PARKING LOT, ACCESSORY
PERSONAL SERVICES - Group I ~~- Amenity sites only, See Condition 10.~~
REAL ESTATE SALES
RECREATION FACILITIES, PRIVATE, ON SITE
STORAGE, INDOORS
TEMPORARY USES - TEMPORARY SALES, TEMPORARY CONSTRUCTION

Revisions Proposed: The schedule of uses has been amended to reflect the uses expected in the amenity tract only. The Master Concept Plan has been simultaneously updated to identify the Amenity Tract.

Circular References to the Land Development Code and Conditions were

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deleted due to the language provided in Condition 1.b. It does not seem necessary to repeat known provisions of the LDC or conditions from later in the resolution.

b. Site Development Regulations

Single Family

Minimum Lot Areas and Dimensions	
Lot Size:	~~6,500~~ 5,500 square feet
Lot Size, abutting lakes:	3,600 square feet
Lot Width:	50 feet
Lot Depth:	110 feet
Lot Depth, abutting lakes:	90 feet

Minimum Setbacks	
Street	20 feet
Side	5 feet ~~(Per Condition 10)~~
Rear	10 feet (5 feet - accessory)
Water body	~~20 feet (15 feet - accessory)~~ 0 feet
Building Separation:	10 feet
Perimeter Setbacks:	15 feet
Maximum Height:	~~2 stories~~/35 feet
Maximum Lot Coverage:	60 percent

Two Family Attached

Minimum Lot Areas and Dimensions	
Lot Size:	~~3,850~~ 3,330 square feet
Lot Size, abutting lakes:	2,700 square feet
Width:	~~35~~ 30 feet
Depth:	110 feet
Lot Size, abutting lakes:	90 feet

Minimum Setbacks:	
Street	20 feet
Side	Internal Wall = Zero feet Exterior Wall = 5 feet (Per Condition 9)
Rear	~~15~~ 10 feet (5 feet accessory)
Water body	~~20 feet (5 feet accessory)~~ 0 feet
Building Separation:	10 feet

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Perimeter Setbacks: 15 feet

Maximum Height: ~~3 stories~~ / ~~35~~ 45 feet

~~Buildings exceeding 35 feet in height must maintain additional building setbacks as regulated by LDC §34-2174(a).~~

Maximum Lot Coverage: 60 percent

Revisions Proposed: References back to the LDC were deleted due to the language of Condition 1.b. Number of stories deleted to follow current practice for property development regulations. Additional revisions are proposed to address the changes to the Land Development Code which now prohibit lake maintenance easements from occurring on individual lots.

Townhouse

Minimum Lot Areas and Dimensions

Lot Size:	2,200 square feet
Width:	20 feet
Depth:	110 feet

Minimum Setbacks:

Street	20 feet
Side	Internal Unit = Zero feet
	External Unit = 5 feet
Rear	10 feet
Rear from Indigenous Pres	25 feet
Water body	20 feet

Building Separation: 20 feet

Perimeter Setbacks: 15 feet

Maximum Height: 45 feet

~~Buildings exceeding 35 feet in height must maintain additional building setbacks as regulated by LDC §34-2174(a).~~

Maximum Lot Coverage: 60 percent

Revisions Proposed: Townhouse uses added back into the schedule of uses and accompanying property development regulations provided. Two rear lot line setbacks are proposed to address the existing conditions of the subject property. A supporting deviation has been requested to support this setback.

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Clubhouse/Amenity Sites

Minimum Lot Areas and Dimensions	
Lot Size:	6,500 square feet
Lot Width:	50 feet
Lot Depth:	110 feet

Minimum Setbacks	
Street	20 feet
Side	10 feet
Rear	20 feet (5 feet accessory)
Water body	20 feet (5 feet accessory) (Except as provided in Deviation #~~9~~6)

Building Separation:	20 feet
Perimeter Setbacks:	15 feet
Maximum Height:	~~2 stories~~ / 50 feet

~~Buildings exceeding 35 feet in height must maintain additional building setbacks as regulated by LDC §34-2174(a).~~

Maximum Lot Coverage: 60 percent

Revisions Proposed: References back to the LDC were deleted due to the language of Condition 1.b. Number of stories deleted to follow current practice for property development regulations. The schedule of deviations includes renumbering to address deviations that were denied, that renumbering has been incorporated here.

~~3. No development blasting is permitted as part of this project unless approved at a subsequent public hearing as an amendment to the planned development.~~

Revisions Proposed: Blasting is not included in the schedule of uses and therefore not permitted. A duplicative condition is not necessary.

3. *Agricultural* uses. Existing bona fide agricultural uses on this site are allowed only in strict compliance with the following:

   a. Bona fide agricultural uses that are in existence at the time this resolution is approved and as shown on Exhibit B attached hereto may continue until approval of a local development order for the area of the project containing those uses.

   b. Additional clearing or grading of existing agricultural uses is prohibited. This prohibition is not intended to preclude County approved requests for the removal of exotic species.

   c. The property owner must terminate the agricultural tax exemption for any portion of the property that receives a local development order. The agricultural use must

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cease by December 31st of the calendar year in which the local development order is issued. The exemption termination must be filed with the Property Appraiser's Office by December 31st of the calendar year in which the local development order is issued. A copy of the exemption termination must be provided to the Office of the County Attorney.

4. *Model Homes/Temporary Real Estate Sales/Temporary Sales Trailer.*

   a. The number of model homes or model units will be limited to no more than 30 within the development at one time.

   ~~b. Any model homes or units must be developed within the area identified as "models", "townhouse site" or "model display center" on the approved Master Concept Plan.~~

   c. Models cannot be of the same floor plan and each must be a distinctly different design.

   d. Model Display Centers or Model Display Groups must be shown on the development order plans. Parking areas for these uses will be buffered with a single-row hedge and tree canopy for parking areas per the LDC.

   e. Real Estate sales are limited to temporary real estate trailers, model units, model homes, model display centers, models ~~within the townhouse site, amenity sites, and clubhouses~~.

   f. Real estate sales will be limited to the sale of lots or units within the development only.

   g. Hours of operation for both models and real estate sales are limited to Monday through Sunday, 8:00 a.m. through 8:00 p.m.

   ~~h.~~ Model homes and temporary real estate sales will be valid <u>until the last lot is sold.</u> ~~for a period of up to six years from the date of issuance of a Certificate of Occupancy of a model home per LDC §34-1954(d)(1).~~

   Revisions Proposed: The model homes have been deleted from the Master Concept Plan to enable the developer to choose the appropriate model location based on market conditions at the time of development order. As such, the language identifying model home locations is no longer needed. The deviation regarding the timing of sales has been revised and an extension is requested until the last lot is sold within the subdivision to address the size of the community. Please see the Schedule of Deviations for additional detail.

5. All required buffers must utilize 100 percent native vegetation.

6. Approval of this zoning request does not address mitigation of the project's vehicular or pedestrian traffic impacts. Additional conditions consistent with the Lee County LDC may be required to obtain a local development order.

7. Approval of this rezoning does not guarantee local development order approval. Future

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development order approvals must satisfy the requirements of the Lee Plan Planning Communities Map and Acreage Allocation Table, Map 16 and Table 1(b), be reviewed for, and found consistent with, all other Lee Plan provisions.

~~8. *Five-foot setback.*~~

~~a. No structures, including but not limited to, sidewalks, mechanical equipment, door stoops, walls, etc., may be constructed or placed within the required five-foot side setbacks; or~~

~~b. Prior to issuance of Certificate of Occupancy on each lot, the Engineer of Record must certify that the drainage for each lot is built in compliance with the typical lot grading detail (See Exhibit D Sheet 8 of the approved Master Concept Plan) provided as part of the building permit process.~~

Revision Proposed: Condition deleted by ADD2017-00184.

8. *Consumption on Premises, Food & Beverage Services, Personal Services, Group I (all uses).*

a. These uses are limited to a maximum of ~~7,500~~ 9,000 square feet of floor area for the entire development.

Revision Proposed: The square footage has been updated to reflect the square footage of the single amenity location as demonstrated by the Master Concept Plan.

~~b. Consumption on Premises is limited to sales within a residential clubhouse setting only. No restaurants, bars, package stores, or similar uses are permitted.~~

Revision Proposed: The schedule of Uses has been revised so that these uses are limited to the residential amenity tracts. Additionally, restaurants, bars, package stores are not included in the schedule of uses and therefore not permitted. As a result, this portion of the condition is no longer necessary.

c. Hours of operation for these uses are limited to 7:00 a.m. to midnight daily.

~~d. Outdoor seating (outside of the fenced clubhouse area) for Consumption on Premises may be approved by Special Exception only (public hearing required).~~

~~e. Outdoor sales of alcohol is prohibited, and may not be permitted on a temporary or permanent basis.~~

Revision Proposed: These items conflict with each other as well as item b. above. Additionally the schedule of uses limits temporary uses to sales and construction only therefore portions of this condition are not necessary.

f. The clubhouse as shown on the amenity site of the approved Master Concept

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Plan is limited to a maximum ~~14~~ 9,000 square feet building ~~under air and 22,000 square feet under roof~~. ~~There must be a minimum 366± feet of separation between the front door of the clubhouse and the school property, and a minimum of 1,122± feet of separation from the clubhouse building to the school building in accordance with the Master Concept Plan.~~

Revision Proposed: The square footage is amended to reflect the type of amenity proposed to be located in the single amenity location on the revised Master Concept Plan. The schedule of uses has been revised so that consumption on premises is limited to the residential amenity tracts. A perimeter berm with landscaping has been constructed along the southern property boundary where the amenity area is proposed prohibiting access from surrounding properties. Therefore, the remaining portion of the condition is not necessary. Additionally, the property development regulations, including setbacks, for the amenity are proposed to remain as previously approved.

9. Prior to local development order approval, a protected species survey for burrowing owls and burrows within the upland portions of the project within the phase being covered in the development order must be submitted for review, field verification, and approval by the Division of Environmental Sciences' staff. If burrowing owls or burrows are located, then a burrowing owl management plan, including an appropriate preservation area within the project, must be submitted.

10. Prior to local development order approval, the development order plans must include a minimum of ±8.67 acres of open space within the ~~two-family attached tract~~ townhouse tract of which ±6.62 acres must be indigenous preservation, and approximately ±25 acres of wetland preservation on the remainder of the site.

~~11. The development order must provide an enhanced 25-foot-wide "D" buffer along Buckingham Road including 10 trees per 100 linear feet (which must include live oaks, no palms) and a berm a minimum of three feet in height.~~

Revision Proposed: This buffer has already been planted.

~~12. The development order must provide a 25-foot-wide landscaped buffer/berm combination along the southern boundary of the subject property where it abuts the school site. Atop the berm will be intermittent landscaping and/or wall with a minimum height of six feet. All berming and walls must meet LDC requirements.~~

Revision Proposed: This buffer/berm has already been planted.

~~13. Townhouse buildings must be set back a minimum of ±1,000 linear feet from Buckingham Road, as shown on the approved Master Concept Plan.~~

Revision Proposed: Due to the extent of existing development in the area as well as the vegetation provided along Buckingham such an increased setback is not necessary. Please see the attached exhibit demonstrating the existing surrounding residential and existing setbacks from Buckingham Road.

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11. The 20-foot-wide lake maintenance easements, along lakes that are completely surrounded by private lots, must be made accessible by maintenance vehicles from a road, through a 20-foot-wide lake access easement.

Revision Proposed: Since the time of the zoning approval and recorded plats, the LDC has been amended to require lake maintenance easements outside of single family lots. To memorialize the existing conditions of the subdivision, a deviation has been requested to allow the lake maintenance easement to remain within the single family lots for those lots which have been platted prior to the requested zoning amendment.

The applicant confirms any lots platted after the approval of this Planned Development Amendment will NOT have lake maintenance easements within the lots. As a result of this condition and the existing infrastructure on-site revised property development regulations are proposed

4. Any additional site access points, such as a separate construction access, would require an amendment to the RPD zoning.

~~12. There are several pyramid shaped symbols and text shown along Buckingham Road on the MCP that are not legible. The applicant must revise the MCP so that all information is clearly legible.~~

Revision Proposed: This condition is no longer necessary.

~~13. If the developer desires to deviate from the regulations contained in LDC Chapter 30, pertaining to project signage, the proposed sign package must be submitted for review and approval by the Lee County Department of Community Development prior to the issuance of any local development order for the property.~~

Revision Proposed: This condition reiterates the language of the LDC and is not necessary due to the language provided in Condition 1.b.

~~14. During the March 21, 2005, Board Zoning Hearing, the applicant voluntarily offered to dedicate a 25-foot wide strip along Buckingham Road for County right-of-way purposes, at no cost to Lee County. Dedication of this 25 foot strip may be accomplished by recording an instrument (ie. deed or plat) that grants or dedicates to the County an exclusive easement for right-of-way purposes. [If the easement is dedicated via a plat, the dedication must be clear and unambiguous. Use of the label "future right-of-way" will not be acceptable.] The dedicated area may not be used for required development buffering or any other non-county right-of-way improvements. This dedication must be complete prior to issuance of the first building permit allowing permanent vertical construction within the project.~~

Revision Proposed: This dedication has already occurred.

SECTION C. DEVIATIONS:

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A schedule of deviations has been provided to renumber the deviations and eliminate those that were previously denied.

~~1.~~ ~~Deviation (1) seeks relief from the LDC §10-328(a) requirement to provide a minimum 20-foot-wide maintenance access easement along lake perimeters, to allow zero feet where lakes are bulkheaded. This deviation is DENIED.~~

1. Deviation (~~2~~1) seeks relief from the LDC §10-329(d)(1)a.2 requirement prohibiting excavation for water retention or detention within 50 feet of any existing or proposed right-of-way line or easement for a collector or arterial street, to allow excavation within 50 feet of an existing or proposed right-of-way line or easement. This deviation is APPROVED, SUBJECT TO the following conditions:

    a. Approval is limited to water retention and detention areas ~~as shown on~~ in substantial compliance with the approved Master Concept Plan.

    b. Appropriate protection for wayward vehicles must be provided at the time of local development order.

Revision Proposed: Minor changes are often made to the shape of stormwater management areas at the time of DO. The suggested language will permit these minor changes to occur with necessitating an administrative amendment to the Master Concept Plan.

2. Deviation (~~3~~2) seeks relief from the LDC §10-329(d)(1)a.3 requirement for water retention or detention excavation to set back 50 feet from any private property line under separate ownership, to permit a 25-foot setback for internal and external property lines. This deviation is APPROVED, SUBJECT TO the following conditions:

    a. Approval is limited to water retention and detention areas ~~as shown on~~ in substantial compliance the approved Master Concept Plan.

    b. A minimum 4-foot high fence or other approved barrier must be provided along the private property line under separate ownership adjacent to the lake.

Revision Proposed: Minor changes are often made to the shape of stormwater management areas at the time of DO. The suggested language will permit these minor changes to occur with necessitating an administrative amendment to the Master Concept Plan. Additionally, private property lines under separate ownership provides clarity as to when the condition approving this deviation applies. Further details regarding this deviation are provided in the attached Schedule of Deviations.

3. Deviation (43) seeks relief from the LDC §10-329(d)(4) requirement that lake banks be sloped at a maximum 4:1, to allow bulkheads at the shoreline. This deviation is APPROVED, SUBJECT TO the following conditions:

    a. Prior to local development order approval, any bulkheads to be installed within Lakes A, B, or D as labeled on the attached Master Concept Plan must be

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delineated on the landscape and engineering plans. The bulkheads may not encompass more than 30 percent of the linear shoreline of the lake measured at control elevation. A compensatory littoral zone equal to the linear footage of the bulkhead must be provided within the same lake meeting the following criteria:

(1) A 5-foot-wide littoral shelf planted with herbaceous wetland plants to provide 50 percent coverage at time of planting; or

(2) An 8:1 slope littoral shelf with herbaceous wetland plants to provide 50 percent coverage at time of planting; or

(3) An equivalent littoral shelf design as approved by the Division of Environmental Sciences' Staff.

(4) The compensatory littoral zone must be planted with native wetland plants calculated as two per linear foot of shoreline for lakes utilizing bulkheads up to 20 percent of the shoreline, and three plants per linear foot of shoreline for lakes utilizing bulkheads along 21 percent to 31 percent of the shoreline.

4. Deviation (~~5~~4) seeks relief from the LDC §10-384(b) requirement to provide a 20-foot-wide fire department access lane in the rear of buildings that fall into classes set forth in LDC §10-384(a)(3), to allow decks ancillary to the amenity site to be located zero feet from a water body. This deviation is APPROVED, SUBJECT TO the following conditions:

a. Approval is limited to amenity areas, water retention and detention areas as shown on the approved Master Concept Plan.

b. The developer must provide written documentation from the Fort Myers Shores Fire Department indicating that this design is acceptable and allows adequate access for emergency vehicles.

~~**5.** Deviation (6) - **WITHDRAWN.**~~

5. Deviation (~~7~~5) seeks relief from LDC §34-934 Note 23 which restricts the operation of real estate sales centers for a period not to exceed five years, to allow the operation of a sales office within Portico RPD ~~for a period of six years~~ until the last lot is sold. This deviation is APPROVED, SUBJECT TO the condition that the real estate sales office remains in compliance with Condition 5 above.

Additional detail regarding the language requested to be revised is included in the attached Schedule of Deviations.

~~**6.** Deviation (8) - **WITHDRAWN.**~~

6. Deviation (~~9~~6) seeks relief from the LDC §34-2194(b) requirement to provide a 25-foot setback for buildings from a water body, to allow a zero-foot setback at bulkhead

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areas. This deviation is APPROVED, SUBJECT TO Deviation (4) above.

7. Deviation (~~10~~7) seeks relief from the LDC §34-935(b)(2) requirement that parking or internal roads or drives not be closer to the development perimeter than the greater of either the width of any buffer area or landscape strip required by Chapter 10, to allow an emergency access road within this area. This deviation is APPROVED, SUBJECT TO the condition that the approval is limited to the emergency access point shown as Deviation (~~10~~7) on the approved Master Concept Plan.

8. Deviation (~~11~~8) seeks relief from the LDC §10-418 requirement that storm water ponds be designed to mimic the function of natural systems, to allow for the use of bulkheads. This deviation is APPROVED, SUBJECT TO Deviation (4) above.

9. Deviation (~~12~~9) seeks relief from the LDC §10-714 design standards for cul-de-sacs, to allow the use of "eyebrow" road elements on the Village Roads within the community. This deviation is APPROVED, SUBJECT TO the following conditions:

   a. Approval is limited to the detail plan and locations as shown on the approved Master Concept Plan.

   b. Traffic calming devices indicated in the approved Master Concept Plan must be included in the homeowner documents to be reviewed and recorded during the local development order process.

~~10. Deviation (13) Withdrawn.~~

10. Deviation (~~14~~10) seeks relief from the LDC §34-152(4)c.4 requirement that on-site directional signage be set back a minimum of 15 feet from the edge of the street right-of-way or easement, to allow on-site directional signs to have a setback of four feet. This deviation is DENIED in accordance with Condition 19.

11. Deviation (~~15~~11) seeks relief from the LDC §10-285(a) requirement that the centerline distance for local roads be 125 feet, to allow for centerline distances of no less than 60 feet for the eyebrow road features. This deviation is APPROVED, SUBJECT TO the following conditions:

   a. Approval is limited to the detail plan and locations as shown on the approved Master Concept Plan.

   b. Traffic calming devices indicated in the approved Master Concept Plan must be included in the homeowner documents to be reviewed during the local development order process.

   c. Stop signs will be provided for vehicles exiting the eyebrow element.

   d. Traffic control devices will be determined during development order review.

12. Deviation (~~16~~12) seeks relief from the LDC §10-291(3) requirement that residential developments of more than five acres provide more than one means of ingress or egress, to allow for one main access on Buckingham Road and a minimum of two

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emergency access points. This deviation is APPROVED, SUBJECT TO the following conditions:

a. No walls, fences or entrance gates may be constructed within the access point area per the approved Master Concept Plan.

b. All utilities along the entrance from Buckingham Road as shown on the approved Master Concept Plan must be placed underground.

c. The local development order must depict a 70-foot-wide divided entrance on Buckingham Road that must include a 14-foot-wide median with two 11-foot-wide lanes on both sides of the median for ingress and egress in accordance with the primary corridor typical shown on the approved Master Concept Plan.

d. The local development orders must include emergency access gates to be constructed on two emergency access points as shown on the approved Master Concept Plan.

e. The installation of any access gates must comply with all applicable regulations pertaining to emergency equipment that are in effect at the time of installation.

f. Prior to issuance of a development order, the developer must provide written documentation from the Fort Myers Shores Fire Department indicating that these access points are acceptable and provide adequate access for emergency vehicles.

g. If the emergency access point located near the southeast corner of Phase 2, into Hawks Haven is not available at time of local development order submittal for that phase of work, then the emergency access must connect to the Lehigh Acres roadway system through the existing platted roadway easement. This will require a culvert across the east-west canal lying south of Phase 2 of Portico RPD. Such a change can be approved administratively.

13. Deviation (~~17~~13) seeks relief from the LDC§10-416(d)(6) requirement that roadways must be set back 125 feet from any existing residential development or provide a 30-foot-wide buffer consisting of an 8-foot-high wall constructed a minimum of 25 feet from the residential property line with landscaping planted between the wall and the residential property line, to allow an 8-foot-high wall a minimum of 10 feet from the residential property line with landscaping planted between the wall and the residential property line. This deviation is APPROVED.

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Portico

Residential Planned Development Amendment

Schedule of Deviations

The existing Portico RPD approved through Resolution Z-04-080 permits a maximum of 1,178 dwelling units. Development Order applications DOS2004-00352, DOS2007-00128, DOS2016-00080, have been approved for the site infrastructure, and approximately 1,122 dwelling units. The site has been cleared, graded, and public utilities and roadways have been installed pursuant to the ERP and DO, and conservation easements recorded. WCI Communities, LLC is seeking an Amendment to the existing Planned Development to permit an additional 422 dwelling units, totaling 1,600 dwelling units.

The following deviations are currently approved via Resolution Z-04-080 and the applicant wants to retain the deviations. The deviations have been renumbered to eliminate those deviations that were denied in Z-04-080

~~Deviation (1) seeks relief from the LDC §10-328(a) requirement to provide a minimum 20- foot-wide maintenance access easement along lake perimeters, to allow zero feet where lakes are bulkheaded. This deviation is DENIED~~.

Deviation (~~2~~1) seeks relief from the LDC §10-329(d)(1)a.2 requirement prohibiting excavation for water retention or detention within 50 feet of any existing or proposed right-of-way line or easement for a collector or arterial street, to allow excavation within 50 feet of an existing or proposed right-of-way line or easement. This deviation is APPROVED, SUBJECT TO the following conditions:

a. Approval is limited to water retention and detention areas ~~as shown on~~ in substantial compliance with the approved Master Concept Plan.
b. Appropriate protection for wayward vehicles must be provided at the time of local development order.

Minor changes are often made to the shape of stormwater management areas at the time of DO. The applicant request staff consider the revised language to permit such minor revisions. The suggested language will permit minor changes to occur with necessitating an administrative amendment to the Master Concept Plan.

Deviation (~~3~~2) seeks relief from the LDC §10-329(d)(1)a.3 requirement for water retention or detention excavation to set back 50 feet from any private property line under separate ownership, to permit a 25-foot setback for external ~~internal~~ property lines. This deviation is APPROVED, SUBJECT TO the following conditions:

a. Approval is limited to water retention and detention areas ~~as shown on~~ in substantial compliance with the approved Master Concept Plan.
b. A minimum 4-foot high fence or other approved barrier must be provided along the private property line under separate ownership adjacent to the lake.

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The applicant is proposing to update the language of the approved deviation to accurately reflect the case file from the original zoning. The original Staff Report published on December 1, 2004, this deviation is discussed on Page 8 of 20 and is written to include varying setbacks from internal property boundaries and external property boundaries. This request is supported by the cross-section depicted on the Master Concept Plan (copied below for reference). Staff approved the deviation as written stating:

> ***A 20-foot internal setback and a 25-foot external setback is adequate to protect the public health, safety and welfare - given the limitation to lakes as shown on the approved Master Concept Plan.***
>
> ***Staff finds this request enhances the objectives of the planned development, and preserves and promotes the general intent of the LDC to protect the public health, safety, and welfare. Staff recommends APPROVAL of the deviation request with one condition.***
>
> ***1. Approval is limited to water retention and detention areas as shown on the approved Master Concept Plan.***

The HEX recommendation published January 17, 2005 included the deviation as approved by Z-05-080, mistakenly reversing the requested setbacks and eliminating the external relief. Page 12 of the HEX recommendation notes that Staff was recommending approval of the deviations related to water retention/waterbodies and roadway setbacks along with a few other deviations. On the same page the Hearing Examiner concurs with Staff's Analysis, findings and recommendation of approval, with conditions, of the requested rezoning. The applicant discussed the requested deviation, which is summarized on Page 23 of the HEX recommendation is a very brief discussion of the deviation, which notes:

> **Deviation 3 requested relief from LDC Section 10-329(d)(1)a.3, which required water retention or detention excavation to be setback 50 feet from any private property line under separate ownership, to permit a 25-foot setback for external property lines. It had originally read a 20-foot setback for internal property lines and 25 feet for external property lines; the project only needed to comply with the 25-foot setback for external property lines.**

Given the history of the requested deviation and the summaries provided in the HEX recommendation, the applicant requests that the language of this approved deviation be updated to reflect the appropriate setback from the external property boundary, which is also memorialized on the approved Master Concept Plan.

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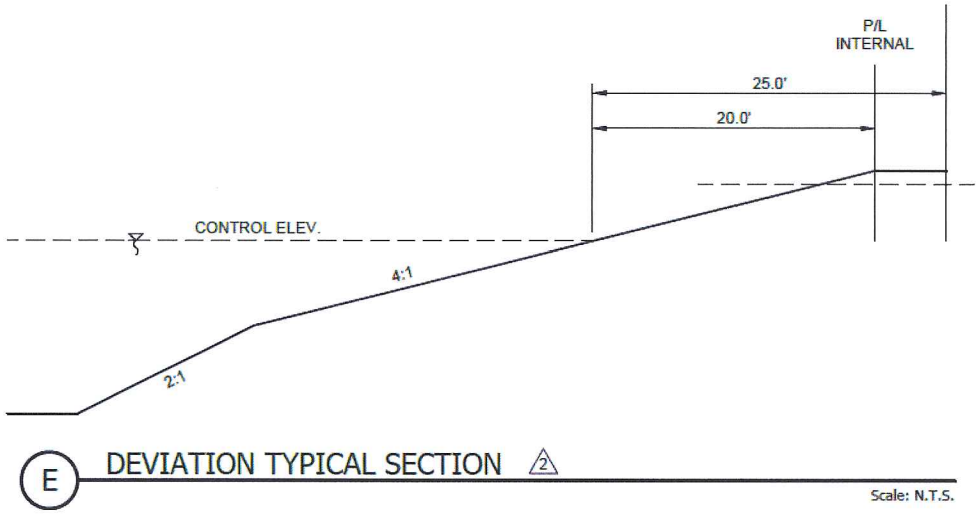


Figure 1. Deviation Typical from Z-05-080

Deviation (43) seeks relief from the LDC §10-329(d)(4) requirement that lake banks be sloped at a maximum 4:1, to allow bulkheads at the shoreline. This deviation is APPROVED, SUBJECT TO the following conditions:

a. Prior to local development order approval, any bulkheads to be installed within Lakes A, B, or D as labeled on the attached Master Concept Plan must be delineated on the landscape and engineering plans. The bulkheads may not encompass more than 30 percent of the linear shoreline of the lake measured at control elevation. A compensatory littoral zone equal to the linear footage of the bulkhead must be provided within the same lake meeting the following criteria:

    i. A 5-foot-wide littoral shelf planted with herbaceous wetland plants to provide 50 percent coverage at time of planting; or
    ii. An 8:1 slope littoral shelf with herbaceous wetland plants to provide 50 percent coverage at time of planting; or
    iii. An equivalent littoral shelf design as approved by the Division of Environmental Sciences' Staff.
    iv. The compensatory littoral zone must be planted with native wetland plants calculated as two per linear foot of shoreline for lakes utilizing bulkheads up to 20 percent of the shoreline, and three plants per linear foot of shoreline for lakes utilizing bulkheads along 21 percent to 31 percent of the shoreline.

Deviation (~~5~~4) seeks relief from the LDC §10-384(b) requirement to provide a 20-foot-wide fire department access lane in the rear of buildings that fall into classes set forth in LDC §10-384(a)(3), to allow decks ancillary to the amenity site to be located zero feet from a water body. This deviation is APPROVED, SUBJECT TO the following conditions:

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a. Approval is limited to amenity areas, water retention and detention areas as shown on the approved Master Concept Plan.
b. The developer must provide written documentation from the Fort Myers Shores Fire Department indicating that this design is acceptable and allows adequate access for emergency vehicles.

~~Deviation (6) - WITHDRAWN.~~

Deviation (~~7~~5) seeks relief from LDC §34-934 Note 23 which restricts the operation of real estate sales centers for a period not to exceed five years, to allow the operation of a sales office within Portico RPD ~~for a period of six years~~ until the last lot is sold. This deviation is APPROVED, SUBJECT TO the condition that the real estate sales office remains in compliance with Condition 5 above.

The applicant requests the language of this deviation be revised to extend the periods by which a real estate sales office may occur within the residential subdivision. The applicant has proposed a few changes related to model homes, specifically they have been removed from the Master Concept Plan. However, they remain within the schedule of uses. This structure will permit the developer to have flexibility as to the location and type of unit to respond to the pace and location of demand for units.

The original extension allowing real estate sales for units and lots within the development for up to six years was recommended for approval by staff under the premise that the project would reach build-out by 2009 as stated by the applicant's justification in DCI2004-00031. The Portico RPD was approved on March 21, 2005 per Z-04-080. Staff states in the Staff Report for DCI2004-00031 that the size of the development contributes to the extension granted for real estate sales. Given that the initial request allowed for the real estate sales use to be permitted on the Property until approximately 2011, two years after the anticipated build-out date, it would appear the use and extension were not found detrimental to public health, safety, or welfare by staff during the review process. Furthermore, the Staff Report explicitly states, "Staff finds this request [Deviation #7] enhances the objectives of the planned development, and preserves and promotes the general intent of the LDC to protect the public health, safety, and welfare." As the original zoning resolution granted the temporary use years after anticipated build-out, sales of lots and/or constructed homes could continue to occur after build out. It would seem to be appropriate to continue to permit real estate sales to occur for lots within the community until all the available product is sold. The proposed change to the language in this deviation is being pursued to better reflect the condition of the original approval and permit fluctuations to occur based on market conditions.

Due to the proposed changes to eliminate the location of models from the MCP and the modifications to the Schedule of Uses, the applicant has also proposed some revisions to Condition 5 (included in full below); however, the following limitations remain:

- **Demonstrating Model Display Centers and Groups on the Development Order Plans.**
- **Limiting the floor plans and number of models.**
- **Limiting Real Estate Sales to models as well as the amenity per the schedule of uses as well as the condition.**
- **Hours of operation are Monday through Sunday from 8am to 8pm.**
- **Sales are limited to the Portico Subdivision Only.**

These remaining conditions and limitations will adequately protect the future residents of the Portico Community from the activity that can occur surrounding real estate sales.

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Requesting to permit the sales office to remain open until the last lot is sold enables WCI Communities to maintain the sales office in a central location, typically near the entry of a community, throughout the construction of the development. Retaining the initial location eliminates logistics and downtime with having to move the sales office into different model units every six years, which can be potentially be more impactful to surrounding residents. Given that the first phase of infrastructure was completed and the development was stymied by the recession and as a result only a few homes have been on the tax rolls since 2007. Therefore, extending the timeframe on which real estate sales could occur until the last lot is sold will allow the reasonable completion of the development.

5. *Model Homes/Temporary Real Estate Sales/Temporary Sales Trailer.*

a. The number of model homes or model units will be limited to no more than 30 within the development at one time.

~~b. Any model homes or units must be developed within the area identified as "models", "townhouse site" or "model display center" on the approved Master Concept Plan.~~

c. Models cannot be of the same floor plan and each must be a distinctly different design.

d. Model Display Centers or Model Display Groups must be shown on the development order plans. Parking areas for these uses will be buffered with a single-row hedge and tree canopy for parking areas per the LDC.

e. Real Estate sales are limited to temporary real estate trailers, model units, model homes, model display centers, models ~~within the townhouse site, amenity sites, and clubhouses~~.

f. Real estate sales will be limited to the sale of lots or units within the development only.

g. Hours of operation for both models and real estate sales are limited to Monday through Sunday, 8:00 a.m. through 8:00 p.m.

h. Model homes and temporary real estate sales will be valid until the last lot is sold. ~~for a period of up to six years from the date of issuance of a Certificate of Occupancy of a model home per LDC §34-1954(d)(1).~~

~~Deviation (8) - WITHDRAWN.~~

Deviation (~~9~~6) seeks relief from the LDC §34-2194(b) requirement to provide a 25-foot setback for buildings from a water body, to allow a zero-foot setback at bulkhead areas. This deviation is APPROVED, SUBJECT TO Deviation (43) above.

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Deviation (~~10~~7) seeks relief from the LDC §34-935(b)(2) requirement that parking or internal roads or drives not be closer to the development perimeter than the greater of either the width of any buffer area or landscape strip required by Chapter 10, to allow an emergency access road within this area. This deviation is APPROVED, SUBJECT TO the condition that the approval is limited to the emergency access point shown as Deviation (~~10~~7) on the approved Master Concept Plan.

Deviation (~~11~~8) seeks relief from the LDC §10-418 requirement that storm water ponds be designed to mimic the function of natural systems, to allow for the use of bulkheads. This deviation is APPROVED, SUBJECT TO Deviation (43) above.

Deviation (~~12~~9) seeks relief from the LDC §10-714 design standards for cul-de-sacs, to allow the use of "eyebrow" road elements on the Village Roads within the community. This deviation is APPROVED, SUBJECT TO the following conditions:

a. Approval is limited to the detail plan and locations as shown on the approved Master Concept Plan.
b. Traffic calming devices indicated in the approved Master Concept Plan must be included in the homeowner documents to be reviewed and recorded during the local development order process.

~~Deviation (13) Withdrawn.~~

~~Deviation (14) seeks relief from the LDC §34-152(4)c.4 requirement that on-site directional signage be set back a minimum of 15 feet from the edge of the street right-of-way or easement, to allow on-site directional signs to have a setback of four feet. This deviation is DENIED in accordance with Condition 19.~~

Deviation (~~15~~10) seeks relief from the LDC §10-285(a) requirement that the centerline distance for local roads be 125 feet, to allow for centerline distances of no less than 60 feet for the eyebrow road features. This deviation is APPROVED, SUBJECT TO the following conditions:

a. Approval is limited to the detail plan and locations as shown on the approved Master Concept Plan.
b. Traffic calming devices indicated in the approved Master Concept Plan must be included in the homeowner documents to be reviewed during the local development order process.
c. Stop signs will be provided for vehicles exiting the eyebrow element.
d. Traffic control devices will be determined during development order review.

Since the time of approval of this deviation, the Land Development Code has been amended to measure "from the edge of the outermost lane of the nearest roadway/connection to the nearest edge of pavement of the proposed intersecting connection." The applicant would request the ability to retain the language of the deviation above to ensure clarity and consistency with the constructed and platted portions of the community.

Deviation (~~16~~11) seeks relief from the LDC §10-291(3) requirement that residential developments of more than five acres provide more than one means of ingress or egress, to allow for one main access on

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Buckingham Road and a minimum of two emergency access points. This deviation is APPROVED, SUBJECT TO the following conditions:

a. No walls, fences or entrance gates may be constructed within the access point area per the approved Master Concept Plan.
b. All utilities along the entrance from Buckingham Road as shown on the approved Master Concept Plan must be placed underground.
c. The local development order must depict a 70-foot-wide divided entrance on Buckingham Road that must include a 14-foot-wide median with two 11-foot-wide lanes on both sides of the median for ingress and egress in accordance with the primary corridor typical shown on the approved Master Concept Plan.

The subdivision entry and supporting infrastructure was installed consistent with DOS2004-00352

d. The local development orders must include emergency access gates to be constructed on two emergency access points as shown on the approved Master Concept Plan.
e. The installation of any access gates must comply with all applicable regulations pertaining to emergency equipment that are in effect at the time of installation.
f. Prior to issuance of a development order, the developer must provide written documentation from the Fort Myers Shores Fire Department indicating that these access points are acceptable and provide adequate access for emergency vehicles.
g. If the emergency access point located near the southeast corner of Phase 2, into Hawks Haven is not available at time of local development order submittal for that phase of work, then the emergency access must connect to the Lehigh Acres roadway system through the existing platted roadway easement. This will require a culvert across the east-west canal lying south of Phase 2 of Portico RPD. Such a change can be approved administratively.

One of the emergency access points, into River Hall (fka Hawks Haven) has been constructed consistent with DOS2004-00352. The second emergency access point is included on the Master Concept Plan and is not proposed to be moved as part of this application request.

Deviation (~~17~~12) seeks relief from the LDC§ 10-416(d)(6) requirement that roadways must be set back 125 feet from any existing residential development or provide a 30-foot-wide buffer consisting of an 8-foot-high wall constructed a minimum of 25 feet from the residential property line with landscaping planted between the wall and the residential property line, to allow an 8-foot-high wall a minimum of 10 feet from the residential property line with landscaping planted between the wall and the residential property line. This deviation is APPROVED.

The wall and landscaping were installed consistent with DOS2004—00352.

Additional Deviations

The following deviations are new this application and at the applicant's request are in addition to the original Residential Planned Development:

Deviation (13) seeks relief from LDC Sec. 10-328(a) which requires, a 20-foot-wide easement or right-of-way on both sides of the canal, lakes or flow-way for maintenance purposes and prohibits the easement from being located within the limits of platted single-family residential lot to allow the easement to be located within a platted single family residential lot for this lots included in the Portico Phase 1 Plat, Instrument Number 2006000411756.

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Justification: Portico is an existing semi-developed residential community with a completed Phase 1 Development Order DOS2004-00352 approved on December 12, 2007 as well as a recorded Plat. The applicant does not intend to replat the existing Phase 1 and already has a several lots owned by individual homeowners with residences under construction consistent with the approved site plan as part of DOS2004-003352.

As demonstrated by the existing record plat, the required lake maintenance easement is currently dedicated within the platted single family lots, which was a permitted practice at the time the plat was recorded. Specifically, lake maintenance easements are located within the boundary of the following single-family lots, along Lake A1 lots 6–9; along Lake A9 lots 19-67, 69-89, 92-94, 97-111, 114-128; along Lake A10 lots 130-141; and along Lake B2 lots 297, 299-311, 314-340, 343-356, 359-380 on the recorded plat. The applicant seeks relief from the requirement to provide lake maintenance easement areas off the single family residential lots to enable the approved Development Order, recorded plat and existing conditions to remain. This deviation will not affect the health, safety and welfare of the community and promotes the existing character of the planned development. The designated lake maintenance easement will remain and does not permit structures or accessory uses to encroach into the easement ensuring clearance for maintenance to occur.

Deviation (14) seeks relief from LDC Sec. 10-329(d)(4) which requires lake banks to be sloped at a ratio of not greater than six horizontal to one vertical (6:1) from the top of bank to a water depth of two feet below the dry season water table to allow the existing constructed lake banks slopes, at a four horizontal to one vertical (4:1) slope, to remain.

Justification: This deviation applies to the existing lake bank slopes throughout Phase 1, 2 and 3 of the Portico Residential Planned Development. Phase 1 includes the northernmost portion with the main access to the community as well as the southwestern rectangle. Phase 2 and 3 are the southeastern most rectangle of the Portico Community bounded on the North and East by River Hall and to the South by Lehigh Acres. All of the stormwater management lakes within Phase 1 and two stormwater management lakes within Phase 2 are constructed at a 4:1 slope consistent with approved Development Order DOS2004-00352. The applicant seeks relief from the 6:1 lake bank slopes as required by LDC Sec. 10-329(d)(4) to memorialize the existing conditions of the constructed stormwater management lakes in Phase 1 and 2.

Deviation (15) seeks relief from LDC Sec. 10-415(b)(1)(c) which requires buildings to have a minimum setback of 20 feet from preservation areas and a 30-foot setback for indigenous plant communities subject to fire to allow a reduced rear setback for the following existing platted lots: Portico Phase 1, Lots 157-163, 166-177, 179-184, and 187-196 are located along the boundary of "Tract G" conservation areas and a 25ft rear setback for the proposed townhomes.

Justification: The existing development footprint of the residential subdivision and indigenous native vegetation as demonstrated on the existing Master Concept Plan, approved Development Order and record plat are not being amended as part of this application. Currently, Conservation Areas "Tract F" and "Tract G" on the recorded Portico Phase 1 plat includes wetland and upland indigenous communities immediately adjacent to the proposed Townhome tract on the Master Concept Plan and existing platted single family tracts.

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Tract G is immediately adjacent to existing platted single family lots, which per Zoning Resolution Z-04-080 are permitted to have a 10ft rear setback for the principle structure and 5ft setback for an accessory structure. The recorded plat demonstrates the rear of the lots have a 25ft wide drainage easement, which does not permit encroachment by a structure. A review of the existing aerial imagery demonstrates a number of lots are under construction for single family homes in this area of the subdivision. The deviation is requested to memorialize the existing condition of the existing single family homes adjacent to the indigenous preserve. The existing 25ft easement will ensure the necessary 20ft separation from preservation area and the 5ft reduction from the indigenous plant communities subject to fire will not negatively impact the ability to mitigate a fire should one occur in the indigenous preserve.

Tract F is immediately adjacent to the proposed Townhome tract, which has constructed roadway infrastructure as approved Development Order DOS2004-00352, creating a defined depth between the constructed roadway and platted preservation area. The front setback of the townhomes is 20ft, which will accommodate 2 parked cars as required by 34-2020(a). Similar to the single family lots a drainage easement is expected to be provided at the rear of the lots, which is required to be a minimum of 20 feet per 10-328(a). The applicant will provide 25 feet, in excess of the LDC requirements and the requested 5ft reduction from the indigenous plant communities subject to fire will not negatively impact the ability to mitigate a fire should one occur in the indigenous preserve as the 25 ft easement will ensure clearance and accessibility to the preserve.

Deviation (16) seeks relief from LDC Sec. 10-415(b)(1)a. which requires large developments, with existing indigenous native vegetation communities to provide 50% of their open space requirement through the onsite preservation of existing native vegetation communities.

Justification: The subject property is an existing single family subdivision. Indigenous vegetation has been preserved on-site and is currently under a conservation easement. However, the indigenous vegetation existing on-site is not 50% of the required open space.

Prior to the approval of the Residential Planned Development in 2004 by Z-04-080, the subject property was an active farm field. A review of historical aerial imagery demonstrates the subject property was cleared for agricultural activities as early as 1994. The location of the existing conservation easements preserving native vegetation is the general location of the vegetation that existed on-site in 1994. The existing development footprint preserved the native vegetation to meet this LDC requirement at the time of the initial zoning in 2004. The proposed Master Concept Plan demonstrates no changes to this area are proposed and the conservation easement will remain in place. This deviation is requested to memorialize this existing condition.

Deviation (17) seeks relief from LDC Sec. 10-296(e)(2)(5) Table 15 Suburban Local Streets which requires residential land uses to have 10 ft lane widths, 5 ft planting strip and 5 ft pedestrian facility width for residential uses to allow the roadway cross-sections previously approved as part of the Master Concept Plan.

Justification: The Portico Residential Planned Development was approved by Z-04-080 on March 21, 2005. The Master Concept Plan attached to this resolution, includes 3 typical roadway sections on Sheet 8. An Administrative Amendment was approved by ADD2016-00184 on January 18, 2017 which includes an additional roadway typical on Sheet 8. This deviation is requested to memorialize the existing and

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previously approved roadway typical cross sections, which have been constructed in Phase 1 of the Portico Community.

Each of the roadway typicals provides more than the 10 ft minimum travel lane, all of the typical cross sections abutting the proposed residential units also provide a 4 or 5 foot sidewalk. Additionally, the primary corridor and village entry roadways also include a landscaped median and landscaping adjacent to the travel lanes. These roadway typical cross sections have been utilized to design and construct the existing internal roadways in Phase 1 of the community as permitted by DOS2003-00352. Granting the requested deviation will permit the enhancement of the planned development by permitting the remaining roadways to be constructed consistent with the existing transportation infrastructure. Pedestrian mobility will continue to be supported throughout the community as the typical cross sections include sidewalks as desired by the intent of LDC Section 10-296(e)(2)(5).

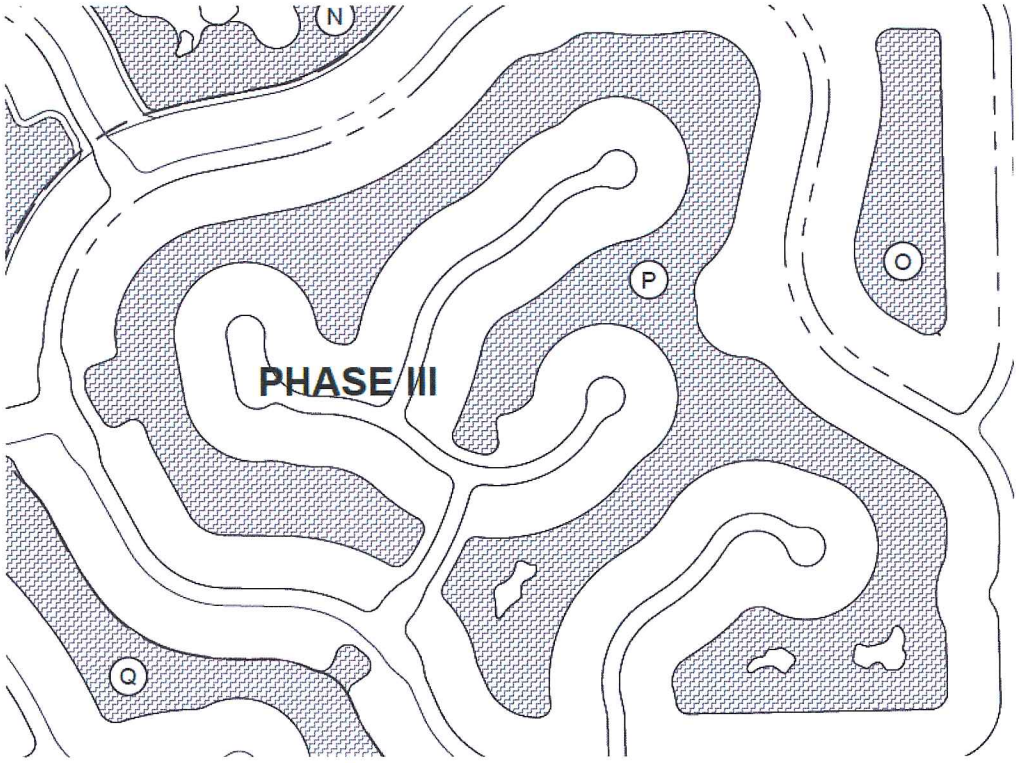
Deviation (18) seeks relief from LDC Sec. 10-329(d)(4) which requires lake banks to be sloped at a ratio of not greater than six horizontal to one vertical (6:1) from the top of bank to a water depth of two feet below the dry season water table to allow a sloped ratio of four horizontal to one vertical (4:1) above control elevation for the proposed stormwater management lakes.

Justification: The applicant requests relief from the required 6:1 lake bank slopes as required by LDC Sec. 10-329(D)(4) for the unconstructed lake banks in Phase 2 and 3. Since the time of the initial zoning approval for the Portico Community, a number of amendments have been made to the Land Development Code impacting the ability of the applicant to maintain the existing development footprint and provide the required 6:1 slope.

In 2004, the required lake maintenance easement surrounding the stormwater management lakes were permitted to be located within the single family lots. Since that time, the LDC has been amended to prohibit this condition. The applicant is not requesting a deviation from this provision of the LDC and as a result, the minimum depth of lots will effectively be reduced from 110 to 90 to accommodate the required easement. The proposed property development regulations for single family lots abutting the lakes have been amended to reflect this condition. Additionally, the design of the community promotes a development footprint in which the roadways are double loaded; however, the lots on either side of the internal roads also abut the water management lakes. This design is memorialized in the existing Master Concept Plan approved by Z-04-080 and DOS2007-00128 as well as ERP 36-05388-P all of which are still active and valid. The proposed Master Concept Plan seeks to maintain this footprint to continue to promote compatibility with the surrounding single family residential developments. Providing the increased lake bank slope as required by the current regulations of the Land Development Code, further reduces the depth of lot which is constrained by the internal roadways as depicted in the image below.

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A review of the existing development order and ERP demonstrates there is over 5.6 feet of elevations change between the minimum finished floor design for certain lots and the wet season control line, which is the top of the planted littoral shelf. Utilizing the requested 4:1 slope, approximately 20 to 22 feet of horizontal distance is needed from the wet season control line to the top of bank. At a 6:1 slope, approximately 32 to 34 feet is required, which necessitates an additional 10 to 14 feet of lot area to ensure the residential dwelling unit does not encroach into the lake bank slope. When combined with the existing front setback only 46 feet of buildable depth remains, 64 feet less than the current minimum buildable lot depth. It should also be noted that most lots in the community are not perfectly symmetrical, many are on curving roadways which causes the front setback to extend further into the lot to address the curvature of the road. As the structure is moved further into the lot to address the curvature of the roadway, it encroaches upon the 6:1 slope as more lot depth is necessary to provide that slope, these conditions constrain the lot from the front and back. The only remedy to this naturally occurring condition which would permit the provision of a 6:1 slope is a retaining wall, which would require a 2 to 2.5 foot step down from the built structure (home or accessory) to the top of the lake bank. This type of construction is generally not practiced in inland Lee County and would not be uniformly applied to all lots. The lots with a retaining wall would have no backyard, no rear access, and a person behind the residential unit would be at the top of bank with unimpeded access to the water.

Reducing the front setback for the principle structure would eliminate necessary depth for parked cars in the driveway and create conflicts between parked cars and the sidewalk to be provided along all residential streets within the community. Additionally, maintaining the location of the currently designed lake top of bank and reducing the lake size to establish a 6:1 slope is not viable due to the alterations that would be created to the surface water management storage capacity of the existing permitted system. Storage capacity is a required element of the collective stormwater management

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system, which directs stormwater into specific locations, holding the water and then permitting an off-site discharge at a set volume per the approved ERP. Reducing the lake size would reduce the storage capacity of the existing system, requiring additional lakes to be constructed and eliminating existing approved developable area. Furthermore, the designed and permitted lakes with the SFWMD have already been committed to the CDD and are already part of the maintenance documents for that entity.

This deviation request permits the enhancement of the planned development by permitting the development footprint to remain ensuring the development character of the existing constructed portion of the community and the future portions of the community are similar. Additionally, as noted in the project narrative, the development footprint of Portico is similar and compatible to the surrounding communities of River Hall (fka Hawks Haven) as well as Hemmingway's Point and Buckingham 320.

To mitigate the factors associated with the requested 4:1 deviation request, the following conditions are proposed in cross section D on Sheet X-108 of the proposed Master Concept Plan.

a) 4:1 slope will only occur above control elevation;
b) Geosynthetic turf reinforcement mat will be utilized along the 4:1 lake slope
c) Rear lots will be graded so no yard or roof drainage flows directly into the lake
d) Rear yard drainage system will connect to road system or directly to lake via pipes out falling below lake elevation (below dry season water table);

Section 10-329(d)(4) of the LDC states, "the deviation may be granted if the Director is satisfied that the enhanced slope protection measures proposed by the applicant will prevent erosion and scouring. Acceptable enhanced slope protection measures include, but are not limited to, use of enhanced herbaceous plantings in combination with an appropriate geosynthetic turn reinforcement mat or similar shoreline stabilization technique that does not include hardened shoreline stabilization technique that does not include hardened structures such as those identified in section 10-418(3)."

Hardened shoreline structure will not be utilized for the lake erosion control, instead the design will provide geosynthetic turf reinforcement mat along with the 4:1 lake slope as depicted on the MCP. Enhanced herbaceous plantings are not required along the geosynthetic turf area as plantings will be provided below the 4:1 slope in compliance with LDC Section 10-418(2)(c)(1)

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January 17, 2018

Lee County Department of Public Utilities
Attn. Bridgitte Kantor, Solid Waste Operations Manager
6431 Topaz Court
Fort Myers, FL 33966

Re: Request for Letter of Availability
589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Ms. Kantor,

Please accept this letter as a Letter of Availability request from Lee County Solid Waste Management Services for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing emergency access points and general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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COMMUNITY DEVELOPMENT

LEE COUNTY
SOUTHWEST FLORIDA
BOARD OF COUNTY COMMISSIONERS

John E. Manning
District One

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District Two

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

January 22, 2018

Morris Depew
2891 Center Pointe Drive
Unit 100
Fort Myers, FL 33916

SUBJECT: MDA 17103 – Portico
Lee County Solid Waste Division - Letter of Availability
Your request dated January 17, 2018

Dear Ms. Ekblad:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the proposed residential development in the subdivision known as Portico. Disposal of the solid waste generated from these dwellings/locations will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

Please ensure compliance with Solid Waste Ordinance No. 11-27 and LCLDC 10-261 for space requirements of garbage and recycling containers and accessibility of the collection vehicles for buildings with more than 4 units. While there is no requirement in Ordinance No. 11-27 for bulk waste storage, please consider some additional space for the storage of bulk waste items that may not fit into a dumpster (mattress, appliance, furniture disposal etc.).

Solid Waste Ordinance (11-27) establishes that the Property Owner(s) will be responsible for all future applicable solid waste assessments and fees.

If you have any questions, please call me at (239) 533-8000.

Sincerely,

Brigitte Kantor

Brigitte Kantor
Public Utilities Manager
Solid Waste Division

DCI2018-00018

Cc: Steve Parsons, LCSW
Isaac Butler, Advanced Disposal Services

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Phone (239) 337-3993 | Toll Free (866) 337-7341
www.morris-depew.com

January 15, 2018

Major Kathy Rairden
Patrol Bureau, Lee County Sheriff's Office
14750 Six Mile Cypress
Fort Myers, FL 33912

Re: Request for Letter of Availability
589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Ms. Rairden,

Please accept this letter as a Letter of Availability request from the Lee County Sheriff for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing emergency access points and general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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Mike Scott
Office of the Sheriff

State of Florida
County of Lee

January 19, 2018

Ms. Tina Ekblad
Morris-Depew Associates, Inc.
2891 Center Pointe Drive Unit 100
Fort Myers, Florida 33916

Ms. Ekblad,

The proposed Comprehensive Plan Amendment and Planned Development Amendment for an existing +-589 acre residential subdivision known as Portico would not affect the ability of the Lee County Sheriff's Office to provide core services at this time. We will provide law enforcement services primarily from our Central District office in Fort Myers.

We acknowledge that the proposed change will add an additional 584 units to the existing approved Residential Planned Development to permit single family, two family attached and townhome units.

At the time of application for new development orders or building permits, the applicant shall provide a Crime Prevention Through Environmental Design (CPTED) report done by the applicant and given to the Lee County Sheriff's Office for review and comments. Please contact Community Relations Supervisor Beth Schell at 258-3287 with any questions regarding the CPTED study.

Respectfully,

98048

John Haberman
Major, Patrol Bureau

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www.morris-depew.com

January 17, 2018

Ms. Dawn Huff
Long Range Planner, Planning Department
Lee County Public School District
33087 Canal Street
Fort Myers, FL 33916

Re: Request for Letter of Availability
589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Ms. Huff,

Please accept this letter as a Letter of Availability request from Lee County Public Schools for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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COMMUNITY DEVELOPMENT

THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966 ♦ WWW.LEESCHOOLS.NET

DAWN HUFF
LONG RANGE PLANNER
239-337-8142
DAWNMHU@LEESCHOOLS.NET

CATHLEEN O'DANIEL MORGAN
CHAIRMAN, DISTRICT 7

PAMELA H. LARIVIERE
VICE CHAIRMAN, DISTRICT 5

MARY FISCHER
DISTRICT 1

MELISA W. GIOVANNELLI
DISTRICT 2

CHRIS N. PATRICCA
DISTRICT 3

STEVEN K. TEUBER
DISTRICT 4

JANE E. KUCKEL, PHD
DISTRICT 6

GREGORY K. ADKINS, ED. D.
SUPERINTENDENT

KEITH B. MARTIN, ESQ.
BOARD ATTORNEY

January 24, 2018

Tina Ekblad, MPA, AICP, LEED® AP
2891 Pointe Dr Unit 100
Fort Myers, FL 33916

RE: Comprehensive Plan Amendment (CPA) & Planned Development Amendment (PDA)
Portico (MD17103)

Dear Ms. Ekblad:

This letter is in response to your request for comments dated January 17, 2018 for the CPA and PDA of Portico in regard to educational impact. The project is located in the East Choice Zone, E2.

This development has already been approved for 1,178 single family homes and the CPA & PDA request is for an additional 584 single and or multi-family units. The request is not specific as to how many of each type of unit therefore, single family will be utilized for the purpose of estimating the number of students it may generated. With regard to the inter-local agreement for school concurrency the generation rates are created from the type of dwelling unit and further broken down by grade level.

For single-family homes, the generation rate is .295 and further broken down by grade level into the following, .147 for elementary, .071 for middle and .077 for high. A total of 172 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development.

The Concurrency Analysis attached, displays the impact of this development. Capacities for elementary is not an issue within the Concurrency Service Area (CSA). For middle and high schools, the development will create a deficit for the CSA, however, there are sufficient seats available to serve the need within the contiguous CSA.

Thank you and if I may be of further assistance, please contact me at 239-337-8142.

Sincerely,

Dawn Huff

Dawn Huff,
Long Range Planner

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LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY	Lee County School District
NAME/CASE NUMBER	Portico/(no case number at this time)
OWNER/AGENT	WCI Communities, LLC
ITEM DESCRIPTION	various amendments; all impacts in East CSA, sub area E2
LOCATION	Eat side of and on Buckingham Rd, south of Palm Beach Blvd
ACRES	589.00
CURRENT FLU	Sub-Outlying Suburban
CURRENT ZONING	Residential Planned Development

PROPOSED DWELLING UNITS BY TYPE

Single Family	Multi Family	Mobile Home
584	0	0

	Student Generation Rates			
STUDENT GENERATION	**SF**	**MF**	**MH**	**Projected Students**
Elementary School	0.147			85.85
Middle School	0.071			41.46
High School	0.077			44.97

Source: Lee County School District, January 24, 2018 letter

CSA SCHOOL NAME 2021/22	CSA Capacity (1)	CSA Projected Enrollment (2)	CSA Available Capacity	Projected Impact of Project	Available Capacity W/Impact	LOS is 100% Perm FISH Capacity	Adjacent CSA Available Capacity w/Impact
East CSA, Elementary	15,639	14,245	1,394	86	1308	92%	
East CSA, Middle	6,311	6,652	-341	41	-382	106%	
East CSA, High	7,915	8,049	-134	45	-179	102%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan

(2) Projected Enrollment per the five (5) years of the School District's Five Year Plan plus any reserved capacity (development has a valid finding of capacity)

(3) Available Adjacent CSA capacity is subject to adjacency criteria as outlined in the Interlocal Agreement and the School District's School Concurrency Manual

Prepared by: Dawn Huff, Long Range Planner

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LEE COUNTY UTILITIES
REQUEST FOR LETTERS OF AVAILABILITY

DATE: JANUARY 17, 2018

TO: Nathan Beals, PMP
Principal Planner

FROM: TINA M. EKBLAD, AICP
FIRM: MORRIS-DEPEW ASSOCIATES, INC.
ADDRESS: 2891 CENTER POINTE DRIVE #100
ADDRESS: FORT MYERS, FL 33916 -
PHONE#: (239)337-3993 FAX: (239)337-3994
E-MAIL ADDRESS: TEKBLAD@M-DA.COM

PROJECT NAME: PORTICO

PREVIOUS PROJECT NAME(S):

STRAP NUMBER(S): PLEASE SEE THE ATTACHED LIST OF STRAP#'S.

PRIOR STRAP NUMBER(S) (IF ANY):

LOCATION/SITE ADDRESS: 14000 PORTICO BLVD. FORT MYERS, FL

PURPOSE OF LETTER:

☐ DEVELOPMENT ORDER SUBMITTAL ☐ FINANCING ☐ EFFLUENT REUSE
☐ PERMITTING OF SURFACE WATER MANAGEMENT (SOUTH FLORIDA WATER MANAGEMENT DISTRICT)
☒ OTHER: (PLEASE SPECIFY) COMPREHENSIVE PLAN AMENDMENT

PLANNED USE:

☐ COMMERCIAL ☐ INDUSTRIAL ☒ RESIDENTIAL - (☒ SINGLE-FAMILY ☒ MULTI-FAMILY)
☐ OTHER: (PLEASE SPECIFY) _____

PLANNED # OF COMMERCIAL/INDUSTRIAL BUILDINGS: _____ TOTAL SQUARE FOOTAGE: _____

RESIDENTIAL UNITS: SINGLE-FAMILY: 584 MULTI-FAMILY: _____

AVERAGE ESTIMATED DAILY FLOW (GPD): _____ (☒ WATER ☒ WASTE-WATER) (GPD): _____ ☐ REUSE

PLEASE SHOW CALCULATION USED TO DETERMINE AVERAGE ESTIMATED DAILY FLOW (GPD) PER CRITERIA SET FORTH IN LEE COUNTY UTILITIES DESIGN MANUAL: _____

Please See The Attached Letter Of Availability Request For The Gpd Calculations.

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Please e-mail the completed form at Nbeals@leegov.com . If you are unable to e-mail the completed form, please fax to (239) 485-8385. If you should have any questions or require assistance, please feel free to call our office at (239) 533-8157.

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2891 Center Pointe Drive Unit 100 | Fort Myers, Florida 33916
Phone (239) 337-3993 | Toll Free (866) 337-7341
www.morris-depew.com

January 17, 2018

Mr. Nathan Beals, PMP
Principle Planner
Lee County Utilities
1500 Monroe Street
Fort Myers, FL 33901

Re: Request for Letter of Availability
589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Mr. Beals,

Please accept this letter as a Letter of Availability request from Lee County Utilities for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

Estimated Daily Flow:

Potable Water	**Sanitary Sewer**
Approved Residential Per Z-04-080, Calculations per Policy 95.1.3 1,205 Dwelling Units X 250 GPD = 301,250 GPD	Approved Residential Per Z-04-080, Calculations per Policy 95.1.3 1,205 Dwelling Units X 200 GPD = 241,000 GPD
Proposed Residential 584 Dwelling Units X 250 GPD = 146,000 GPD	Proposed Residential 584 Dwelling Units X 200 GPD = 116,800 GPD
Total: 447,250 GPD	**Total: 357,800 GPD**

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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Lee County
Southwest Florida

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Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm Wesch
County Attorney

Donna Marie Collins
County Chief Hearing Examiner

January 25, 2018 Via E-Mail

Tina M. Ekblad, AICP
Morris-Depew Associates, Inc.
2891 Center Pointe Dr., # 100
Fort Myers, FL 33916

RE: Potable Water and Wastewater Availability
Portico, 14000 Portico Blvd.
STRAP #s: 34-43-26-00-00001.0000 and others

Dear Ms. Ekblad:

The subject parcels are located within Lee County Utilities Future Service Area as depicted on Maps 6 and 7 of the Lee County Comprehensive Land Use Plan. Potable water and wastewater lines are in operation adjacent to the parcel mentioned above on Portico Blvd. However, in order to provide service to them, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 584 multi-family and single-family residential units with an estimated flow demand of approximately 146,000 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and wastewater service as estimated above.

Availability of potable water and wastewater service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through the Olga Water Treatment Plant.

Wastewater service will be provided by the City of Fort Myers Central Wastewater Treatment Plant. The Lee County Utilities' Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system.

With regard to effluent reuse service; there are currently no reuse facilities available in the vicinity of the project site and therefore, Lee County does not have the capability of providing service at this time.

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1500 Monroe St., Fort Myers, Florida 33901 (239) 533-8181
leegov.com

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This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service, and the approval of all State and local regulatory agencies.

Further, this letter of availability of potable water and wastewater service is to be utilized for comprehensive plan amendment review only. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

Nathan Beals, PMP
Senior Manager
Planning and New Development
(239) 533-8157
LEE COUNTY UTILITIES

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www.morris-depew.com

January 17, 2018

Mr. Jeri McCollum
Planner, LeeTran
6035 Landing View Rd.
Fort Myers, FL 33907

Re: Request for Letter of Availability
589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Mr. McCollum,

Please accept this letter as a Letter of Availability request from LeeTran for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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Lee County
Southwest Florida
BOARD OF COUNTY COMMISSIONERS

3401 Metro Parkway
Fort Myers, FL 33901
Phone: (239) 533-0393

January 30, 2018

John Manning
District One

Cecil L Pendergrass
District Two

Larry Kiker
District Three

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District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director
Morris-Depew Associates, Inc.
2891 Center Pointe Drive, Unit 100
Fort Myers, FL 33916

RE: Portico (MDA 17103)
Letter of Service Availability

Dear Ms. Ekblad,

LeeTran has reviewed your request for service availability regarding the residential development project. After reviewing the site and comparing the location with our existing and planned route locations according to the 2016 Transit Development Plan (TDP), I have determined the following:

- Currently, the closest route to the indentified site is the Route 100 along Palm Beach Blvd approximately 0.88 miles north of the subdivision entrance on Buckingham Rd.
- The identified site does not lie within the ¼ mile fixed-route corridor.
- The identified site does partially lie within the ¾ mile ADA corridor.
- The 2016 TDP does not identify the need for enhanced or additional transit services in the area.

I am attaching a map of our route services in relation to the proposed development.

Once submitted, please forward the project name, ID, and county representative reviewing the project to LeeTran. If you have any questions or require further information, do not hesitate to contact me at (239) 533-0393 or HAbel@leegov.com.

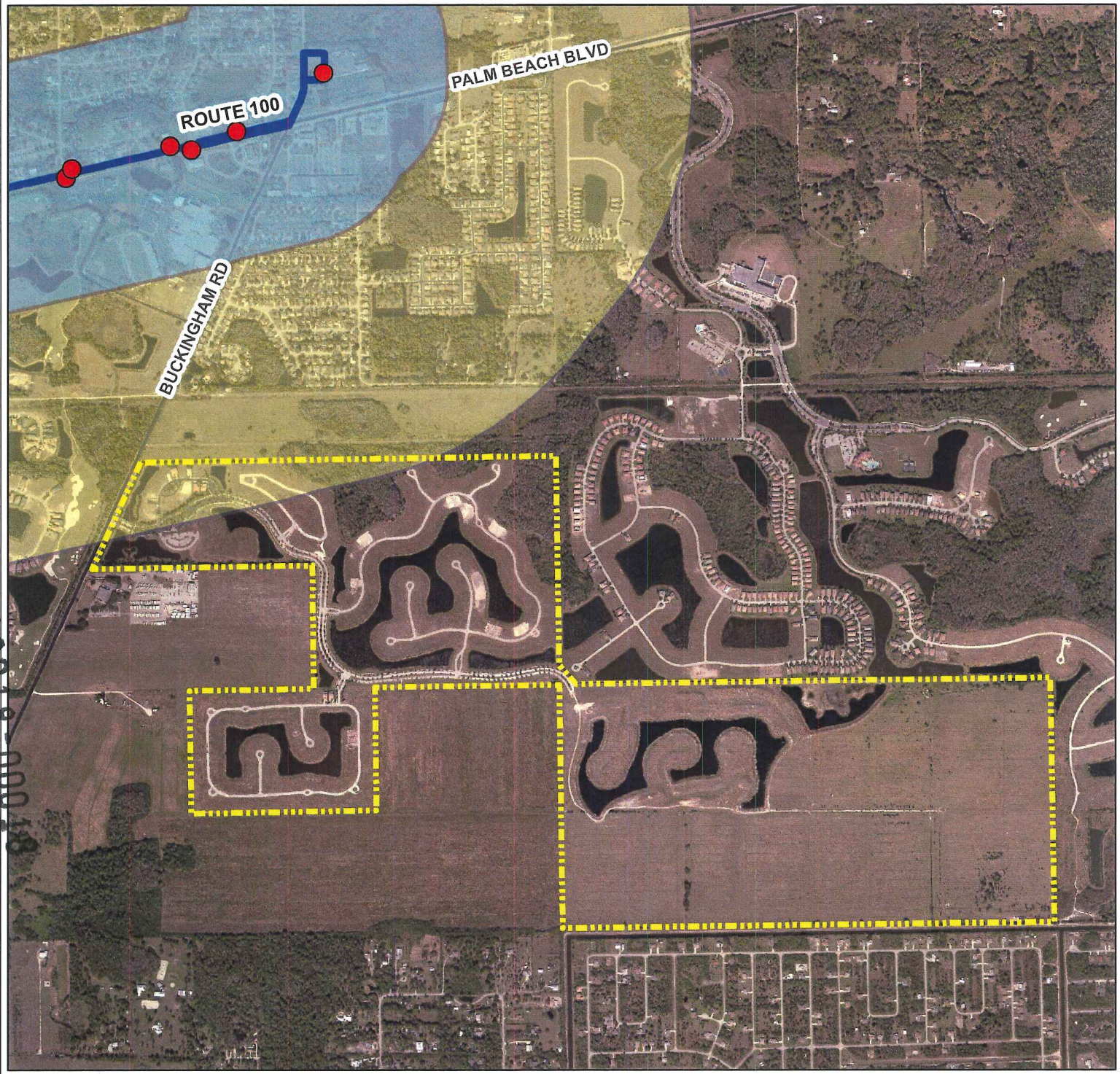
Sincerely,

Hunter Abel
Planning Technician
Lee County Transit

CC: File

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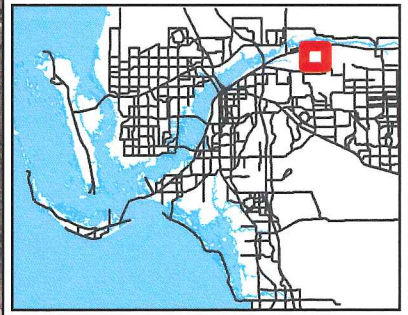


Service Availability

Portico (MDA 17103)

Legend

- Bus Stop
- Bus Route
- Subject Property
- ¼ Mile Fixed-Route Corridor
- ¾ Mile ADA Corridor



N
W E
S

0 0.175 0.35 Miles

lee tran

Prepared by LeeTran Planning Department

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www.morris-depew.com

January 17, 2018

Mr. Benjamin Abes
Deputy Chief, Operations
Lee County Emergency Services
14752 Ben C. Pratt Six Mile Cypress Pkwy
Fort Myers, FL 33912

Re: Request for Letter of Availability
±589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Mr. Abes,

Please accept this letter as a Letter of Availability request from Lee County EMS for Emergency Medical Services for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing emergency access points and general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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LEE COUNTY
SOUTHWEST FLORIDA

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District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

February 7, 2018

Tina Ekblad
Morris Depew
2891 Center Pointe Drive, Unit 100
Fort Myers, FL 33916

Re: Letter of Service Availability – Portico (MDA 17103)

Ms. Ekblad,

I am in receipt of your letter requesting a Letter of Service Availability for the development of Portico, located near Fort Myers Shores.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the address you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

The primary ambulance for this location is Medic 11, located 5.6 miles west; there is a second EMS station within eight miles of the proposed location. These locations are projected to be able to meet existing service standards, as required in County Ordinance 08-16, and no additional impacts are anticipated at this time.

It is our opinion that the service availability for the proposed development of this property is adequate at this time. Should the plans change, especially the density, a new analysis of this impact would be required.

Sincerely,

Benjamin Abes
Chief
Division of Emergency Medical Services

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P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 533-2111
Internet address http://www.lee-county.com
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

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2891 Center Pointe Drive Unit 100 | Fort Myers, Florida 33916
Phone (239) 337-3993 | Toll Free (866) 337-7341
www.morris-depew.com

January 17, 2018

Commissioner Nancy Apperson
Chairman of the Board
The Fort Myers Shores Board of Fire Commissioners
12345 Palm Beach Blvd.
Fort Myers, Florida 33905

Re: Request for Letter of Availability
589 Acre Parcel for Residential Development
Portico (MDA 17103)

Dear Ms. Apperson,

Please accept this letter as a Letter of Availability request from the Fort Myers Shores Fire Department for an existing ±589 acre residential subdivision, known as Portico. The subject property is currently approved as a Residential Planned Development by Zoning Resolution Number Z-04-080 for the development of 1,178 single family dwelling units.

The applicant is applying for a Comprehensive Plan Amendment and Planned Development Amendment to add an additional 584 units to the existing subdivision to permit single family, two family attached and townhome units. The existing emergency access points and general development pattern currently approved via the Planned Development and subsequent Development Orders will be retained. Please see the attached aerial exhibit and list of STRAP Numbers for the subject property for reference.

If you have any questions, please feel free to contact me via email or phone. Thank you in advance for your assistance in this matter.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Tina M. Ekblad

Tina M. Ekblad, MPA, AICP, LEED®AP
Partner - Planning Director

Enclosure: Property Aerial Exhibit
Property Owners Report

CC: Barry Ernst – WCI Communities, LLC
Neale Montgomery - Pavese Law Firm

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FORT MYERS SHORES FIRE PROTECTION & RESCUE SERVICE DISTRICT
12345 PALM BEACH BOULEVARD S.E.
FT. MYERS, FL. 33905
(239)694-2833 Fax (239)694-3355

Morris-Depew Assoc. Inc
2891 Center Point Drive Unit 100
Fort Myers, Florida 33916

Ms. Woodworth;

It is My opinion and with full confidence that the Fort Myers Shores Fire and Rescue Service District can provide adequate services to the Portico site with the addition of 584 units.

Sincerely

David Duncan, Chief

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City of Palms

City of Fort Myers, Florida

2200 Second Street
P.O. Box 2217
Ft. Myers, FL 33902-2217
Telephone (239) 321-7447
E-mail: jmadsen@cityfmyers.com

February 22, 2018

Tina Ekblad
Morris-Depew Associates, Inc.
2891 Center Pointe Dr Unit 100
Fort Myers, FL 33916

Re: **Portico (MDA 17103)**
Buckingham Rd., Fort Myers

Sewer Availability

SEWAGE PLANT AND COLLECTION LINES:

The City of Fort Myers, will accept the sewage from this location do to the Agreement with Lee County to our sewage treatment plant. Sizes of mains will require coordination with Lee County. The City can provide treatment capacity for the above referenced property under the below listed conditions. Any additional on-site collection lines, pump station upgrades, and appurtenances needed to handle project flows must be installed by the owner.

CONSTRUCTION OF MAINS AND APPURTENANCES

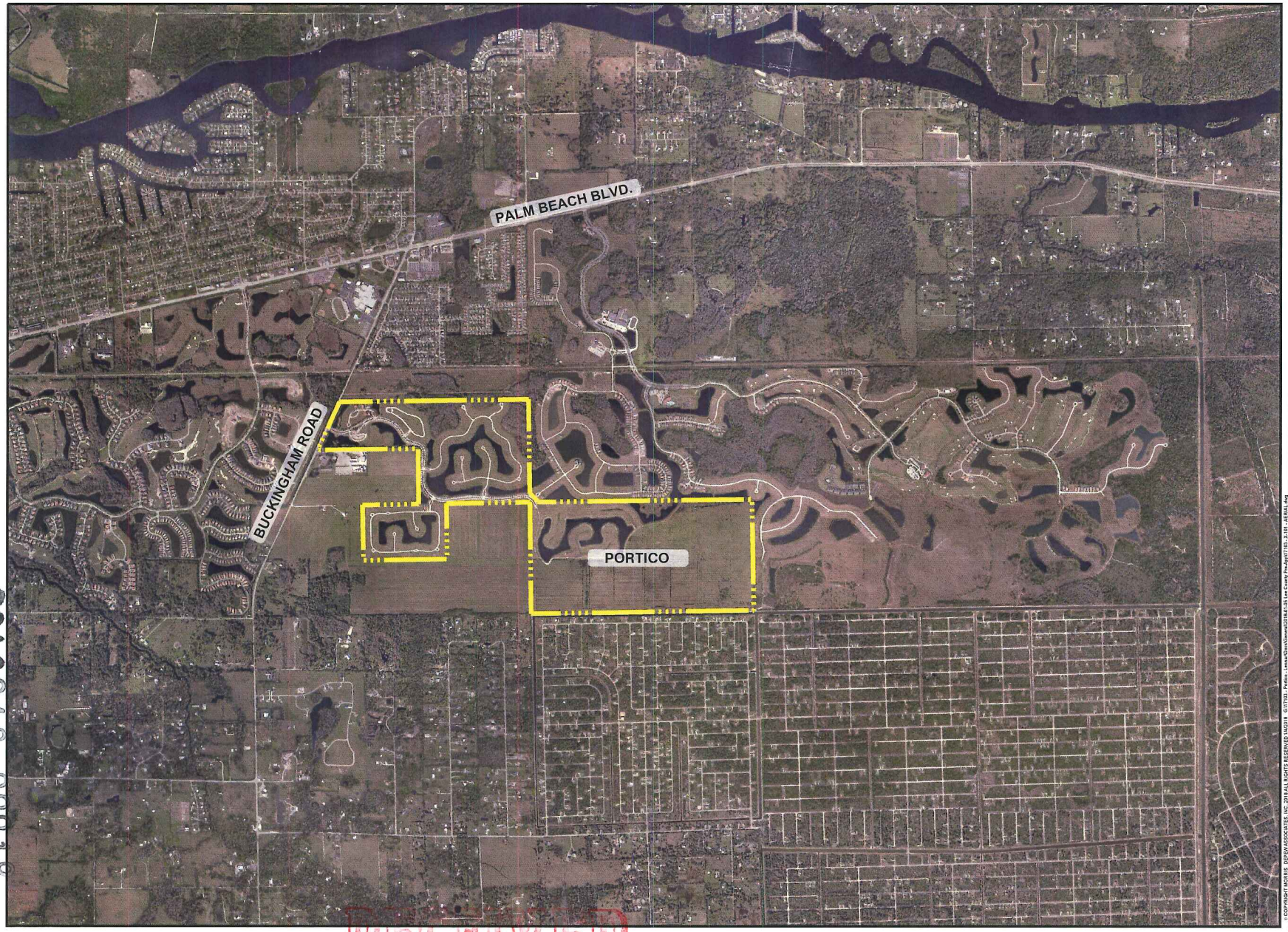
In each case above, service is provided on a first come first served basis, upon receipt of a formal request for service, payment of all appropriate fees and charges, and approval of all State and Local Regulatory Agencies. In accordance with Chapter 122 of the City Code of Ordinances, Public Facilities, the owner will be responsible for the installation of any off site sewer, water, and reclaimed water system improvements required to meet Project and area wide needs.

Sincerely,

Joel Madsen, Project Engineer
Public Works Department / Engineering

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PROJECT:

PORTICO

LOCATION:

LEE COUNTY, FLORIDA

CLIENT:

LENNAR

CONSULTANT:

MORRIS DEPEW

ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS

Fort Myers
2981 Center Pointe Drive
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Miramar Beach, FL 32550
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PREPARED BY:

REVISIONS	DATE

PROJECT MANAGER:	TME
DRAWING BY:	MGE
JURISDICTION:	LEE COUNTY
DATE:	01/04/2018

SHEET TITLE:

AERIAL MAP

SHEET NUMBER:

X-101

1000 0 500 1000

SCALE 1"=1000'

JOB/FILE NUMBER:

17103

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PORTICO REZONING
TRAFFIC IMPACT STATEMENT

Project #17545

June 1, 2018

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
2149 McGregor Boulevard
Fort Myers, Florida 33901

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PORTICO REZONING
TRAFFIC IMPACT STATEMENT

Introduction

The Portico development is an approved RPD located on the east side of Buckingham Road, less than one mile south of SR 80, as shown in Exhibit 1.

The Portico development has previously been approved for a cumulative total of 1,058 single family units, 120 multifamily units, and an amenity center serving the residents of the Portico community and their guests.

The purpose of this traffic analysis is to support the rezoning application of the Portico RPD and companion Comprehensive Plan Amendment (CPA) to allow an addition of 422 residential units to be developed, including single-family and multifamily units.

This rezoning traffic impact statement (ZTIS) has been prepared to be consistent with Lee County traffic impact statement guidelines and standard practices accepted by Lee County.

Executive Summary

The conclusions of the ZTIS are as follows.

1. Buckingham Road from SR 80 to Orange River Boulevard is projected to operate below the adopted level of service standard reflective of Lee County generalized service volumes. However, based on a more detailed arterial analysis, Buckingham Road is anticipated to operate at LOS D. Therefore, all county-maintained road segments under study are not adversely impacted by the Project.

2. The proposed zoning is expected to generate an additional $4.1 million in road impact fees compared to the development allowed under the current zoning.

3. Consistent with Chapter 163.3180, F.S., the net impact of the proposed residential units does not trigger additional improvements already needed by future traffic conditions without and with the Project.

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Study Area

Roadways Under Study

Buckingham Road is a county maintained arterial road that extends from its northern terminus at SR 80 to SR 82 to the south. Buckingham Road is a two-lane undivided facility for its entire length.

Orange River Boulevard is a county maintained arterial road providing east-west travel from SR 80 to Buckingham Road. Orange River Boulevard is a two-lane undivided facility for its entire length.

SR 80 is a state maintained major arterial (SIS) providing east-west travel from the City of Fort Myers to US 27 and east. West of SR 31, SR 80 is a six-lane divided facility. East of SR 31, SR 80 is a four-lane divided facility.

The Project is accessible to the external roadway network (Buckingham Road) via Portico Boulevard.

Intersections Under Study

The intersections analyzed in the study are listed below and further depicted in Exhibit 2. A total of 3 intersections were analyzed and evaluated in the ZTIS.

Portico RPD Amendment Intersections Under Study		
Major Street	**Minor Street**	**Type**
Buckingham Road	Portico Boulevard (Project Entrance)	Full Movement, T-Intersection, Unsignalized.
	Orange River Boulevard	Full Movement, 4-Way Intersection, Signalized.
SR 80	Buckingham Road	Full Movement, 4-Way Intersection, Signalized.

Development Parameters

For purposes of the rezoning request, the trip generation analysis compares two development scenarios of the subject property as discussed below.

- Project Development with Current Zoning
- Project Development with Proposed Zoning

The development allowed under the current zoning includes a total of 1,058 single-family dwelling units (380 are currently platted), 120 multifamily dwelling units, and 14,000 square feet of amenities.

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The proposed rezoning will allow an additional 380 single-family dwelling units (including 529 twin villas) and 42 multifamily dwelling units. As part of the proposed rezoning, the amenities will be reduced to a total of 9,000 square feet.

The development parameters summary by land use and size associated with the two development scenarios are as follows.

Development Parameters Summary		
Land Use	With Current Zoning	With Proposed Rezoning
Single-Family Residential (d.u)	1,058	1,438
Multifamily Residential (d.u)	120	162
Amenities (sq. ft.)	14,000	9,000

Data and Analysis

The data and analysis considered in the traffic study are discussed below.

Analysis Scenarios

The following scenarios were analyzed in the traffic study.

Analysis Scenarios	
Project	**Year**
Existing Conditions	2017/2018
With Current Zoning	2027 (Project buildout of 2026 plus 1 year)
With Proposed Zoning	2027 (Project buildout of 2026 plus 1 year)

Traffic Counts

Turning movement counts were undertaken on February 6, 2018 for the intersections under study. The intersection turning movement counts were adjusted to peak season traffic conditions using data derived from the 2017 Lee County Traffic Count Report. The complete traffic counts and peak season adjustment are provided in Appendix A.

Lee County Link-Specific and Generalized Service Volumes

In accordance with Lee Plan Policy 37.1.2., Lee County "link-specific" service volumes have been developed by the Lee County Department of Transportation (LCDOT) for many arterial and collector roadways. Roadway service volumes are heavily dependent on existing roadway geometrics, signal timing and spacing, variables subject to considerable change over time. Policy 37.1.2 further states that these "link-specific" service volumes are appropriate only for

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analysis of horizon year of five years or less. Instead, the more conservative "generalized" service volumes, also developed by LCDOT, are to be used for analysis beyond the five-year time horizon.

For consistency with Lee County requirements, the Lee County "link-specific" service volumes were utilized to evaluate existing traffic conditions and the Lee County "generalize" service volumes were utilized to evaluate future traffic conditions.

Lee County "link-specific" and generalized service volumes are provided in Appendix B.

Buckingham Road Arterial (Synchro) Analysis

Synchro (with SimTraffic) is an analytic package often used to evaluate traffic flow and roadway traffic progression. Synchro provides an elevated level of analysis and is accepted by Lee County DOT and the Florida DOT. Therefore, Synchro was utilized in this ZTIS to establish the level of service for the critical segment of Buckingham Road from SR 80 to Orange River Boulevard under future traffic conditions.

FDOT Generalized Service Volumes

In accordance with Lee Plan Policy 95.1.3, State facilities were evaluated reflective of the Florida Department of Transportation (FDOT) LOS standards and requirements. Under urban conditions, the FDOT LOS standard for State facilities is LOS D. Under rural conditions, the FDOT LOS standard for State facilities is LOS C. To be consistent with the 2017 Lee County Concurrency Report and the 2016 District 1 LOS Report, the FDOT generalized service volumes provided in the FDOT 2013 Quality Level of Service Handbook were utilized to evaluate existing traffic conditions.

For the analysis of future traffic conditions, the FDOT generalized service volumes provided in the FDOT 2018 Quality Level of Service Handbook were utilized (Appendix B). The roadway area type (i.e., urbanized/transitional/rural) and functional classification designation for state roads were based on FDOT's 2016 District 1 LOS Report spreadsheets.

Existing Traffic Conditions

Existing traffic conditions for the roadway segments and intersections under study are provided below.

Existing Roadway Volumes

For consistency with the Lee County Concurrency Management System, the peak season, peak hour, peak direction (K_{100}) segment volumes and roadway service volumes from the 2017 Lee County Concurrency Report (Appendix C) were relied on to establish existing traffic conditions within the study area.

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Existing Roadway LOS

The analysis of roadway level of service (LOS) under existing traffic conditions was performed consistent with the 2017 Lee County Concurrency Report. The roadway analysis is presented in Exhibit 3 and summarized as follows.

Existing Traffic Conditions Roadway Segments Level of Service			
Roadway	**From**	**To**	**LOS**
Buckingham Rd	Gunnery Rd	Orange River Blvd	D (1)
	Orange River Blvd	Portico Blvd	D (1)
	Portico Blvd	SR 80	D (1)
Orange River Blvd	SR 80	Staley Rd	C (1)
	Staley Rd	Buckingham Rd	C (1)
SR 80	Prospect Ave	Figuera Ave	C (2)
	Figuera Ave	I-75	C (2)
	I-75	SR 31	C (2)
	SR 31	Buckingham Rd	C (2)
	Buckingham Rd	W of Werner Dr	B (2)
	W of Werner Dr	Hickey Creek Rd	B (2)
	Hickey Creek Rd	Broadway St	B (2)
	Broadway St	Joel Blvd	C (2)
	Joel Blvd	Hendry County Line	B (2)

Footnotes:
(1) LOS based on Lee County "link-specific" service volumes.
(2) LOS based on FDOT Generalized Service Volumes from the 2013 Quality/Level of Service Handbook, consistent with the 2017 Lee County Concurrency Report and the 2016 District 1 LOS Report.

As shown above, all roadways are currently operating at or better than the adopted level of service standard.

Existing Intersection LOS

The operation of the intersections was evaluated based on methodologies from the Highway Capacity Manual 6th Edition (HCM) using Synchro. For unsignalized (TWSC) intersections, the Intersection Capacity Utilization (ICU) LOS from Synchro was reported to better reflect the overall operations of the intersection. The complete HCM and ICU analysis and output are included in Appendix D.

The resultant intersection level of service (LOS) coincident with peak season, PM peak hour conditions is summarized below.

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Existing Traffic Conditions Intersection Level of Service		
Major Street	**Minor Street**	**LOS**
Buckingham Road	Portico Boulevard (Project Entrance)	A (1)
	Orange River Boulevard	C (2)
SR 80	Buckingham Road	D (2)

Footnotes:
(1) Unsignalized (TWSC) Intersection – ICU LOS of overall intersection reported.
(2) Signalized Intersection – HCM, Overall intersection LOS reported.

As shown above, all intersections are currently operating at acceptable level of service. It is recognized that minor street approaches are expected to experience delay under stop control conditions. For signalized intersections, minor street approaches may experience delay as the major street (i.e., SR 80) is the priority movement that typically demands longer green time in order to maximize overall intersection operating efficiency.

Future 2027 Traffic Projections

The projection of future traffic volumes coincident with the buildout of the Project at year 2027 (Project buildout of 2026 plus 1 year) is described by the following.

General Background Traffic Growth

Annual traffic growth rates between 1% and 4% percent were applied to the existing traffic volumes as shown in the roadway segment analysis. These assumed growth rates are based on growth trends reflective of historic AADT volumes (Appendix E).

Trip Generation

The trip generation associated with the development scenarios discussed above was estimated based on trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition (Appendix F).

The amenities, which includes a recreation/community center and a health/fitness club, are considered ancillary uses for the development and are assumed to be utilized exclusively by the residents for the purposes of the traffic study. Therefore, the amenities are not considered in the trip generation estimates.

The complete trip generation assumptions including the calculation worksheets for the Project with the current zoning and the Project with the proposed rezoning are provided in Appendix F. The trip generation estimates are summarized in Exhibits 4 and 5 for the Project with the current zoning and the Project with the proposed rezoning, respectively. The resultant trip generation analysis is summarized below.

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Proposed Zoning versus Current Zoning Development (Net New Auto Trips)			
Scenario	**AM Peak**	**PM Peak**	**Daily**
Project with Current Zoning	813	1,047	9,975
Project with Proposed Zoning	1,101	1,404	13,264
Trip Difference With Proposed Development	+288	+357	+3,289
% Difference	+35%	+34%	+33%

The development allowed under the proposed zoning is expected to generate 288, 357, and 3,289 more net new external trips during the AM peak hour, PM peak hour, and weekday, respectively, as compared to the development allowed under the current zoning.

Project Trip Distribution / Assignment

Project trip distribution percentages were derived from turning movement counts conducted in 2018. Project trips were distributed to the external road network as depicted in Exhibit 6 and summarized as follows.

- 32% of net new external vehicular trips distributed to and from SR 80 west of Buckingham Road.
- 27% of net new external vehicular trips distributed to and from SR 80 east of Buckingham Road.
- 9% of net new external vehicular trips distributed to and from Old Olga Road north of SR 80.
- 8% of net new external vehicular trips distributed to and from Orange River Boulevard west of Buckingham Road.
- 24% of net new external vehicular trips distributed to and from Buckingham Road south of Orange River Boulevard.

Future Traffic Conditions with Current Zoning

Future 2027 traffic conditions with the Project's current zoning for the roadway segments and intersections under study are provided below.

Future Roadway LOS - Current Zoning

The roadway level of service (LOS) analysis of future 2027 conditions with the current zoning is presented in Exhibit 7 and summarized below.

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Future Traffic Conditions - Current Zoning Roadway Segments Level of Service			
Roadway	**From**	**To**	**LOS**
Buckingham Rd	Gunnery Rd	Orange River Blvd	C (1)
	Orange River Blvd	Portico Blvd	F (1) D (2)
	Portico Blvd	SR 80	F (1) D (2)
Orange River Blvd	SR 80	Staley Rd	C (1)
	Staley Rd	Buckingham Rd	C (1)
SR 80	Prospect Ave	Figuera Ave	D (3)
	Figuera Ave	I-75	C (3)
	I-75	SR 31	E (3)
	SR 31	Buckingham Rd	F (3)
	Buckingham Rd	W of Werner Dr	C (3)
	W of Werner Dr	Hickey Creek Rd	C (3)
	Hickey Creek Rd	Broadway St	B (3)
	Broadway St	Joel Blvd	D (3)
	Joel Blvd	Hendry County Line	B (3)

Footnotes:
(1) LOS based on Lee County generalized service volumes.
(2) LOS based on Synchro arterial analysis.
(3) LOS based on FDOT Generalized Service Volumes from the 2018 Quality/Level of Service Handbook.

Buckingham Road from SR 80 to Orange River Boulevard is projected to operate below the adopted level of service standard reflective of Lee County generalized service volumes. However, based on a more detailed arterial analysis, Buckingham Road is anticipated to operate at LOS D (Appendix D).

Future Intersection Volumes - Current Zoning

The future 2027 peak season, PM peak hour turn volumes for the intersections under study for this scenario are provided as part of Appendix G. The Buckingham Road intersection turn volumes at Portico Boulevard (Project Entrance), Orange River Boulevard, and SR 80 are further depicted in Exhibit 8.

Future Intersection LOS - Current Zoning

The operation of the intersections was evaluated based on methodologies from the Highway Capacity Manual 6th Edition (HCM) using Synchro. For unsignalized (TWSC) intersections, the Intersection Capacity Utilization (ICU) LOS from Synchro was reported to better reflect the overall operations of the intersection. The complete HCM and ICU analysis and output are included in Appendix E.

The resultant intersection level of service (LOS) coincident with peak season, PM peak hour conditions is summarized below.

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Future Traffic Conditions – Current Zoning Intersection Level of Service		
Major Street	**Minor Street**	**LOS**
Buckingham Road	Portico Boulevard (Project Entrance)	D (1)
	Orange River Boulevard	D (2)
SR 80	Buckingham Road	F (2)

Footnotes:
(1) Unsignalized (TWSC) Intersection – ICU LOS of overall intersection reported.
(2) Signalized Intersection – HCM, Overall intersection LOS reported.

Future Traffic Conditions with Proposed Zoning

Future 2027 traffic conditions with the Project's proposed zoning for the roadway segments and intersections under study are provided below.

Future Roadway LOS - Proposed Zoning

The roadway level of service (LOS) analysis of future 2027 conditions with the proposed zoning is presented in Exhibit 9 and summarized below.

Future Traffic Conditions - Proposed Zoning Roadway Segments Level of Service			
Roadway	**From**	**To**	**LOS**
Buckingham Rd	Gunnery Rd	Orange River Blvd	D (1)
	Orange River Blvd	Portico Blvd	F (1) D (2)
	Portico Blvd	SR 80	F (1) D (2)
Orange River Blvd	SR 80	Staley Rd	C (1)
	Staley Rd	Buckingham Rd	C (1)
SR 80	Prospect Ave	Figuera Ave	D (3)
	Figuera Ave	I-75	C (3)
	I-75	SR 31	E (3)
	SR 31	Buckingham Rd	F (3)
	Buckingham Rd	W of Werner Dr	C (3)
	W of Werner Dr	Hickey Creek Rd	C (3)
	Hickey Creek Rd	Broadway St	B (3)
	Broadway St	Joel Blvd	D (3)
	Joel Blvd	Hendry County Line	B (3)

Footnotes:
(1) LOS based on Lee County generalized service volumes.
(2) LOS based on Synchro arterial analysis.
(3) LOS based on FDOT Generalized Service Volumes from the 2018 Quality/Level of Service Handbook.

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Buckingham Road from SR 80 to Orange River Boulevard is projected to operate below the adopted level of service standard reflective of Lee County generalized service volumes. However, based on a more detailed arterial analysis, Buckingham Road is anticipated to operate at LOS D (Appendix D).

The additional residential units included in the proposed zoning do not cause additional road failures on the road network when compared to the approved development allowed under the current zoning.

Future Intersection Volumes - Proposed Zoning

The future 2027 peak season, PM peak hour turn volumes for the intersections under study for this scenario are provided as part of Appendix G. The Buckingham Road intersection turn volumes at Portico Boulevard (Project Entrance), Orange River Boulevard, and SR 80 are further depicted in Exhibit 10.

Future Intersection LOS - Proposed Zoning

The operation of the intersections was evaluated based on methodologies from the Highway Capacity Manual 6th Edition (HCM) using Synchro. For unsignalized (TWSC) intersections, the Intersection Capacity Utilization (ICU) LOS from Synchro was reported to better reflect the overall operations of the intersection. The complete HCM and ICU analysis and output are included in Appendix D.

The resultant intersection level of service (LOS) coincident with peak season, PM peak hour conditions is summarized below.

Future Traffic Conditions – Proposed Zoning Intersection Level of Service		
Major Street	**Minor Street**	**LOS**
Buckingham Road	Portico Boulevard (Project Entrance)	E (1)
	Orange River Boulevard	D (2)
SR 80	Buckingham Road	F (2)

Footnotes:
(1) Unsignalized (TWSC) Intersection – ICU LOS of overall intersection reported.
(2) Signalized Intersection – HCM, Overall intersection LOS reported.

The additional residential units included in the proposed zoning do not cause additional intersection failures on the road network when compared to the approved development allowed under the current zoning.

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Roads Impact Fees and Planned Improvements

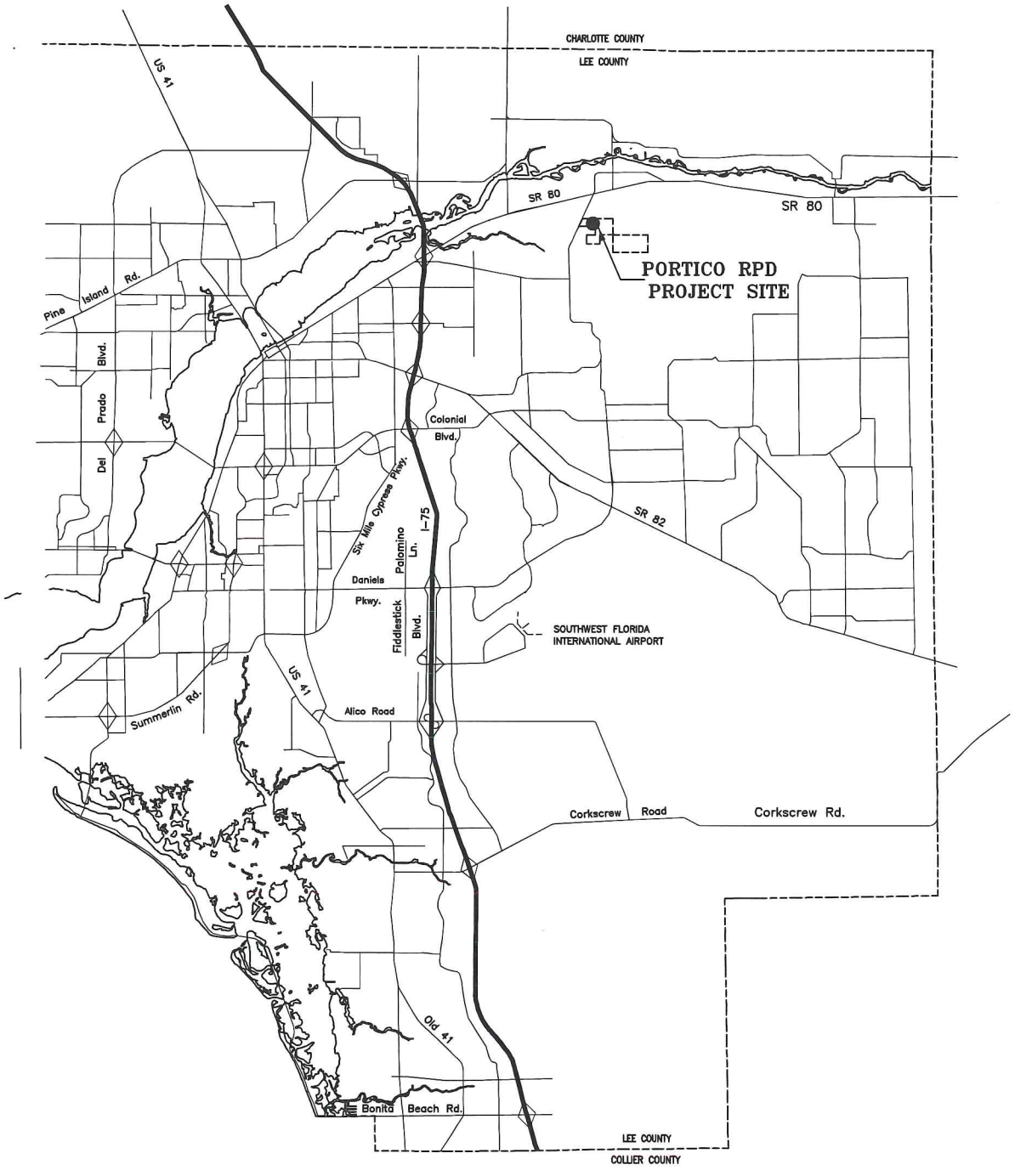
In accordance with the Lee County Road Impact Fee (RIF) schedule, the additional 380 single-family and 42 multifamily residential units included in the proposed rezoning are expected to generate nearly $4.1 million.

Conclusions

The conclusions of the ZTIS are as follows.

1. Buckingham Road from SR 80 to Orange River Boulevard is projected to operate below the adopted level of service standard reflective of Lee County generalized service volumes. However, based on a more detailed arterial analysis, Buckingham Road is anticipated to operate at LOS D. Therefore, all county-maintained road segments under study are not adversely impacted by the Project.
2. The proposed zoning is expected to generate an additional $4.1 million in road impact fees compared to the development allowed under the current zoning.
3. Consistent with Chapter 163.3180, F.S., the net impact of the proposed residential units does not trigger additional improvements already needed by future traffic conditions without and with the Project.

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N.T.S.

dpa	PORTICO ZTIS	PROJECT LOCATION	17545/01B/0518

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PROJECT
PORTICO RPD

LOCATION
LEE COUNTY, FLORIDA

CLIENT
LENNAR

CONSULTANT
MORRIS DEPEW
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS

Fort Myers
Tallahassee
Destin

PREPARED BY:

REVISIONS	DATE

PROJECT MANAGER	TME
DRAWING BY	DAL
JURISDICTION	LEE COUNTY
DATE	05/25/2018

SHEET TITLE
AERIAL

SHEET NUMBER
CG-02

500 0 250 500
SCALE 1"=500'

JOB/FILE NUMBER
17103-02

dpel

PORTICO ZTIS

PROJECT LOCATION

17545/0518

1b

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1. Buckingham Road / Portico Boulevard (Project Entrance)
2. Buckingham Road / Orange River Boulevard
3. SR 80 / Buckingham Road

dpa	PORTICO ZTIS	INTERSECTIONS UNDER STUDY	17545/0518 2

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EXHIBIT 3

PORTICO - REZONING TRAFFIC IMPACT STATEMENT
EXISTING (2016) TRAFFIC CONDITIONS
PEAK SEASON, PEAK HOUR, PEAK DIRECTION (K100)

Roadway	From	To	(1) No. of Lanes	(2) LOS Std.	(3) 2016 K100 Volume	(4) Directional Service Volumes						Peak Season Peak Hour Peak Direction LOS
						LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	@ LOS Std.	
Buckingham Rd	Gunnery Rd	Orange River Blvd	2LN	E	479	60	190	430	620	990	990	D
	Orange River Blvd	Portico Blvd	2LN	E	513	60	190	430	620	990	990	D
	Portico Blvd	SR 80	2LN	E	513	60	190	430	620	990	990	D
Orange River Blvd	SR 80	Staley Rd	2LN	E	411	110	260	430	590	1,000	1,000	C
	Staley Rd	Buckingham Rd	2LN	E	344	110	260	430	590	1,000	1,000	C
SR 80	Prospect Ave	Figuera Ave	4LD	D	1,063	0	0	2,006	2,100	2,100	2,100	C
	Figuera Ave	I-75	6LD	D	1,195	0	0	3,087	3,171	3,171	3,171	C
	I-75	SR 31	6LD	D	1,887	0	0	3,087	3,171	3,171	3,171	C
	SR 31	Buckingham Rd	4LD	D	1,818	0	0	2,006	2,100	2,100	2,100	C
	Buckingham Rd	W of Werner Dr	4LD	D	1,220	0	1,810	2,560	3,240	3,590	3,240	B
	W of Werner Dr	Hickey Creek Rd	4LD	C	1,220	0	1,350	2,120	2,730	3,110	2,120	B
	Hickey Creek Rd	Broadway St	4LD	C	1,039	0	1,350	2,120	2,730	3,110	2,120	B
	Broadway St	Joel Blvd	4LD	C	1,039	0	0	1,607	1,659	1,659	1,607	C
	Joel Blvd	Hendry County Line	4LD	C	815	0	1,350	2,120	2,730	3,110	2,120	B

Footnotes:
(1) Existing number of lanes.
(2) Per The Lee Plan, Policy 37.1.1.
(3) Based on the Lee County Concurrency Report 2017.
(4) Lee County link-specific service volumes. For state road, LOS based on FDOT Generalized Service Volumes from the 2013 Quality/Level of Service Handbook, consistent with the 2017 Lee County Concurrency Report and the 2016 District 1 LOS Report.

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5/29/2018

EXHIBIT 4

PORTICO ZTIS
TRIP GENERATION - CURRENT ZONING [1]

				AM PEAK HOUR			PM PEAK HOUR			DAILY		
	LUC	SIZE	UNITS	In	Out	Total	In	Out	Total	In	Out	Total
Residential												
Multifamily Housing (Low-Rise) (General Urban/Suburban)	220	120	Dwelling Units	13	44	57	43	26	69	433	433	866
Single-Family Detached Housing (General Urban/Suburban)	210	1058	Dwelling Units	189	567	756	616	362	978	4,555	4,554	9,109
				In	Out	Total	In	Out	Total	In	Out	Total
TOTAL				202	611	813	659	388	1,047	4,988	4,987	9,975

Footnotes:
(1) Trip generation estimate based on ITE Trip Generation (10th Edition). A fitted curve equation used if available and applicable per ITE guidelines.

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EXHIBIT 5

PORTICO ZTIS
TRIP GENERATION - PROPOSED ZONING [1]

				AM PEAK HOUR			PM PEAK HOUR			DAILY		
	LUC	SIZE	UNITS	In	Out	Total	In	Out	Total	In	Out	Total
Residential												
Multifamily Housing (Low-Rise) (General Urban/Suburban)	220	162	Dwelling Units	17	58	75	57	34	91	592	592	1,184
Single-Family Detached Housing (General Urban/Suburban)	210	1438	Dwelling Units	257	769	1,026	827	486	1,313	6,040	6,040	12,080
				In	Out	Total	In	Out	Total	In	Out	Total
TOTAL				274	827	1,101	884	520	1,404	6,632	6,632	13,264

Footnotes:
(1) Trip generation estimate based on ITE Trip Generation (10th Edition). A fitted curve equation used if available and applicable per ITE guidelines.

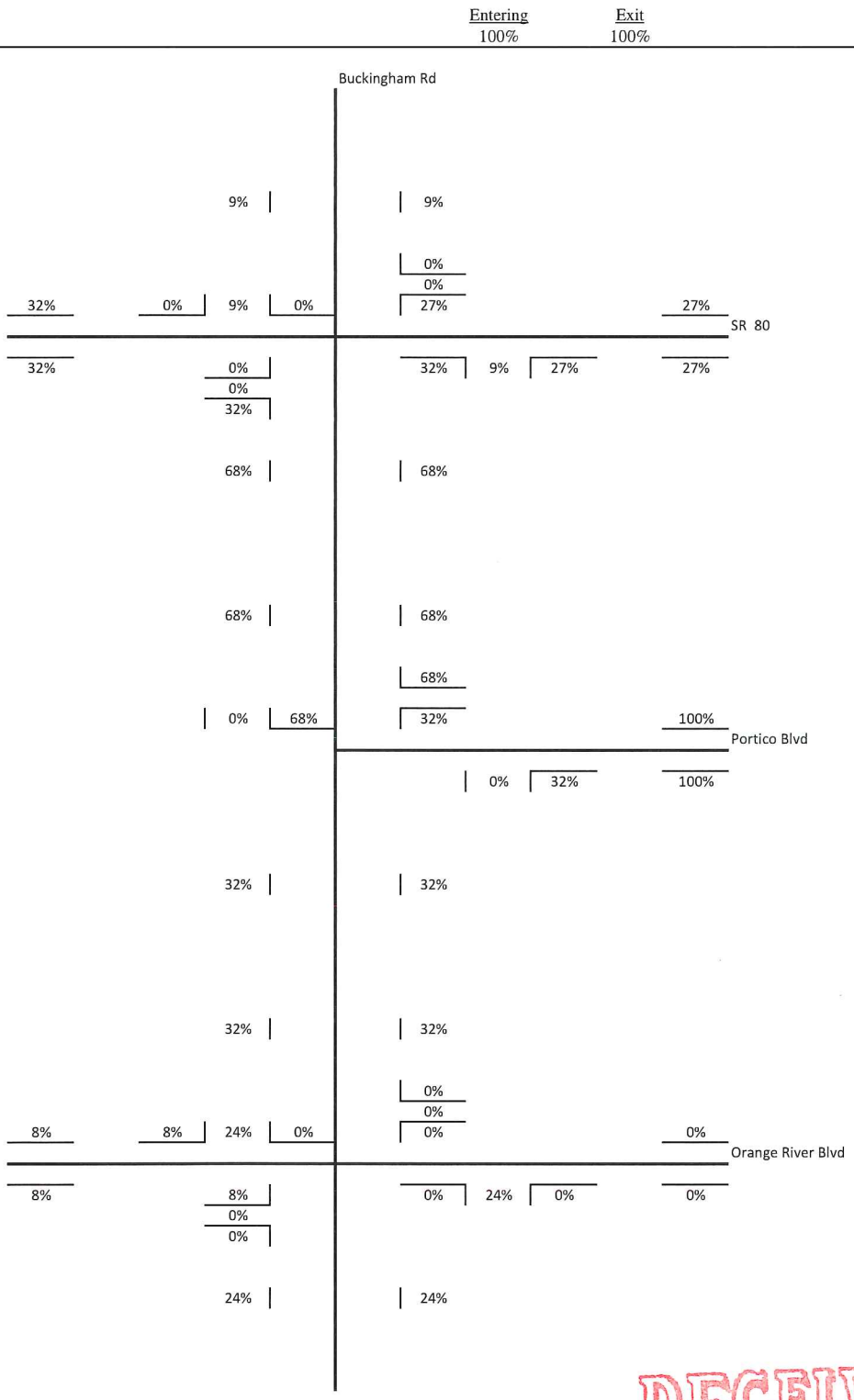
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EXHIBIT 6

PORTICO ZTIS
PROJECT DISTRIBUTION

Project Trip Distribution (%)



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EXHIBIT 7

PORTICO - REZONING TRAFFIC IMPACT STATEMENT
FUTURE (2027) TRAFFIC CONDITIONS - CURRENT ZONING
PEAK SEASON, PEAK HOUR, PEAK DIRECTION (K100)

Roadway	From	To	(1) No. of Lanes	(2) LOS Std.	(3) 2016 K100 Volume	(4) Annual Growth Rate	(5) Growth Factor	(6) 2027 K100 Volume	(7) Project Trips Peak Direction	(8) Project Traffic as % of SV @ LOS Standard C %	(8) Significant (Y/N)	(9) Total K100 Volume	(10) Directional Service Volumes LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	@ LOS Std.	V/C	Peak Season Peak Hour Peak Direction LOS
									376											
Buckingham Rd	Gunnery Rd	Orange River Blvd	2LN	E	479	2.6%	1.29	616	158	20%	Yes	774	0	140	800	860	860	860	0.90	C
	Orange River Blvd	Portico Blvd	2LN	E	513	2.6%	1.29	660	211	26%	Yes	871	0	140	800	860	860	860	1.01	F
	Portico Blvd	SR 80	2LN	E	513	2.6%	1.29	660	448	56%	Yes	1,108	0	140	800	860	860	860	1.29	F
Orange River Blvd	SR 80	Staley Rd	2LN	E	411	1.0%	1.11	456	53	7%	No	509	0	140	800	860	860	860	0.59	C
	Staley Rd	Buckingham Rd	2LN	E	344	1.0%	1.11	382	53	7%	No	435	0	140	800	860	860	860	0.51	C
SR 80	Prospect Ave	Figuera Ave	4LD	D	1,063	3.6%	1.40	1,484	211	15%	Yes	1,695	0	53	1,418	1,880	1,964	1,880	0.90	D
	Figuera Ave	I-75	6LD	D	1,195	3.6%	1.40	1,668	211	10%	No	1,879	0	84	2,142	2,825	2,961	2,825	0.67	C
	I-75	SR 31	6LD	D	1,887	3.6%	1.40	2,634	211	10%	No	2,845	0	84	2,142	2,825	2,961	2,825	1.01	E
	SR 31	Buckingham Rd	4LD	D	1,818	3.6%	1.40	2,538	211	15%	Yes	2,749	0	53	1,418	1,880	1,964	1,880	1.46	F
	Buckingham Rd	W of Werner Dr	4LD	D	1,220	3.6%	1.40	1,703	178	7%	No	1,881	0	1,840	2,660	3,350	3,760	3,350	0.56	C
	W of Werner Dr	Hickey Creek Rd	4LD	C	1,220	3.6%	1.40	1,703	178	7%	No	1,881	0	1,770	2,560	3,080	3,300	2,560	0.73	C
	Hickey Creek Rd	Broadway St	4LD	C	1,039	3.6%	1.40	1,450	178	7%	No	1,628	0	1,770	2,560	3,080	3,300	2,560	0.64	B
	Broadway St	Joel Blvd	4LD	C	1,039	3.6%	1.40	1,450	178	12%	Yes	1,628	0	0	1,460	1,932	1,932	1,460	1.12	D
	Joel Blvd	Hendry County Line	4LD	C	815	3.6%	1.40	1,138	178	7%	No	1,316	0	1,770	2,560	3,080	3,300	2,560	0.51	B

Footnotes:

(1) Existing plus committed number of lanes.
(2) Per The Lee Plan, Policy 37.1.1. For state roads, urban LOS standard = LOS D and rural LOS standard = LOS C.
(3) Based on the Lee County Concurrency Report 2017.
(4) Linear growth rate. Growth rate developed from 2017 Lee County Traffic Count Report.
(5) Linear growth rate multiplied by the number of years (11 years, from 2016 to 2027).
(6) 2016 (K100) volume multiplied by the growth factor.
(7) Based on the Project trip generation and assignment.
(8) Lee County ZTIS significant impact with service volume consumption of 10% or more.
(9) 2016 projected (K100) volume plus peak hour, peak directional Project traffic.
(10) Lee County generalized service volumes. For state road, LOS based on FDOT Generalized Service Volumes from the 2018 Quality/Level of Service Handbook.

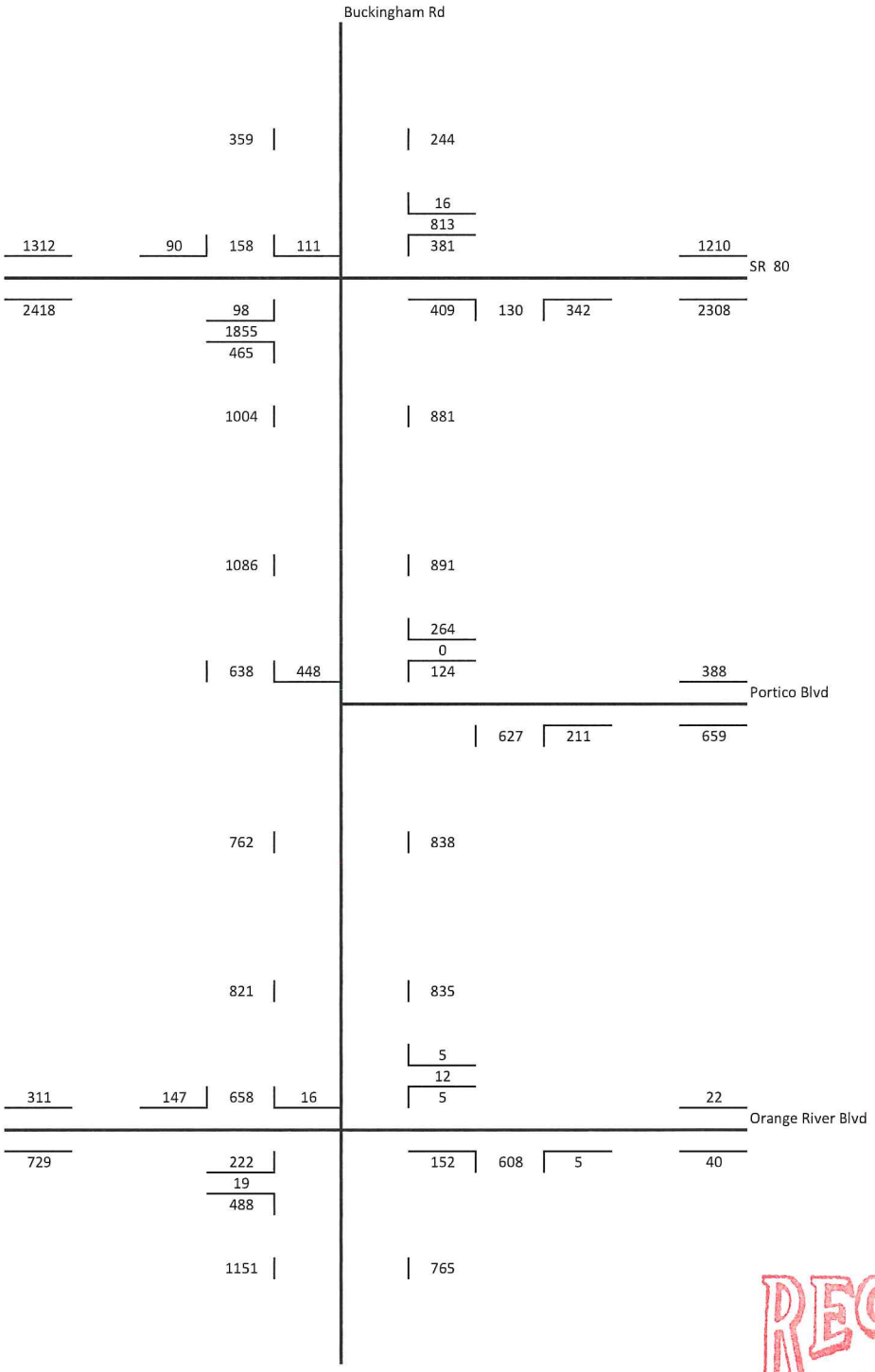
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EXHIBIT 8

PORTICO ZTIS
INTERSECTION TURNING MOVEMENT VOLUMES

Future 2027 Traffic Conditions with Current Zoning - PM Peak Hour



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EXHIBIT 9

PORTICO - REZONING TRAFFIC IMPACT STATEMENT
FUTURE (2027) TRAFFIC CONDITIONS - PROPOSED ZONING
PEAK SEASON, PEAK HOUR, PEAK DIRECTION (K100)

Roadway	From	To	(1) No. of Lanes	(2) LOS Std.	(3) 2016 K100 Volume	(4) Annual Growth Rate	(5) Growth Factor	(6) 2027 K100 Volume	(7) Project Trips Peak Direction	(8) Project Traffic as % of SV @ LOS Standard C %	(8) Significant (Y/N)	(9) Total K100 Volume	(10) Directional Service Volumes LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	@ LOS Std.	V/C	Peak Season Peak Hour Peak Direction LOS
									376											
Buckingham Rd	Gunnery Rd	Orange River Blvd	2LN	E	479	2.6%	1.29	616	212	27%	Yes	828	0	140	800	860	860	860	0.96	D
	Orange River Blvd	Portico Blvd	2LN	E	513	2.6%	1.29	660	283	35%	Yes	943	0	140	800	860	860	860	1.10	F
	Portico Blvd	SR 80	2LN	E	513	2.6%	1.29	660	601	75%	Yes	1,261	0	140	800	860	860	860	1.47	F
Orange River Blvd	SR 80	Staley Rd	2LN	E	411	1.0%	1.11	456	71	9%	No	527	0	140	800	860	860	860	0.61	C
	Staley Rd	Buckingham Rd	2LN	E	344	1.0%	1.11	382	71	9%	No	453	0	140	800	860	860	860	0.53	C
SR 80	Prospect Ave	Figuera Ave	4LD	D	1,063	3.6%	1.40	1,484	283	20%	Yes	1,767	0	53	1,418	1,880	1,964	1,880	0.94	D
	Figuera Ave	I-75	6LD	D	1,195	3.6%	1.40	1,668	283	13%	Yes	1,951	0	84	2,142	2,825	2,961	2,825	0.69	C
	I-75	SR 31	6LD	D	1,887	3.6%	1.40	2,634	283	13%	Yes	2,917	0	84	2,142	2,825	2,961	2,825	1.03	E
	SR 31	Buckingham Rd	4LD	D	1,818	3.6%	1.40	2,538	283	20%	Yes	2,821	0	53	1,418	1,880	1,964	1,880	1.50	F
	Buckingham Rd	W of Werner Dr	4LD	D	1,220	3.6%	1.40	1,703	239	9%	No	1,942	0	1,840	2,660	3,350	3,760	3,350	0.58	C
	W of Werner Dr	Hickey Creek Rd	4LD	C	1,220	3.6%	1.40	1,703	239	9%	No	1,942	0	1,770	2,560	3,080	3,300	2,560	0.76	C
	Hickey Creek Rd	Broadway St	4LD	C	1,039	3.6%	1.40	1,450	239	9%	No	1,689	0	1,770	2,560	3,080	3,300	2,560	0.66	B
	Broadway St	Joel Blvd	4LD	C	1,039	3.6%	1.40	1,450	239	16%	Yes	1,689	0	0	1,460	1,932	1,932	1,460	1.16	D
	Joel Blvd	Hendry County Line	4LD	C	815	3.6%	1.40	1,138	239	9%	No	1,377	0	1,770	2,560	3,080	3,300	2,560	0.54	B

Footnotes:

(1) Existing plus committed number of lanes.
(2) Per The Lee Plan, Policy 37.1.1. For state roads, urban LOS standard = LOS D and rural LOS standard = LOS C.
(3) Based on the Lee County Concurrency Report 2017.
(4) Linear growth rate. Growth rate developed from 2017 Lee County Traffic Count Report.
(5) Linear growth rate multiplied by the number of years (11 years, from 2016 to 2027).
(6) 2016 (K100) volume multiplied by the growth factor.
(7) Based on the Project trip generation and assignment.
(8) Lee County ZTIS significant impact with service volume consumption of 10% or more.
(9) 2016 projected (K100) volume plus peak hour, peak directional Project traffic.
(10) Lee County generalized service volumes. For state road, LOS based on FDOT Generalized Service Volumes from the 2018 Quality/Level of Service Handbook.

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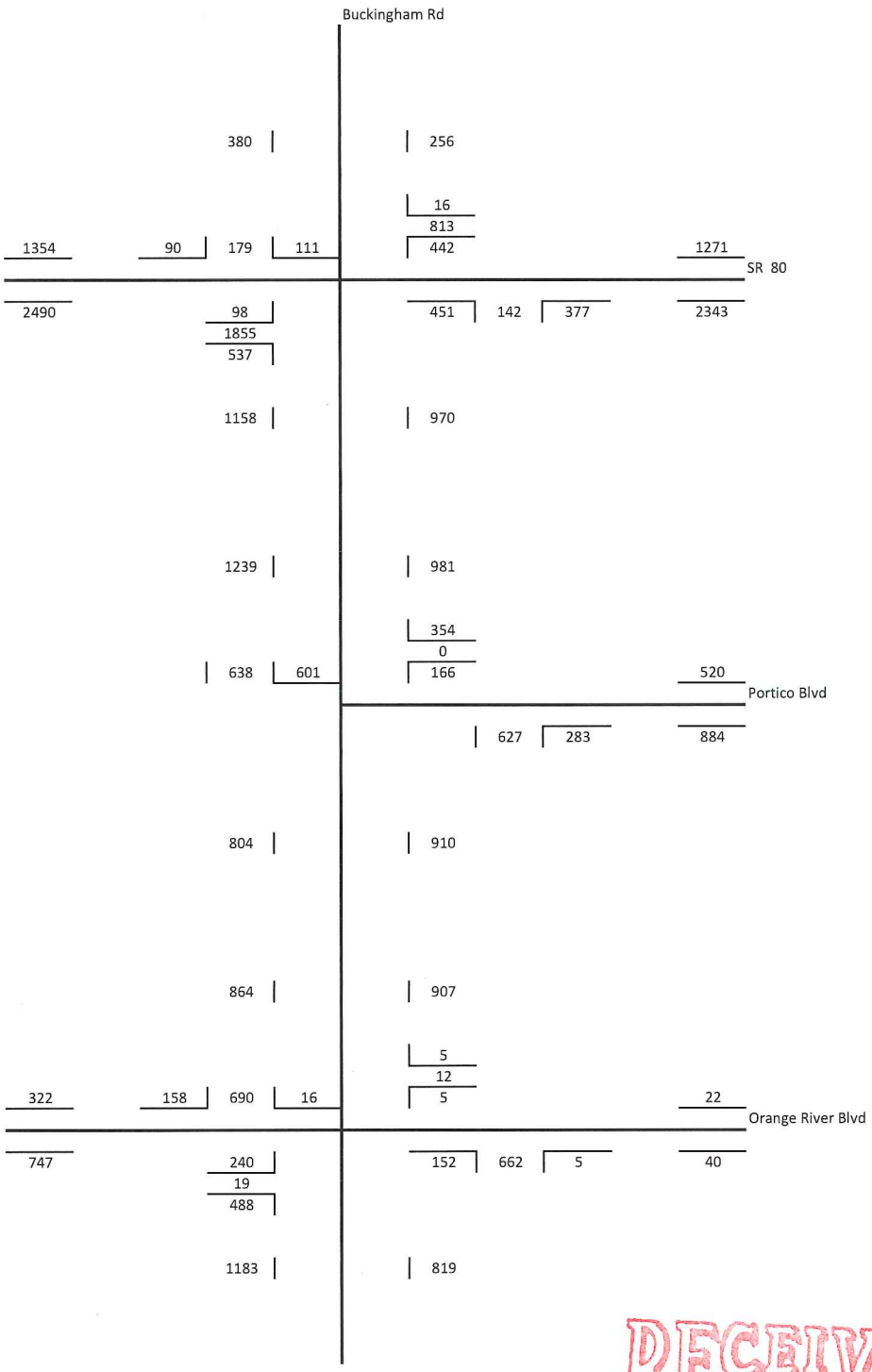
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EXHIBIT 10

PORTICO ZTIS
INTERSECTION TURNING MOVEMENT VOLUMES

Future 2027 Traffic Conditions with Proposed Zoning - PM Peak Hour



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APPENDIX A

INTERSECTION TURNING MOVEMENT COUNTS

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DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

TRAFFIC COUNT ADJUSTMENT FACTORS

File# _____ Job # #17545

Project name: Portico
Job number: #17545

Count location: Buckingham Road @ Portico Boulevard
County: Lee
City:
Date: 02/06/2018
Day of Week: Tuesday
Weather: Good AM / PM
Road Condition: Good

Observer: QC
Remark: None

Intersection Description:
- From North (SB): Buckingham Road
- From South (NB): Buckingham Road
- From East (WB) Portico Boulevard
- From West (EB) None

AM Peak Hour: 8:00 AM to 9:00 AM
PM Peak Hour: 5:00 PM to 6:00 PM

LEE COUNTY ADJUSTMENT FACTOR

Traffic count report: 2016
Permanent count station: 11
Month of count AADT: 1.07
AADT to peak season 1.08

Factor = 1.00 ÷ 1.07 x 1.08 = 1.01

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David Plummer & Associates
Based On
MSHA Highway Information Services Division
Turning Counts Study - Field Sheet

Request No.:	Portico
Job No.:	#17545

Location:	Buckingham Road @ Portico Boulevard	**County:**	Lee
Date:	02/06/2018 Tuesday	**Town:**	0
Recorder:	QC	**Weather:**	Good AM / PM
Interval (dd) : (In Minutes)	15		

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		8:00 AM	9:00 AM	854		5:00 PM	6:00 PM	1054

Street Name-->	Buckingham Road				Buckingham Road				Portico Boulevard				None				GRAND
HOUR	Southbound				Northbound				Westbound				Eastbound				
ENDING	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	TOTAL
7:15 AM	7	102	0	109	0	118	5	123	3	0	5	8	0	0	0	0	240
7:30 AM	2	91	0	93	0	96	3	99	2	0	2	4	0	0	0	0	196
7:45 AM	2	79	0	81	0	79	0	79	2	0	0	2	0	0	0	0	162
8:00 AM	4	87	0	91	0	89	2	91	0	0	3	3	0	0	0	0	185
8:15 AM	**3**	**76**	**0**	**79**	**0**	**91**	**2**	**93**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**175**
8:30 AM	**6**	**80**	**0**	**86**	**0**	**115**	**3**	**118**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**206**
8:45 AM	**4**	**116**	**0**	**120**	**0**	**117**	**4**	**121**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**244**
9:00 AM	**6**	**116**	**0**	**122**	**1**	**96**	**2**	**99**	**3**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**229**
9:15 AM				0				0				0				0	0
9:30 AM				0				0				0				0	0
9:45 AM				0				0				0				0	0
10:00 AM				0				0				0				0	0
10:15 AM				0				0				0				0	0
10:30 AM				0				0				0				0	0
10:45 AM				0				0				0				0	0
11:00 AM				0				0				0				0	0
11:15 AM				0				0				0				0	0
11:30 AM				0				0				0				0	0
11:45 AM				0				0				0				0	0
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12:15 PM				0				0				0				0	0
12:30 PM				0				0				0				0	0
12:45 PM				0				0				0				0	0
1:00 PM				0				0				0				0	0
1:15 PM				0				0				0				0	0
1:30 PM				0				0				0				0	0
1:45 PM				0				0				0				0	0
2:00 PM				0				0				0				0	0
2:15 PM				0				0				0				0	0
2:30 PM				0				0				0				0	0
2:45 PM				0				0				0				0	0
3:00 PM				0				0				0				0	0
3:15 PM				0				0				0				0	0
3:30 PM				0				0				0				0	0
3:45 PM				0				0				0				0	0
4:00 PM				0				0				0				0	0
4:15 PM	3	155	0	158	0	107	1	108	6	0	10	16	0	0	0	0	282
4:30 PM	4	124	0	128	0	119	0	119	1	0	7	8	0	0	0	0	255
4:45 PM	1	140	0	141	0	116	0	116	1	0	2	3	0	0	0	0	260
5:00 PM	4	134	0	138	0	101	1	102	0	0	2	2	0	0	0	0	242
5:15 PM	**2**	**132**	**0**	**134**	**0**	**102**	**0**	**102**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**239**
5:30 PM	**5**	**126**	**0**	**131**	**0**	**135**	**0**	**135**	**3**	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**272**
5:45 PM	**1**	**125**	**0**	**126**	**0**	**138**	**4**	**142**	**4**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**274**
6:00 PM	**4**	**129**	**0**	**133**	**0**	**128**	**0**	**128**	**1**	**0**	**7**	**8**	**0**	**0**	**0**	**0**	**269**
TOTAL	**58**	**1812**	**0**	**1870**	**1**	**1747**	**27**	**1775**	**27**	**0**	**58**	**85**	**0**	**0**	**0**	**0**	**3730**
AM Peak Vol	19	388	0	407	1	419	11	431	4	0	12	16	0	0	0	0	854
PM Peak Vol	12	512	0	524	0	503	4	507	8	0	15	23	0	0	0	0	1054

Peak Hour Factor (PHF)

AM Peak Hour	0.83	0.89	0.50	0.00	0.88
PM Peak Hour	0.98	0.89	0.72	0.00	0.96

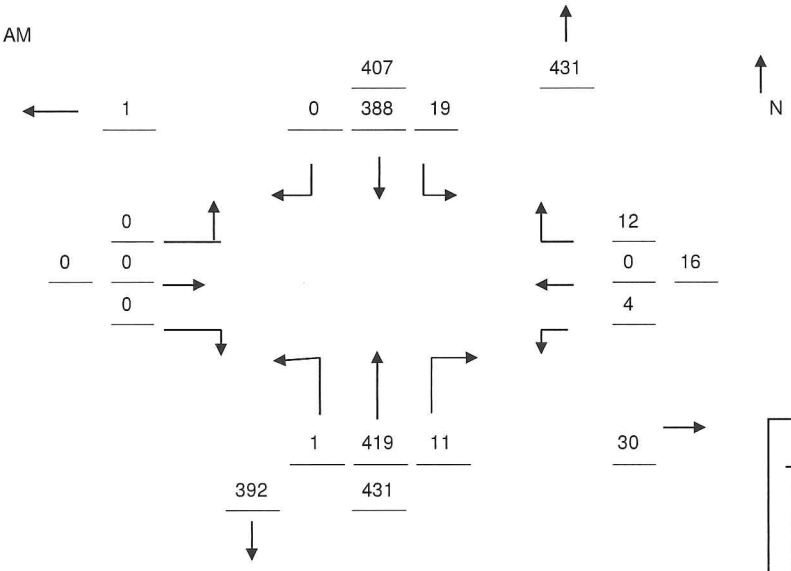
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DPA
RAW TURNING MOVEMENT DIAGRAM

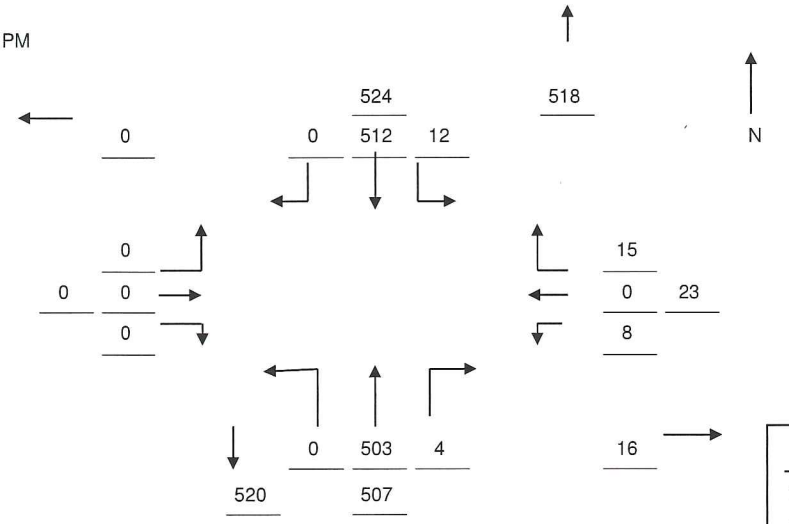
LOCATION:	Buckingham Road @ Portico Boulevard		
COUNTY :	Lee	CITY:	0
OBSERVER:	QC	DATE: 02/06/2018	Tuesday

AM Peak Hour
8:00 AM 9:00 AM



TRUCK %	
NB =	12 %
SB =	19 %
EB =	0 %
WB =	19 %

PM Peak Hour
5:00 PM 6:00 PM



TRUCK %	
NB =	5 %
SB =	11 %
EB =	0 %
WB =	13 %

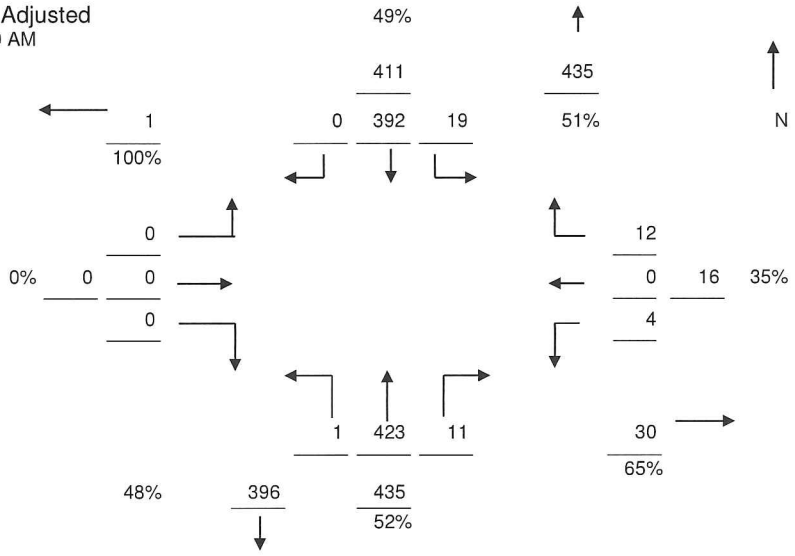
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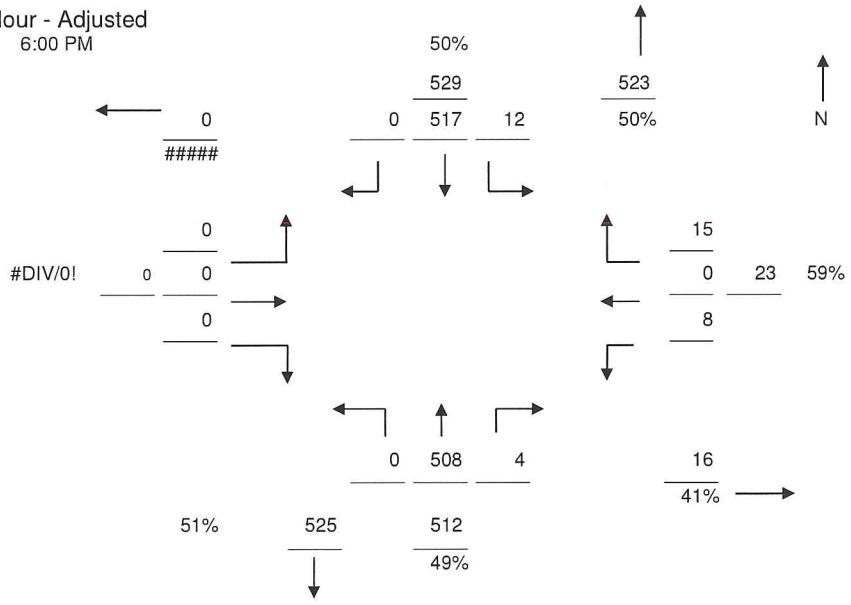
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

LOCATION:	Buckingham Road @ Portico Boulevard	REPORT:	2016
COUNTY :	Lee	STATION:	11
OBSERVER:	QC	MONTHLY:	1.07
		ANNUAL:	1.08
		ADJUSTMENT FACTOR:	1.01

AM Peak Hour - Adjusted
8:00 AM 9:00 AM



PM Peak Hour - Adjusted
5:00 PM 6:00 PM



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DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

TRAFFIC COUNT ADJUSTMENT FACTORS

File# _____ Job # #17545

Project name: Portico
Job number: #17545

Count location: Buckingham Road @ Orange River Boulevard
County: Lee
City:
Date: 02/06/2018
Day of Week: Tuesday
Weather: Good AM / PM
Road Condition: Good

Observer: QC
Remark: None

Intersection Description:
From North (SB): Buckingham Road
From South (NB): Buckingham Road
From East (WB) Orange River Boulevard
From West (EB) Orange River Boulevard

AM Peak Hour: 7:00 AM to 8:00 AM
PM Peak Hour: 4:45 PM to 5:45 PM

LEE COUNTY ADJUSTMENT FACTOR

Traffic count report: 2016
Permanent count station: 11
Month of count AADT: 1.07
AADT to peak season 1.08

Factor = 1.00 ÷ 1.07 x 1.08 = 1.01

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David Plummer & Associates
Based On
MSHA Highway Information Services Division
Turning Counts Study - Field Sheet

Request No.: Portico
Job No.: #17545

Location: Buckingham Road @ Orange River Boule
Date: 02/06/2018 Tuesday
Recorder: QC
Interval (dd) : 15
(In Minutes)

County: Lee
Town: 0
Weather: Good AM / PM

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		7:00 AM	8:00 AM	1478		4:45 PM	5:45 PM	1680

Street Name-->	Buckingham Road				Buckingham Road				Orange River Boulevard				Orange River Boulevard				GRAND
HOUR	Southbound				Northbound				Westbound				Eastbound				
ENDING	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	TOTAL
7:15 AM	2	78	34	114	143	97	1	241	1	6	5	12	29	1	22	52	419
7:30 AM	0	66	33	99	159	72	0	231	1	2	3	6	14	2	18	34	370
7:45 AM	2	43	38	83	150	71	0	221	1	1	1	3	14	2	37	53	360
8:00 AM	0	61	26	87	104	84	1	189	1	4	1	6	16	1	30	47	329
8:15 AM	1	46	20	67	72	85	0	157	0	5	2	7	14	4	32	50	281
8:30 AM	3	59	22	84	59	87	2	148	0	5	3	8	24	2	31	57	297
8:45 AM	0	84	14	98	39	102	0	141	0	3	2	5	23	3	24	50	294
9:00 AM	1	80	29	110	50	81	0	131	0	3	2	5	29	1	24	54	300
9:15 AM				0				0				0				0	0
9:30 AM				0				0				0				0	0
9:45 AM				0				0				0				0	0
10:00 AM				0				0				0				0	0
10:15 AM				0				0				0				0	0
10:30 AM				0				0				0				0	0
10:45 AM				0				0				0				0	0
11:00 AM				0				0				0				0	0
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3:45 PM				0				0				0				0	0
4:00 PM				0				0				0				0	0
4:15 PM	4	120	28	152	39	104	2	145	5	4	2	11	16	2	80	98	406
4:30 PM	3	108	28	139	45	90	1	136	1	4	3	8	26	3	79	108	391
4:45 PM	1	108	32	141	46	71	1	118	2	1	2	5	33	1	78	112	376
5:00 PM	0	124	22	146	32	84	0	116	2	2	1	5	38	2	108	148	415
5:15 PM	3	108	21	132	34	82	0	116	0	2	1	3	32	3	88	123	374
5:30 PM	6	110	27	143	27	102	0	129	1	4	0	5	41	8	123	172	449
5:45 PM	4	112	23	139	29	94	0	123	2	3	3	8	43	4	125	172	442
6:00 PM	2	109	24	135	29	102	0	131	4	3	3	10	31	3	93	127	403

TOTAL	32	1416	421	1869	1057	1408	8	2473	21	52	34	107	423	42	992	1457	5906
AM Peak Vol	4	248	131	383	556	324	2	882	4	13	10	27	73	6	107	186	1478
PM Peak Vol	13	454	93	560	122	362	0	484	5	11	5	21	154	17	444	615	1680

Peak Hour Factor (PHF)

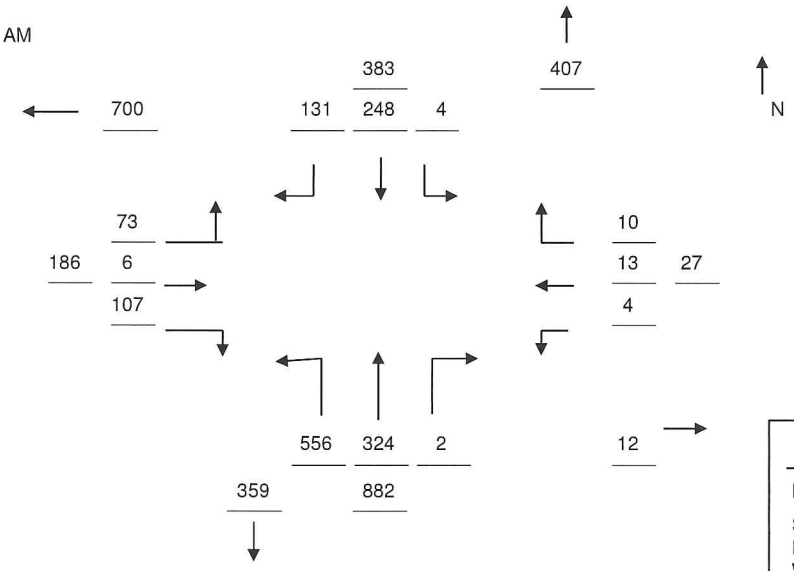
AM Peak Hour	0.84	0.91	0.56	0.88	0.88
PM Peak Hour	0.96	0.94	0.66	0.89	0.94

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RAW TURNING MOVEMENT DIAGRAM

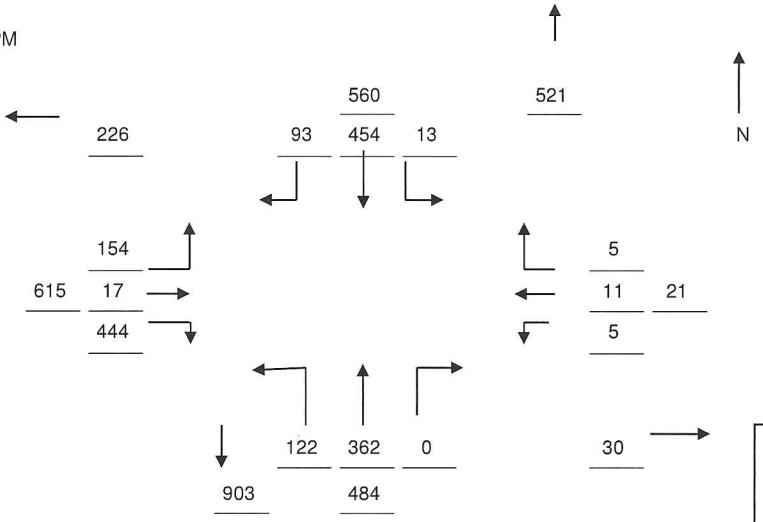
LOCATION:	Buckingham Road @ Orange River Boulevard		
COUNTY :	Lee	CITY:	0
OBSERVER:	QC	DATE: 02/06/2018	Tuesday

AM Peak Hour
7:00 AM 8:00 AM



TRUCK %	
NB =	6 %
SB =	9 %
EB =	10 %
WB =	7 %

PM Peak Hour
4:45 PM 5:45 PM



TRUCK %	
NB =	13 %
SB =	7 %
EB =	3 %
WB =	0 %

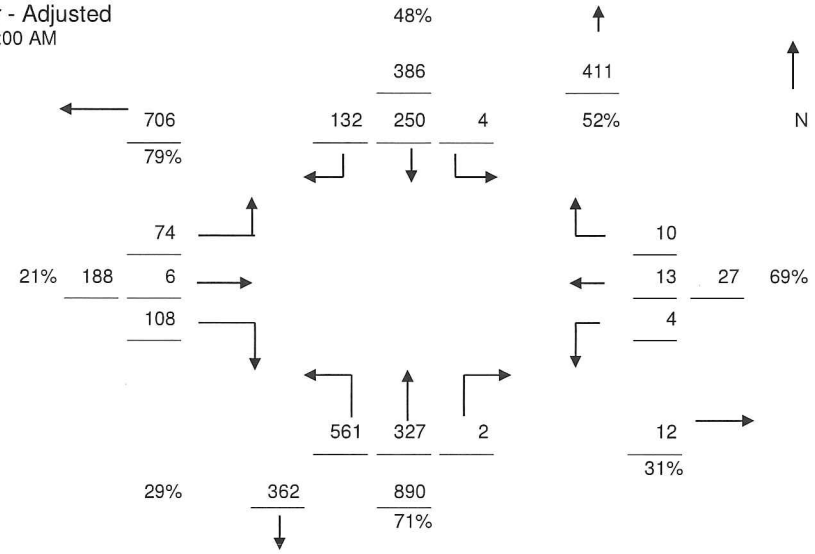
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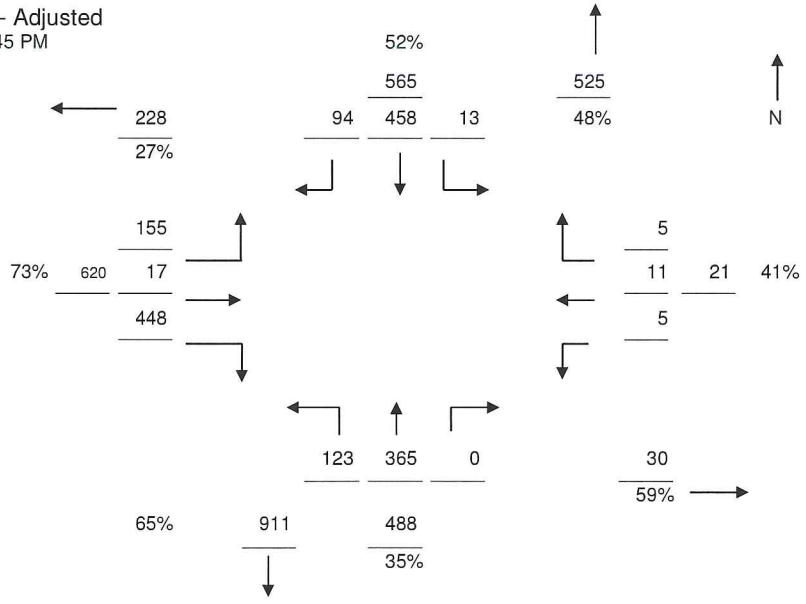
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

		REPORT:	2016
LOCATION:	Buckingham Road @ Orange River Boulevard	STATION:	11
COUNTY :	Lee	MONTHLY:	1.07
OBSERVER:	QC	ANNUAL:	1.08
		ADJUSTMENT FACTOR:	1.01

AM Peak Hour - Adjusted
7:00 AM 8:00 AM



PM Peak Hour - Adjusted
4:45 PM 5:45 PM



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DAVID PLUMMER & ASSOCIATES
SUMMARY OF VEHICLE MOVEMENTS

TRAFFIC COUNT ADJUSTMENT FACTORS

File# _____ Job # 17545

Project name: Portico
Job number: #17545

Count location: Buckingham Road @ SR 80
County: Lee
City:
Date: 2/6/2018
Day of Week: Tuesday
Weather: Good AM / PM
Road Condition: Good

Observer: QC
Remark: None

Intersection Description:
From North (SB): Buckingham Road
From South (NB): Buckingham Road
From East (WB) SR80
From West (EB) SR80

AM Peak Hour: 8:00 AM to 9:00 AM
PM Peak Hour: 5:00 PM to 6:00 PM

LEE COUNTY ADJUSTMENT FACTOR

Traffic count report: 2016
Permanent count station: 11
Month of count AADT: 1.07
AADT to peak season 1.08

Factor = 1.00 ÷ 1.07 x 1.08 = 1.01

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David Plummer & Associates
Based On
MSHA Highway Information Services Division
Turning Counts Study - Field Sheet

Request No.: Portico
Job No.: #17545

Location: Buckingham Road @ SR 80
Date: 2/6/2018 Tuesday
Recorder: QC
Interval (dd) : 15
(In Minutes)

County: Lee
Town: 0
Weather: Good AM / PM

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		8:00 AM	9:00 AM	2713		5:00 PM	6:00 PM	3158

Street Name-->	Buckingham Road				Buckingham Road				SR80				SR80				GRAND
HOUR	Southbound				Northbound				Westbound				Eastbound				
ENDING	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	TOTAL
7:15 AM	18	24	21	63	90	11	44	145	37	312	1	350	5	147	45	197	755
7:30 AM	14	12	12	38	66	11	42	119	37	341	1	379	2	123	25	150	686
7:45 AM	16	12	17	45	51	4	41	96	45	280	2	327	5	167	26	198	666
8:00 AM	9	13	19	41	74	9	26	109	31	266	2	299	8	118	29	155	604
8:15 AM	**12**	**9**	**14**	**35**	**65**	**10**	**43**	**118**	**27**	**274**	**2**	**303**	**4**	**161**	**40**	**205**	**661**
8:30 AM	**12**	**14**	**21**	**47**	**69**	**9**	**47**	**125**	**33**	**221**	**3**	**257**	**4**	**168**	**40**	**212**	**641**
8:45 AM	**24**	**8**	**12**	**44**	**65**	**10**	**65**	**140**	**57**	**259**	**3**	**319**	**11**	**171**	**68**	**250**	**753**
9:00 AM	**15**	**7**	**25**	**47**	**47**	**10**	**37**	**94**	**55**	**231**	**6**	**292**	**12**	**168**	**45**	**225**	**658**
9:15 AM				0				0				0				0	0
9:30 AM				0				0				0				0	0
9:45 AM				0				0				0				0	0
10:00 AM				0				0				0				0	0
10:15 AM				0				0				0				0	0
10:30 AM				0				0				0				0	0
10:45 AM				0				0				0				0	0
11:00 AM				0				0				0				0	0
11:15 AM				0				0				0				0	0
11:30 AM				0				0				0				0	0
11:45 AM				0				0				0				0	0
12:00 PM				0				0				0				0	0
12:15 PM				0				0				0				0	0
12:30 PM				0				0				0				0	0
12:45 PM				0				0				0				0	0
1:00 PM				0				0				0				0	0
1:15 PM				0				0				0				0	0
1:30 PM				0				0				0				0	0
1:45 PM				0				0				0				0	0
2:00 PM				0				0				0				0	0
2:15 PM				0				0				0				0	0
2:30 PM				0				0				0				0	0
2:45 PM				0				0				0				0	0
3:00 PM				0				0				0				0	0
3:15 PM				0				0				0				0	0
3:30 PM				0				0				0				0	0
3:45 PM				0				0				0				0	0
4:00 PM				0				0				0				0	0
4:15 PM	33	26	18	77	70	19	33	122	39	172	4	215	17	293	67	377	791
4:30 PM	13	25	10	48	74	22	34	130	17	232	1	250	20	281	51	352	780
4:45 PM	19	24	21	64	68	21	45	134	41	158	2	201	16	306	46	368	767
5:00 PM	19	21	17	57	51	17	42	110	43	179	6	228	17	303	49	369	764
5:15 PM	**24**	**16**	**20**	**60**	**46**	**20**	**47**	**113**	**35**	**151**	**0**	**186**	**25**	**312**	**44**	**381**	**740**
5:30 PM	**21**	**23**	**19**	**63**	**63**	**17**	**58**	**138**	**33**	**162**	**4**	**199**	**12**	**352**	**42**	**406**	**806**
5:45 PM	**17**	**13**	**14**	**44**	**59**	**20**	**47**	**126**	**46**	**149**	**3**	**198**	**16**	**386**	**39**	**441**	**809**
6:00 PM	**27**	**27**	**19**	**73**	**61**	**19**	**38**	**118**	**38**	**146**	**5**	**189**	**20**	**338**	**65**	**423**	**803**
TOTAL	**293**	**274**	**279**	**846**	**1019**	**229**	**689**	**1937**	**614**	**3533**	**45**	**4192**	**194**	**3794**	**721**	**4709**	**11684**
AM Peak Vol	63	38	72	173	246	39	192	477	172	985	14	1171	31	668	193	892	2713
PM Peak Vol	89	79	72	240	229	76	190	495	152	608	12	772	73	1388	190	1651	3158

Peak Hour Factor (PHF)

AM Peak Hour	0.92	0.85	0.92	0.89	0.90
PM Peak Hour	0.82	0.90	0.97	0.94	0.98

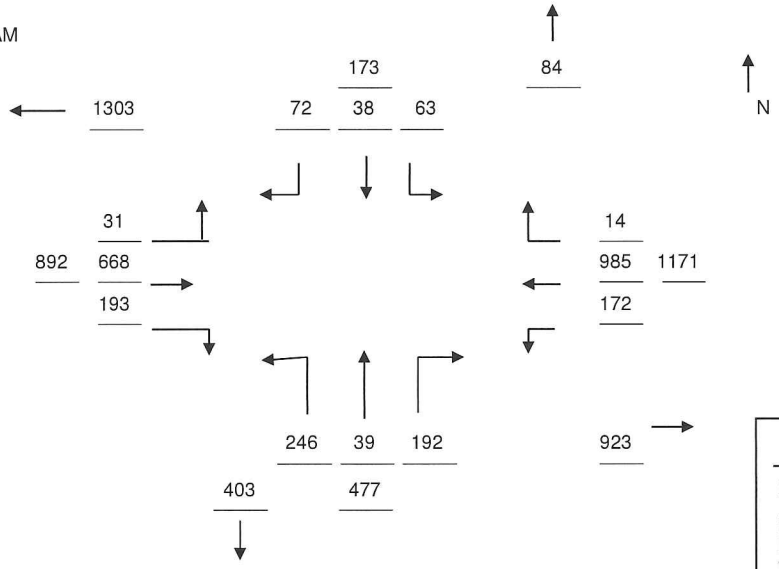
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RAW TURNING MOVEMENT DIAGRAM

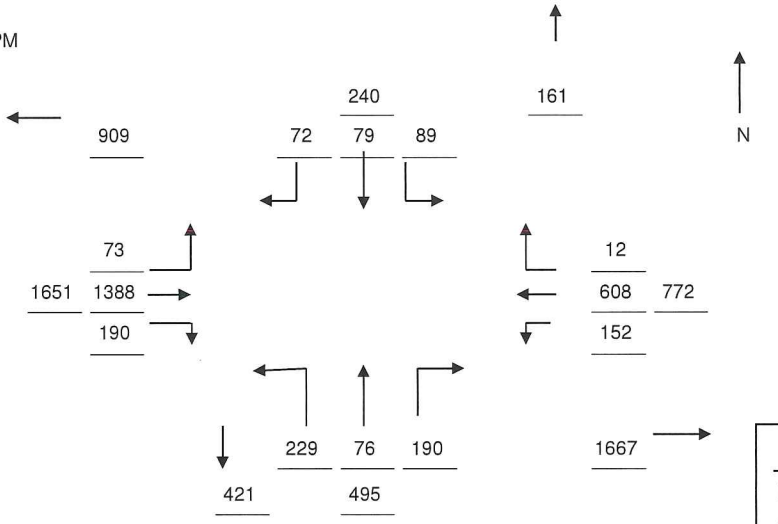
LOCATION:	Buckingham Road @ SR 80		
COUNTY :	Lee	CITY:	0
OBSERVER:	QC	DATE: 2/6/2018	Tuesday

AM Peak Hour
8:00 AM 9:00 AM



TRUCK %	
NB =	9 %
SB =	7 %
EB =	17 %
WB =	11 %

PM Peak Hour
5:00 PM 6:00 PM



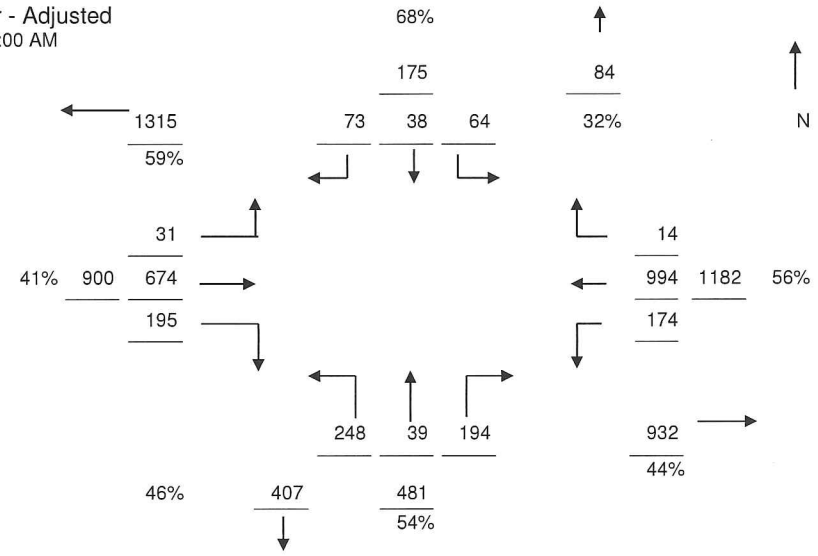
TRUCK %	
NB =	4 %
SB =	4 %
EB =	6 %
WB =	10 %

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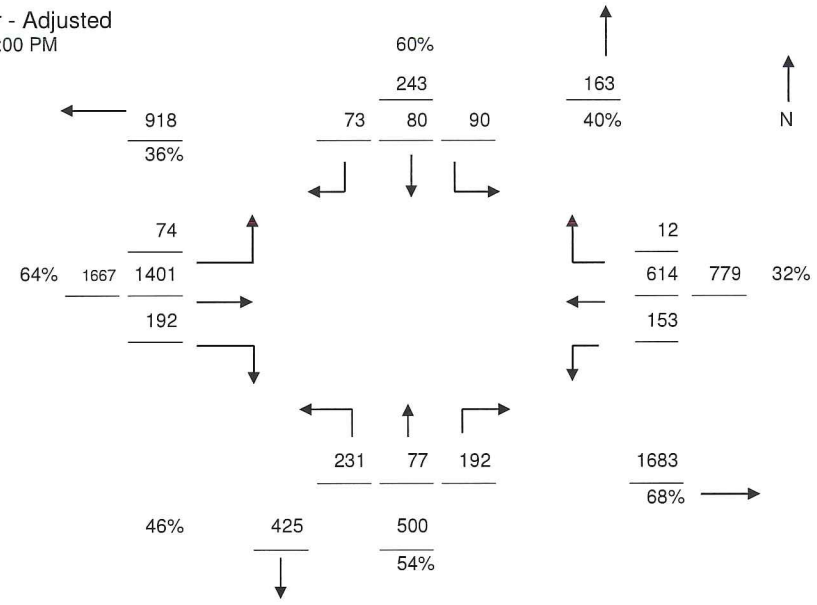
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

LOCATION:	Buckingham Road @ SR 80	REPORT:	2016
COUNTY :	Lee	STATION:	11
OBSERVER:	QC	MONTHLY:	1.07
		ANNUAL:	1.08
		ADJUSTMENT FACTOR:	1.01

AM Peak Hour - Adjusted
8:00 AM 9:00 AM



PM Peak Hour - Adjusted
5:00 PM 6:00 PM



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APPENDIX B

SERVICE VOLUMES

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LEE COUNTY LINK-SPECIFIC SERVICE VOLUMES

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LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 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
ALABAMA RD	SR 82	MILWAUKEE BLVD	3	1.9	2LN	110	260	440	590	990	210	490	820	1,100	1,840
	MILWAUKEE BLVD	HOMESTEAD RD	3	1.7	2LN	110	260	440	590	990	210	490	820	1,100	1,840
ALEXANDER BELL BLVI	SR 82	MILWAUKEE BLVD	3	2.3	2LN	120	290	480	660	990	230	540	890	1,230	1,840
	MILWAUKEE BLVD	LEELAND HEIGHTS	3	3.4	2LN	120	290	480	660	990	230	540	890	1,230	1,840
ALICO RD	US 41	DUSTY RD	4	0.5	4LD	0	1,930	1,980	1,980	1,980	0	3,720	3,800	3,800	3,800
	DUSTY RD	LEE RD	4	1.6	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	LEE RD	THREE OAKS PKWY	4	0.8	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	THREE OAKS PKWY	I-75	4	0.5	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	BEN HILL GRIFFIN PKWY	CORKSCREW RD	3	6.9	2LN	70	280	540	760	1,100	140	540	1,040	1,470	2,120
BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	3	2.2	4LD	940	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690
	FGCU ENTRANCE	COLLEGE CLUB DR	3	1.8	4LD	940	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690
	COLLEGE CLUB DR	ALICO RD	3	0.5	6LD	1,450	3,000	3,000	3,000	3,000	2,690	5,560	5,560	5,560	5,560
BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	8	1.5	4LD	0	530	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600
	VANDERBILT DR	US 41	8	0.7	4LD	0	530	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600
	US 41	HACIENDA VILLAGE	8	0.7	4LD	0	340	1,860	1,860	1,860	0	630	3,450	3,450	3,450
	HACIENDA VILLAGE	OLD 41	8	1.0	4LD	0	340	1,860	1,860	1,860	0	630	3,450	3,450	3,450
	OLD 41	IMPERIAL ST	8	1.1	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
	IMPERIAL ST	I-75	8	0.7	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
	I-75	BONITA GRANDE DR	8	0.7	4LD	0	1,690	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750
	BONITA GRANDE DR	END OF CO. MAINTAINED	8	1.0	4LD	0	1,690	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750
BOYSCOUT RD	SUMMERLIN RD	CLAYTON CT	1	0.3	6LN	0	0	0	940	2,520	0	0	0	1,700	4,550
	CLAYTON CT	US 41	1	0.2	6LN	0	0	0	940	2,520	0	0	0	1,700	4,550
BUCKINGHAM RD	SR 82	ORANGE RIVER BLVD	3	7.8	2LN	60	190	430	620	990	120	360	820	1,170	1,870
	ORANGE RIVER BLVD	SR 80	3	2.6	2LN	60	190	430	620	990	120	360	820	1,170	1,870
BURNT STORE RD	SR 78	VAN BUREN PKWY	5	3.6	4LD	870	1,490	2,100	2,660	2,950	1,530	2,620	3,690	4,670	5,180
	VAN BUREN PKWY	COUNTY LINE	5	6.3	2LN	150	390	640	880	1,140	270	690	1,130	1,550	2,010
BUSINESS 41	SR 80	N. END OF BRIDGE	2	1.2	6LB	1,440	2,440	3,450	4,420	5,120	2,220	3,760	5,310	6,800	7,880
	N. END OF BRIDGE	PONDELLA RD	2	0.5	6LD	0	2,460	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270
	PONDELLA RD	SR 78	2	1.1	6LD	0	2,460	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270
	SR 78	LITTLETON RD	2	1.3	4LD	0	1,580	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870
	LITTLETON RD	US 41	2	1.3	4LD	0	1,580	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870
CAPE CORAL BRIDGE	DEL PRADO BLVD	WEST END OF BRDG	4 & 5	0.4	4LD	0	0	1,340	1,900	1,900	0	0	2,280	3,230	3,230
	WEST END OF BRDG	McGREGOR BLVD	4 & 5	1.3	4LB	1,120	1,900	2,680	3,440	4,000	1,910	3,230	4,540	5,820	6,790
COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	4	0.8	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
	WINKLER RD	WHISKEY CREEK DR	4	0.8	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
	WHISKEY CREEK DR	SUMMERLIN RD	4	0.8	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	1	0.4	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	SUMMERLIN RD	US 41	1	0.7	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	US 41	FOWLER ST	1	0.5	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	FOWLER ST	METRO PKWY	1	0.8	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	METRO PKWY	WINKLER AVE	1	2.1	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
	WINKLER AVE	SIX MILE PKWY	1	0.7	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180

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LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 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
COLONIAL BLVD	SIX MILE PKWY	I-75	1	0.5	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
	I-75	SR 82	1	2.4	6LD	0	2,280	3,040	3,040	3,040	0	3,800	5,070	5,070	5,070
CORKSCREW RD	US 41	SANDY LN	4	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	SANDY LN	THREE OAKS PKWY	4	0.7	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	THREE OAKS PKWY	I-75	4	0.8	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	3	1.7	2LD	0	820	1,200	1,200	1,200	0	1,580	2,310	2,310	2,310
	WILDCAT RUN DR	ALICO RD	3	2.6	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
	ALICO RD	COUNTY LINE	3	10.4	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4	0.4	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SOUTH POINT BLVD	WINKLER RD	4	0.6	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	WINKLER RD	SUMMERLIN RD	4	0.7	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,360	2,890	2,940	0	0	2,430	5,170	5,240
DANIELS PKWY	US 41	BIG PINE WAY	4	0.5	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	BIG PINE WAY	METRO PKWY	4	0.6	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	METRO PKWY	SIX MILE PKWY	4	0.8	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	SIX MILE PKWY	PALOMINO DR	4	2.2	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	PALOMINO DR	I-75	4	0.6	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	I-75	TREELINE AVE	3	0.5	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	TREELINE AVE	CHAMBERLIN PKWY	3	0.8	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	CHAMBERLIN PKWY	SR 82	3	3.8	4LD	1,620	2,160	2,160	2,160	2,160	2,700	3,600	3,600	3,600	3,600
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	5	0.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	SE 46TH ST	CORONADO PKWY	5	0.7	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORONADO PKWY	CORNWALLIS PKWY	5	1.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORNWALLIS PKWY	VETERANS PKWY	5	0.8	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	VETERANS PKWY	HANCOCK B. PKWY	5	3.0	6LD	0	0	1,640	2,800	2,800	0	0	3,160	5,390	5,390
	HANCOCK B. PKWY	NE 6TH ST	5	0.7	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
	NE 6TH ST	SR 78	5	0.4	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
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	3,850	3,850	3,850	3,850
FOWLER ST	US 41	N AIRPORT RD	1	1.0	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
	N AIRPORT RD	COLONIAL BLVD	1	0.3	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4	0.5	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	PINE RIDGE RD	BASS RD	4	1.6	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	BASS RD	WINKLER RD	4	0.8	6LD	0	290	2,780	2,780	2,780	0	540	5,160	5,160	5,160
	WINKLER RD	SUMMERLIN RD	4	0.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240
	SUMMERLIN RD	US 41	4	1.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240

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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
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
HANCOCK BRIDGE PKW	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
HOMESTEAD RD	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
I-75	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
JOEL BLVD	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
LEE BLVD	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
	HOMESTEAD RD	LEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
LEELAND HEIGHTS	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
LUCKETT RD	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
McGREGOR BLVD	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290
	GRIFFIN BLVD	A & W BULB RD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290
	A & W BULB RD	CYPRESS LAKE DR	4	0.7	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.8	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290

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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
McGREGOR BLVD	COLLEGE PKWY	WINKLER RD	4	1.4	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	WINKLER RD	BRENTWOOD	1	0.8	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	BRENTWOOD	COLONIAL BLVD	1	0.8	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
METRO PKWY	US 41	SIX MILE PKWY	4	2.5	6LD	0	2,280	2,280	2,280	2,280	0	4,060	4,060	4,060	4,060
	SIX MILE PKWY	DANIELS PKWY	4	1.3	6LD	0	0	2,060	2,060	2,060	0	0	3,670	3,670	3,670
	DANIELS PKWY	CRYSTAL DR	4	1.3	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
	CRYSTAL DR	DANLEY DR	4	1.1	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
	DANLEY DR	COLONIAL BLVD	1	1.2	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
DR. MARTIN LUTHER	MICHIGAN LINK	ORTIZ AVE	1	0.8	4LD	260	1,700	1,700	1,700	1,700	450	2,940	2,940	2,940	2,940
KING, JR. BLVD (SR 82)	ORTIZ AVE	I-75	1	0.6	6LD	400	2,560	2,560	2,560	2,560	690	4,430	4,430	4,430	4,430
	I-75	BUCKINGHAM RD	1	1.5	6LD	0	2,740	2,740	2,740	2,740	0	4,730	4,730	4,730	4,730
	BUCKINGHAM RD	COLONIAL BLVD	1	1.0	6LD	0	2,740	2,740	2,740	2,740	0	4,730	4,730	4,730	4,730
	COLONIAL BLVD	GATEWAY BLVD	3	1.0	2LN	700	1,160	1,160	1,160	1,160	1,210	2,010	2,010	2,010	2,010
	GATEWAY BLVD	GUNNERY RD	3	3.5	2LN	1,040	1,040	1,040	1,040	1,040	1,670	1,670	1,670	1,670	1,670
	GUNNERY RD	ALABAMA RD	3	3.5	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	ALABAMA RD	BELL BLVD	3	4.2	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	BELL BLVD	COUNTY LINE	3	2.7	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2	4.5	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
	FRANKLIN LOCK RD	BROADWAY RD	2	5.7	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
	BROADWAY RD	COUNTY LINE	2	3.6	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
ORANGE RIVER BLVD	SR 80	STALEY RD	3	1.3	2LN	110	260	430	590	1,000	210	500	820	1,120	1,890
	STALEY RD	BUCKINGHAM RD	3	3.0	2LN	110	260	430	590	1,000	210	500	820	1,120	1,890
ORTIZ AVE	COLONIAL BLVD	SR 82	1	1.7	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	SR 82	BALLARD ST	1	1.1	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	BALLARD ST	TICE ST	1	1.3	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	TICE ST	SR 80	1	0.3	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
PINE ISLAND RD/	STRINGFELLOW RD	BURNT STORE RD	5 & 6	5.4	2LN	70	220	380	530	950	140	440	750	1,040	1,870
BAYSHORE RD (SR 78)	BURNT STORE RD	CHIQUITA BLVD	5	2.0	4LD	1,230	1,820	1,820	1,820	1,820	2,280	3,370	3,370	3,370	3,370
	CHIQUITA BLVD	SANTA BARBARA BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760

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						A	B	C	D	E	A	B	C	D	E
PINE ISLAND RD/	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
BAYSHORE RD (SR 78)	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
	NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
PONDELLA RD	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	WESTWOOD RD	ORANGE GROVE BLVD	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	ORANGE GROVE BLVD	US 41	2	1.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
SAN CARLOS BLVD	ESTERO BLVD	MAIN ST	4	0.6	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	1,890
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	3,250
	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	1,640
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	3,300
SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	2,010
SIX MILE CYPRESS	US 41	METRO PKWY	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	3,220
	CHALLENGER BLVD	WAL-MART INTERSECTION	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
	WAL-MART INTERSECTION	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
SLATER RD	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	1,910
SR 31	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	2,270
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
SR 80	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	3,000
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	4,520
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	4,640
	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	3,080
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
STRINGFELLOW RD	1ST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970

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LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 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
SUMMERLIN RD	McGREGOR BLVD	SAN CARLOS BLVD	4	2.2	4LD	1,620	1,980	1,980	1,980	1,980	2,850	3,490	3,490	3,490	3,490
	SAN CARLOS BLVD	PINE RIDGE RD	4	0.5	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	PINE RIDGE RD	BASS RD	4	1.7	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	BASS RD	GLADIOLUS DR	4	1.8	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	GLADIOLUS DR	CYPRESS LAKE DR	4	1.8	4LD	0	1,450	1,900	1,900	1,900	0	2,590	3,400	3,400	3,400
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	COLLEGE PKWY	BOY SCOUT	4	1.9	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	0	1,370	1,820	0	0	0	2,450	3,250
SUNSHINE BLVD	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	CORKSCREW RD	SAN CARLOS BLVD	4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	SAN CARLOS BLVD	ALICO RD	4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
TREELINE AVE	ALICO RD	DANIELS PKWY	3	3.8	4LD	1,530	1,980	1,980	1,980	1,980	2,600	3,360	3,360	3,360	3,360
	DANIELS PKWY	COLONIAL BLVD	3	4.5	4LD	1,530	1,980	1,980	1,980	1,980	2,600	3,360	3,360	3,360	3,360
US 41	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	0	4,220	4,830	4,830	4,830
	BONITA BEACH RD	TERRY ST	8	1.1	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	TERRY ST	OLD 41	8	2.3	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	OLD 41	CORKSCREW RD	8	3.5	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	BROADWAY	SANIBEL BLVD	4	1.9	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SANIBEL BLVD	ALICO RD	4	2.2	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ALICO RD	ISLAND PARK RD	4	1.0	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ISLAND PARK RD	JAMAICA BAY W.	4	1.6	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	JAMAICA BAY W.	SIX MILE PKWY	4	0.5	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SIX MILE PKWY	ANDREA LN	4	0.5	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	DANIELS PKWY	COLLEGE PKWY	4	0.7	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	COLLEGE PKWY	SOUTH RD	4	1.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	SOUTH RD	BOY SCOUT RD	4	0.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	BOY SCOUT RD	NORTH AIRPORT RD	1	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	NORTH AIRPORT RD	COLONIAL BLVD	1	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	FORT MYERS CITY LIMITS	NORTH KEY DR	1	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	NORTH KEY DR	HANCOCK BRIDGE PKWY	2	0.7	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	HANCOCK BRIDGE PKWY	PONDELLA RD	2	0.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	PONDELLA RD	SR 78	2	1.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	LITTLETON RD	BUS 41	2	1.2	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	BUS 41	DEL PRADO BLVD	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	DEL PRADO BLVD	TRAIL DAIRY	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	TRAIL DAIRY	CHARLOTTE CO. LINE	2	2.6	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240

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LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 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	1,880	3,170	4,460	5,720	6,680
	DEL PRADO BLVD	SANTA BARBARA BLVD	5	2.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SANTA BARBARA BLVD	SKYLINE BLVD	5	1.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78	5	3.5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4	0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 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

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LEE COUNTY GENERALIZED SERVICE VOLUMES

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Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials
Class I (40 mph or higher posted speed limit)
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

Collectors
Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

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FDOT 2013 QUALITY/LEVEL OF SERVICE HANDBOOK
GENERALIZED SERVICE VOLUMES

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TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

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TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	44,100	57,600	68,900	71,700
6	65,100	85,600	102,200	111,000
8	85,100	113,700	135,200	150,000
10	106,200	141,700	168,800	189,000

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,300	49,600	62,900	69,600
6	Divided	52,800	74,500	94,300	104,500

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

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COMMUNITY DEVELOPMENT

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	28,800	43,000	52,300	60,000
6	43,000	64,000	78,300	92,500
8	57,500	85,400	104,400	123,500

Freeway Adjustments

Auxiliary Lanes
Present in Both Directions
+ 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,700	8,400	14,300	28,600
4	Divided	25,700	40,300	51,000	57,900
6	Divided	38,800	60,400	76,700	86,800

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	8,700	16,400	23,100	31,500
4	Divided	25,900	40,700	52,400	59,600
6	Divided	38,800	61,000	78,400	89,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
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TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≥ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≥ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≥ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≥ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

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TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
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TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 3

% ffs = Percent free flow speed ats = Average travel speed

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TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,970	5,190	6,200	6,460
6	5,860	7,710	9,190	9,990
8	7,660	10,230	12,170	13,500
10	9,550	12,750	15,190	17,010

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	3,170	4,460	5,660	6,260
6	Divided	4,750	6,700	8,480	9,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

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TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	>1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,020	4,510	5,490	6,300
6	4,510	6,720	8,220	9,720
8	6,040	8,970	10,960	12,970

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	790	1,350	2,710
4	Divided	2,440	3,820	4,840	5,500
6	Divided	3,680	5,730	7,280	8,240

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	2,460	3,860	4,970	5,660
6	Divided	3,680	5,790	7,440	8,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, w)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≥ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≥ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≥ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≥ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

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TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

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TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,880	3,440	3,580
3	3,260	4,280	5,100	5,540
4	4,260	5,680	6,760	7,500
5	5,300	7,080	8,440	9,440

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,740	2,450	3,110	3,440
3	Divided	2,610	3,680	4,660	5,170

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

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TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	1,680	2,500	3,040	3,500
3	2,500	3,720	4,560	5,400
4	3,360	4,980	6,080	7,200

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,350	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≥55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≥50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≥45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≥40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

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GENERALIZED SERVICE VOLUMES

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TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
2	Undivided	*	4,000	13,900	18,800
4	Divided	1,000	27,300	36,200	37,800
6	Divided	1,600	41,200	54,300	57,000

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
2	Undivided	*	*	4,200	14,300
4	Divided	*	9,500	28,100	37,200
6	Divided	*	17,800	44,200	56,200

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	53,700	72,900	90,500	92,600
6	78,300	107,600	133,500	139,000
8	103,100	142,700	177,800	185,500
10	140,700	197,600	231,900	**
12	174,300	235,100	278,100	**

Urbanized

Lanes	B	C	D	E
4	50,700	68,900	85,500	87,500
6	73,900	101,600	126,100	131,300
8	97,400	134,700	167,900	175,200
10	132,900	186,700	219,000	**

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	12,300	18,800	25,500	34,100
4	Divided	37,200	53,700	67,700	76,000
6	Divided	56,000	80,600	101,400	113,900

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways	Core Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2-4	6	2-4	6	4	4
Posted speed (mph)	70	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n	n								
Median (d, u, twlt)				d						
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	y	n	y		
Facility length (mi)	3	3	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	1	1								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.565	0.565
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.950	0.950		0.950						
Capacity Adjustment Factor (CAF)	0.939	0.939		0.939						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					5	5	9	9	4	6
Arrival type (1-6)					3	3	3	3	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					150	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width									t	t
Pavement condition									t	
On-street parking									n	n
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation (a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials	Bicycle	Ped	Bus
	Density pc/mi/ln	Two-Lane %ffs	Multilane Density pc/mi/ln	Principal & Minor %bffs	Score	Score	Buses/hr.
B	≤ 18	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75	≤ 6
C	≤ 26	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50	≤ 4
D	≤ 35	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25	< 3
E	≤ 45	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00	< 2

pc/mi/ln = passenger cars per mile per lane %ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
2	Undivided	*	8,900	18,400	18,800
4	Divided	*	27,700	37,200	**
6	Divided	9,300	43,000	56,600	**

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
2	Undivided	*	*	3,000	15,200
4	Divided	*	12,700	27,700	36,400
6	Divided	*	22,400	42,600	55,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	50,900	66,100	78,200	**
6	73,500	97,000	115,800	117,200
8	96,200	127,900	152,900	156,400
10	124,400	166,100	195,400	**

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	12,300	18,800	25,500	34,100
4	Divided	35,200	50,700	63,400	69,900
6	Divided	52,700	76,200	95,400	104,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2-4	6	2	4-6	4	4
Posted speed (mph)	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)			d						
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	y	n	y		
Facility length (mi)	6	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	0.5								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.57	0.57
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.913		0.913						
Capacity Adjustment Factor (CAF)	0.898		0.898						
% left turns				12	12	12	12*	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	5	9	9	4	6
Arrival type (1-6)				3	3	3	3	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	120	110	110	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width								t	t
Pavement condition								t	
On-street parking								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials	Bicycle	Ped	Bus
	Density pc/mi/ln	Two-Lane %ffs	Multilane Density pc/mi/ln	Principal & Minor %bffs	Score	Score	Buses/hr.
B	≤ 18	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75	≤ 6
C	≤ 26	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50	≤ 4
D	≤ 35	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25	< 3
E	≤ 45	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00	< 2

* 13% SB left turns for 6-lane minor arterials

pc/mi/ln = passenger cars per mile per lane %ffs = percent free flow speed %bffs = percent base free flow

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TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** OR **Developed Areas Less Than 5,000 Population**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	18,200	18,600	**	**
4	Divided	*	28,100	37,200	**
6	Divided	*	46,100	56,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Rural Developed

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	42,400	57,400	66,700	70,700
6	58,800	82,400	97,600	105,900
8	75,400	107,700	127,700	141,200

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	5,500	9,900	17,000	34,100

Rural Developed

Lanes	Median	B	C	D	E
2	Undivided	12,300	18,800	25,500	34,100
4	Divided	35,800	51,700	62,200	66,700
6	Divided	53,700	77,800	93,300	100,000

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** OR **Developed Areas Less Than 5,000 Population**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities				
	Freeways	Highways			Arterials		Bicycle		Pedestrian
		Undeveloped	Developed				Undeveloped	Developed	
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	rural								
Number of through lanes (both dir.)	4-8	2	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	50	55	50	40	55	45	45
Free flow speed (mph)	75	60	55	60	55	45	60	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)				d					
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		20	60						
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	y			
Facility length (mi)	18	10	5	5	2	2	4	2	2
Interchange Density (intch/mi)	0.17								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.57	0.57	0.57
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	5.0	5.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.863			0.863					
Capacity Adjustment Factor (CAF)	0.852			0.852					
% left turns					12	12		12	12
% right turns					12	12		12	12
CONTROL CHARACTERISTICS									
Number of signals					3	5	2	4	4
Arrival type (1-6)					3	3	3	3	3
Signal type (a, c, p)					c	c	a	a	a
Cycle length (C)					100	100	60	90	90
Effective green ratio (g/C)					0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)							n, 50%, y	n, 50%, y	n
Outside lane width							t	t	t
Pavement condition							t	t	
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				Arterials	Bicycle	Ped
	Density pc/mi/ln	Two-Lane			Multi-Lane	%bffs	Score	Score
		Undeveloped		Developed	Density pc/mi/ln			
		ats	%tsf	%ffs				
B	≤ 14	> 50	≤ 50	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75
C	≤ 22	> 45	≤ 65	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50
D	≤ 29	> 40	≤ 80	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25
E	≤ 39	≤ 40	> 80	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00

pc/mi/ln = passenger cars per mile per lane ats = average travel speed %tsf = percent time spent following
%ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
2	Undivided	*	360	1,250	1,690
4	Divided	90	2,450	3,250	3,400
6	Divided	150	3,710	4,890	5,130

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
2	Undivided	*	*	380	1,290
4	Divided	*	850	2,530	3,350
6	Divided	*	1,600	3,980	5,050

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	260	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,560	6,200	7,690	7,870
6	6,650	9,150	11,350	11,820
8	8,760	12,130	15,110	15,760
10	11,960	16,800	19,710	**
12	14,820	19,980	23,640	**

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,110	1,690	2,290	3,070
4	Divided	3,350	4,840	6,090	6,840
6	Divided	5,040	7,250	9,130	10,250

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
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TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-12	2	4-6	2-4	6	2-4	6	4	4
Posted speed (mph)	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)			d						
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	y	n	y		
Facility length (mi)	3	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	1								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.565	0.565
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.950		0.950						
Capacity Adjustment Factor (CAF)	0.939		0.939						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	5	9	9	4	6
Arrival type (1-6)				3	3	3	3	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				150	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width								t	t
Pavement condition								t	
On-street parking								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials	Bicycle	Ped	Bus
	Density pc/mi/ln	Two-Lane %ffs	Multilane Density pc/mi/ln	Principal & Minor %bffs	Score	Score	Buses/hr.
B	≤ 18	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75	≤ 6
C	≤ 26	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50	≤ 4
D	≤ 35	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25	< 3
E	≤ 45	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00	< 2

pc/mi/ln = passenger cars per mile per lane %ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
2	Undivided	*	800	1,650	1,690
4	Divided	*	2,490	3,350	**
6	Divided	840	3,870	5,090	**

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
2	Undivided	*	*	270	1,360
4	Divided	*	1,150	2,490	3,270
6	Divided	*	2,020	3,840	5,000

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,580	5,950	7,040	**
6	6,620	8,730	10,420	10,550
8	8,650	11,510	13,760	14,070
10	11,200	14,950	17,580	**

Freeway Adjustments

Auxiliary Lanes In Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,110	1,690	2,290	3,070
4	Divided	3,160	4,560	5,710	6,290
6	Divided	4,750	6,850	8,580	9,440

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2-4	6	2	4-6	4	4
Posted speed (mph)	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)			d						
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	y	n	y		
Facility length (mi)	6	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	0.5								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.57	0.57
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.913		0.913						
Capacity Adjustment Factor (CAF)	0.898		0.898						
% left turns				12	12	12	12*	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	5	9	9	4	6
Arrival type (1-6)				3	3	3	3	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	120	110	110	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width								t	t
Pavement condition								t	
On-street parking								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials	Bicycle	Ped	Bus
	Density pc/mi/ln	Two-Lane %ffs	Multilane Density pc/mi/ln	Principal & Minor %bffs	Score	Score	Buses/hr.
B	≤ 18	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75	≤ 6
C	≤ 26	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50	≤ 4
D	≤ 35	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25	< 3
E	≤ 45	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00	< 2

* 13% SB left turns for 6-lane minor arterials

pc/mi/ln = passenger cars per mile per lane %ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** OR **Developed Areas Less Than 5,000 Population**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	1,640	1,670	**	**
4	Divided	*	2,530	3,350	**
6	Divided	*	4,150	5,070	**

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	>1,010
85-100%	250	370	1,760	>1,760

Rural Developed

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,820	5,160	6,000	6,360
6	5,290	7,420	8,780	9,530
8	6,780	9,690	11,490	12,710

Freeway Adjustments
Auxiliary Lanes
Present in Both Directions
+ 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	490	890	1,530	3,070

Rural Developed

Lanes	Median	B	C	D	E
2	Undivided	1,110	1,690	2,290	3,070
4	Divided	3,220	4,650	5,600	6,000
6	Divided	4,840	7,000	8,400	9,000

Passing Lane Adjustments
Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** OR **Developed Areas Less Than 5,000 Population**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities				
	Freeways	Highways			Arterials		Bicycle		Pedestrian
		Undeveloped	Developed				Undeveloped	Developed	
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	rural								
Number of through lanes (both dir.)	4-8	2	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	50	55	50	40	55	45	45
Free flow speed (mph)	75	60	55	60	55	45	60	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)				d					
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		20	60						
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	y			
Facility length (mi)	18	10	5	5	2	2	4	2	2
Interchange Density (intch/mi)	0.17								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.57	0.57	0.57
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	5.0	5.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.863			0.863					
Capacity Adjustment Factor (CAF)	0.852			0.852					
% left turns					12	12		12	12
% right turns					12	12		12	12
CONTROL CHARACTERISTICS									
Number of signals					3	5	2	4	4
Arrival type (1-6)					3	3	3	3	3
Signal type (a, c, p)					c	c	a	a	a
Cycle length (C)					100	100	60	90	90
Effective green ratio (g/C)					0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)							n, 50%, y	n, 50%, y	n
Outside lane width							t	t	t
Pavement condition							t	t	
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				Arterials	Bicycle	Ped
	Density pc/mi/ln	Two-Lane			Multi-Lane	%bffs	Score	Score
		Undeveloped		Developed	Density pc/mi/ln			
		ats	%tsf	%ffs				
B	≤ 14	> 50	≤ 50	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75
C	≤ 22	> 45	≤ 65	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50
D	≤ 29	> 40	≤ 80	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25
E	≤ 39	≤ 40	> 80	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00

pc/mi/ln = passenger cars per mile per lane ats = average travel speed %tsf = percent time spent following
%ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	200	690	930
2	Divided	50	1,350	1,790	1,870
3	Divided	80	2,040	2,690	2,820

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	210	710
2	Divided	*	470	1,390	1,840
3	Divided	*	880	2,190	2,780

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,510	3,410	4,230	4,330
3	3,660	5,030	6,240	6,500
4	4,820	6,670	8,310	8,670
5	6,580	9,240	10,840	**
6	8,150	10,990	13,000	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,840	2,660	3,350	3,760
3	Divided	2,770	3,990	5,020	5,640

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-12	2	4-6	2-4	6	2-4	6	4	4
Posted speed (mph)	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)			d						
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	y	n	y		
Facility length (mi)	3	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	1								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.565	0.565
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.950		0.950						
Capacity Adjustment Factor (CAF)	0.939		0.939						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	5	9	9	4	6
Arrival type (1-6)				3	3	3	3	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				150	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width								t	t
Pavement condition								t	
On-street parking								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials	Bicycle	Ped	Bus
	Density pc/mi/ln	Two-Lane %ffs	Multilane Density pc/mi/ln	Principal & Minor %bffs	Score	Score	Buses/hr.
B	≤ 18	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75	≤ 6
C	≤ 26	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50	≤ 4
D	≤ 35	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25	< 3
E	≤ 45	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00	< 2

pc/mi/ln = passenger cars per mile per lane %ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	440	910	930
2	Divided	*	1,370	1,840	**
3	Divided	460	2,130	2,800	**

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	150	750
2	Divided	*	630	1,370	1,800
3	Divided	*	1,110	2,110	2,750

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,520	3,270	3,870	**
3	3,640	4,800	5,730	5,800
4	4,760	6,330	7,570	7,740
5	6,160	8,220	9,670	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,740	2,510	3,140	3,460
3	Divided	2,610	3,770	4,720	5,190

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2-4	6	2	4-6	4	4
Posted speed (mph)	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)			d						
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	y	n	y		
Facility length (mi)	6	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	0.5								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.57	0.57
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.913		0.913						
Capacity Adjustment Factor (CAF)	0.898		0.898						
% left turns				12	12	12	12*	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	5	9	9	4	6
Arrival type (1-6)				3	3	3	3	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	120	110	110	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width								t	t
Pavement condition								t	
On-street parking								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials	Bicycle	Ped	Bus
	Density pc/mi/ln	Two-Lane %ffs	Multilane Density pc/mi/ln	Principal & Minor %bffs	Score	Score	Buses/hr.
B	≤ 18	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75	≤ 6
C	≤ 26	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50	≤ 4
D	≤ 35	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25	< 3
E	≤ 45	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00	< 2

* 13% SB left turns for 6-lane minor arterials

pc/mi/ln = passenger cars per mile per lane %ffs = percent free flow speed %bffs = percent base free flow speed

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TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** OR **Developed Areas Less Than 5,000 Population**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	900	920	**	**
2	Divided	*	1,390	1,840	**
3	Divided	*	2,280	2,790	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Rural Developed

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,100	2,840	3,300	3,500
3	2,910	4,080	4,830	5,240
4	3,730	5,330	6,320	6,990

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	270	490	840	1,690

Rural Developed

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,770	2,560	3,080	3,300
3	Divided	2,660	3,850	4,620	4,950

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

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TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** OR **Developed Areas Less Than 5,000 Population**

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities				
	Freeways	Highways			Arterials		Bicycle		Pedestrian
		Undeveloped	Developed				Undeveloped	Developed	
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	rural								
Number of through lanes (both dir.)	4-8	2	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	50	55	50	40	55	45	45
Free flow speed (mph)	75	60	55	60	55	45	60	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)				d					
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		20	60						
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	y			
Facility length (mi)	18	10	5	5	2	2	4	2	2
Interchange Density (intch/mi)	0.17								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.57	0.57	0.57
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	5.0	5.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.863			0.863					
Capacity Adjustment Factor (CAF)	0.852			0.852					
% left turns					12	12		12	12
% right turns					12	12		12	12
CONTROL CHARACTERISTICS									
Number of signals					3	5	2	4	4
Arrival type (1-6)					3	3	3	3	3
Signal type (a, c, p)					c	c	a	a	a
Cycle length (C)					100	100	60	90	90
Effective green ratio (g/C)					0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)							n, 50%, y	n, 50%, y	n
Outside lane width							t	t	t
Pavement condition							t	t	
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				Arterials	Bicycle	Ped
	Density pc/mi/ln	Two-Lane			Multi-Lane	%bffs	Score	Score
		Undeveloped		Developed	Density pc/mi/ln			
		ats	%tsf	%ffs				
B	≤ 14	> 50	≤ 50	> 83.3	≤ 18	> 67	≤ 2.75	≤ 2.75
C	≤ 22	> 45	≤ 65	> 75.0	≤ 26	> 50	≤ 3.50	≤ 3.50
D	≤ 29	> 40	≤ 80	> 66.7	≤ 35	> 40	≤ 4.25	≤ 4.25
E	≤ 39	≤ 40	> 80	≤ 66.7	≤ 45	> 30	≤ 5.00	≤ 5.00

pc/mi/ln = passenger cars per mile per lane ats = average travel speed %tsf = percent time spent following
%ffs = percent free flow speed %bffs = percent base free flow speed

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APPENDIX C

LEE COUNTY CONCURRENCY REPORT 2017

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