Portico Rezoning
DCI2018-00018
Response to Transportation Sufficiency Comments
Lee County Department of Community Development
June 26, 2018

DCI 2018-00018

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Project #17545

July 12, 2018

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

Portico Rezoning
DCI2018-00018
Response to Transportation Sufficiency Comments
Lee County Department of Community Development, June 26, 2018

County Comment No. 7. Traffic Impact Statement

County Comment 7.a.
The TIS must contain a general description of each type of use proposed, the units of development and the Land Use Code for each type of use utilized in the trip generation. The site design parameters that are stated in the TIS do not appear to correspond to the parameters that are stated and/or depicted in the non-TIS submittals. The conditions for the case appear to indicate that 1,600 single family dwelling units may be permitted. Please clarify in the conditions the maximum number of single family dwelling units that may be permitted with the case, and review and revise the TIS if needed.

Response:
The mix of units is represented by 1,438 Single Family units (LUC 210, which represents all single family detached and twin-villa attached units as the same unit type), and 162 multi-family units (LUC 220).

Therefore, no change has been made to the TIS in response to this comment.

County Comment 7.b.
The TIS must contain 100th highest hour traffic for the current year and for the year following the year in which the project is expected to be completed. At least one of the raw traffic counts appears incorrect (see northbound left- turning trip described on the 2/6/2018 raw counts at the intersection of Buckingham Road and Portico Boulevard). Please explain if this trip was recorded in error, if data is ascribed to the correct location, etc., and review and revise the TIS accordingly.

Response:
The data questioned by the reviewer has been verified to be correct. Field notes taken during data collection at the site indicate that the recorded northbound left turn was a U-turn movement. A copy of the field data obtained by Quality Counts has been included in the appendix of Attachment S-1.

No other change has been made to the TIS in response to this comment.

County Comment 7.c.
The distribution of traffic must be reasonably distributed to the project entrances. A graphical depiction of all turning movements at each of the project entrances/access points

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must be provided. The project traffic distribution on at least one link described in the TIS appears low. See trips assigned to Buckingham Road south of the subject site and to Orange River Boulevard as compared to the prior zoning TIS and existing traffic volumes in proximity to the site. Please review and revise the TIS accordingly to, at a minimum, include a brief discussion as to how the assumed distribution was derived.

Response:
The distribution of traffic at the Project driveway is an aggregated average of recent AM and PM peak hour traffic counts at the site taken on February 6, 2018. These traffic counts established new distribution percentages at the project driveway which supersede those provided in either the previous zoning or CPA studies.

The existing AM and PM peak hour turning movements are found in Appendix G, which were used to develop the project distribution percentages depicted on Exhibit 6.

Since the distribution percentages are based on recent peak season turning movements at the site, they appear neither high or low on either segment north or south of the site access. As such, there have been no modifications to the distribution percentages on either side of the site access on Buckingham Road.

County Comment 7.d.
The TIS must contain an analysis of the Level of Service for each of the project's access points and all intersections within one-quarter mile of the project. The analysis must follow the methods established in the most current edition of the Highway Capacity Manual for either signalized or unsignalized intersections. The TIS does not appear to contain a LOS analysis for each of the project's access points during the AM peak hour. Please review and revise the TIS accordingly.

Response:
AM Peak Hour LOS analysis of the project entrance on Buckingham Road using HCM 6 has been included in Appendix D.

County Comment 7.e.
The TIS does not appear to contain a LOS analysis for the intersections reviewed during the AM peak hour. Please review and revise the TIS accordingly.

Response:
AM Peak Hour LOS analysis using HCM 6 has been included for the intersections at Buckingham Road at SR 80, and Buckingham Road at Orange River Boulevard in Appendix D of the TIS.

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County Comment 7.f.
Please include the traffic analysis methodology meeting information for the comprehensive plan amendment and related zoning case in the TIS appendix.

Response:
No methodology notes pertaining to either the comprehensive plan amendment TIS (dated February 5, 2018) or the zoning application are available.

However, Attachment S-1 (the Portico Rezoning Traffic Impact Statement dated (Revised) July 6, 2018) has been prepared consistent with Lee County traffic impact statement guidelines and standard practices accepted by Lee County.

County Comment 7.g.
The TIS LOS analysis for collector/arterial roadways does not appear to reference the most current adopted (non-draft) FDOT Generalized Peak Hour Volumes table for LOS determination. Please review and revise the TIS accordingly.

Response:
Exhibits 7 and 9 have been updated to refer to the currently adopted 2013 FDOT Generalized Peak Hour Service Volumes that are in "non-draft" status, as requested by the reviewer.

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ATTACHMENT S-1

PORTICO REZONING
TRAFFIC IMPACT STATEMENT

REVISED JULY 6, 2018

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PORTICO REZONING
TRAFFIC IMPACT STATEMENT

Project #17545

June 1, 2018
Revised July 6, 2018

Prepared by:
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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

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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 analysis of

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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 adopted FDOT generalized service volumes provided in the FDOT 2013 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	I-75	SR 31	C (2)
	SR 31	Buckingham Rd	C (2)
	Buckingham Rd	W of Werner Dr	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 in the following diagram.

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Existing Traffic Conditions Intersection Level of Service		
Major Street	**Minor Street**	**LOS** **(AM/PM)**
Buckingham Road	Portico Boulevard (Project Entrance)	A / A [(1)]
	Orange River Boulevard	E / C [(2)]
SR 80	Buckingham Road	D / 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 in the following diagram.

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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 trips were distributed to the external road network as depicted in Exhibit 6. Project trip distribution percentages were derived from an averaging of AM and PM peak hour turning movement counts conducted in 2018, which are included in Appendix G, 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 in the following diagram.

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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	I-75	SR 31	C (3)
	SR 31	Buckingham Rd	F (3)
	Buckingham Rd	W of Werner Dr	C (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 2013 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).

Additionally, the segment of SR 80 from SR 31 to Buckingham Road is anticipated to operate at LOS F.

Future Intersection Volumes - Current Zoning

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

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.

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

Future Traffic Conditions – Current Zoning Intersection Level of Service		
Major Street	**Minor Street**	**LOS (AM/PM)**
Buckingham Road	Portico Boulevard (Project Entrance)	B / D (1)
	Orange River Boulevard	B / D (2)
SR 80	Buckingham Road	E / 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	I-75	SR 31	C (3)
	SR 31	Buckingham Rd	F (3)
	Buckingham Rd	W of Werner Dr	C (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 2013 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).

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Additionally, the segments of SR 80 from SR 31 to Buckingham Road, and from Broadway Street to Joel Boulevard, are anticipated to operate at LOS F under the current FDOT Generalized Service Volumes from the 2013 Quality/Level of Service Handbook. However, a draft 2018 revision of this document has recently been distributed by FDOT which revises the capacity for many of the State-owned road segments. When compared to FDOT's proposed LOS for this portion of SR 80, the results indicate it will operate at an acceptable LOS D with the proposed zoning.

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

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 (AM/PM)**
Buckingham Road	Portico Boulevard (Project Entrance)	C / E (1)
	Orange River Boulevard	A / D (2)
SR 80	Buckingham Road	F / 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.

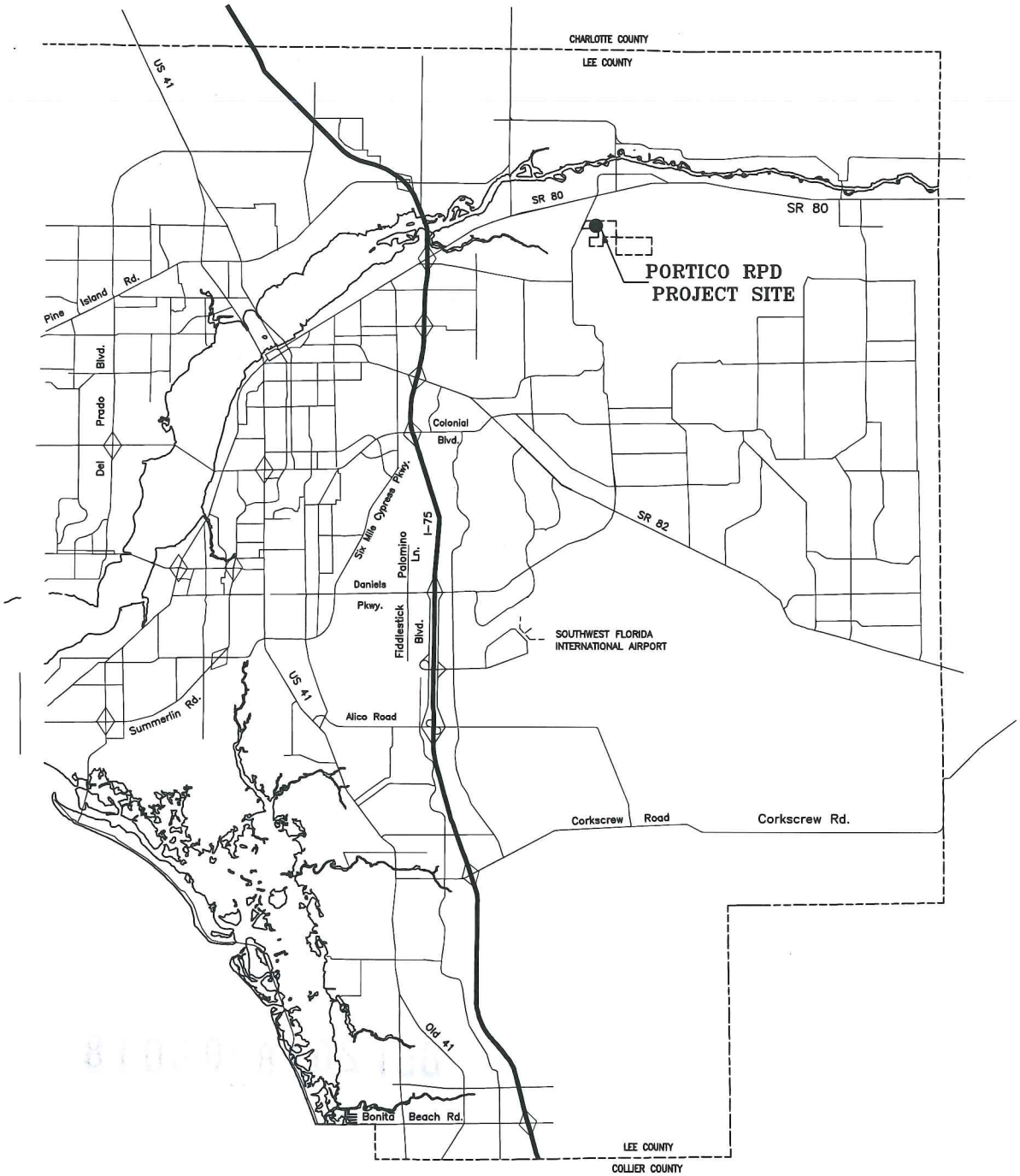
Conclusions

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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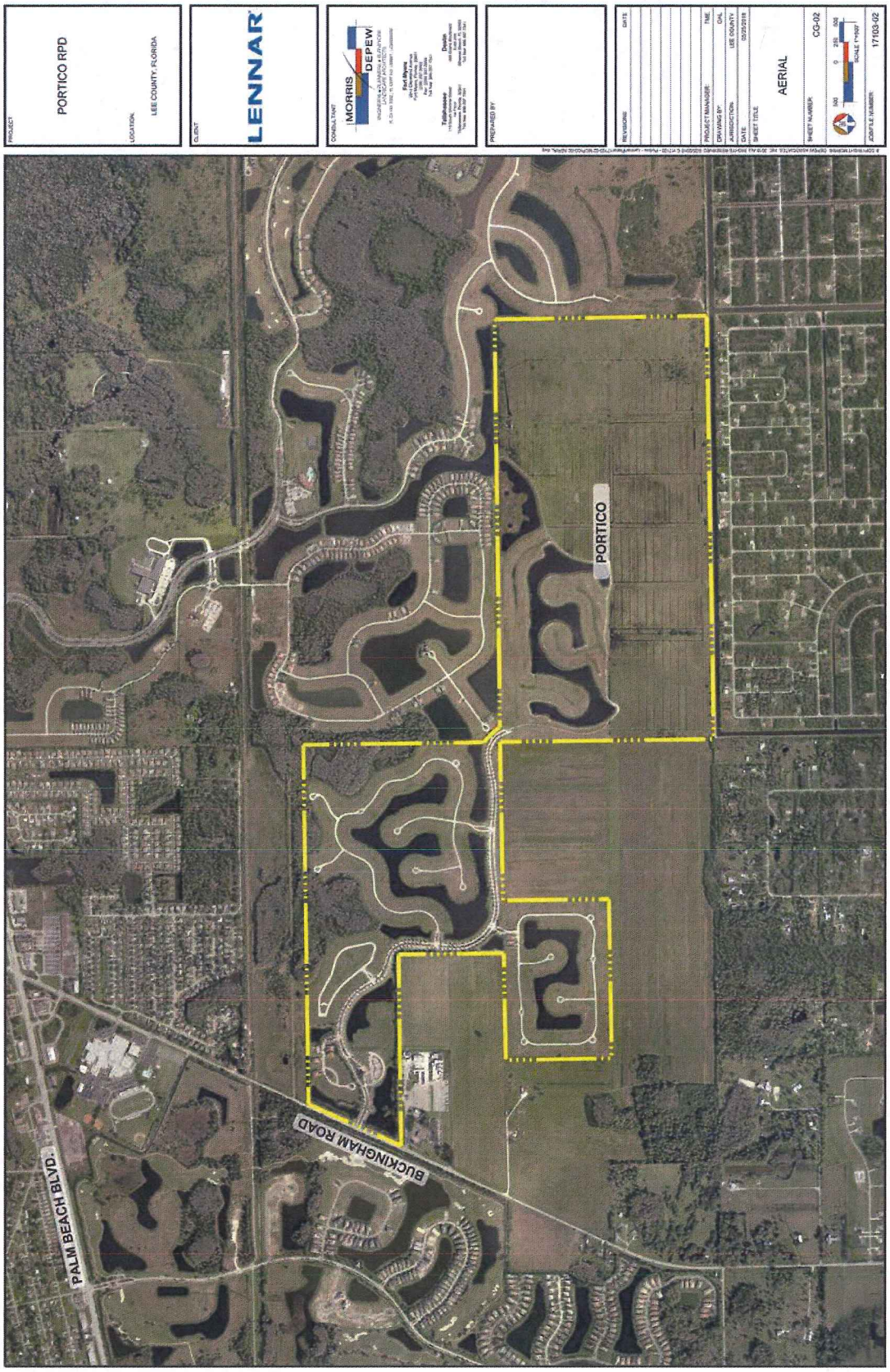
PORTICO ZTIS

PROJECT LOCATION

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

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			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 LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	@ LOS Std.	Peak Season Peak Hour Peak Direction LOS
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	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

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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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.

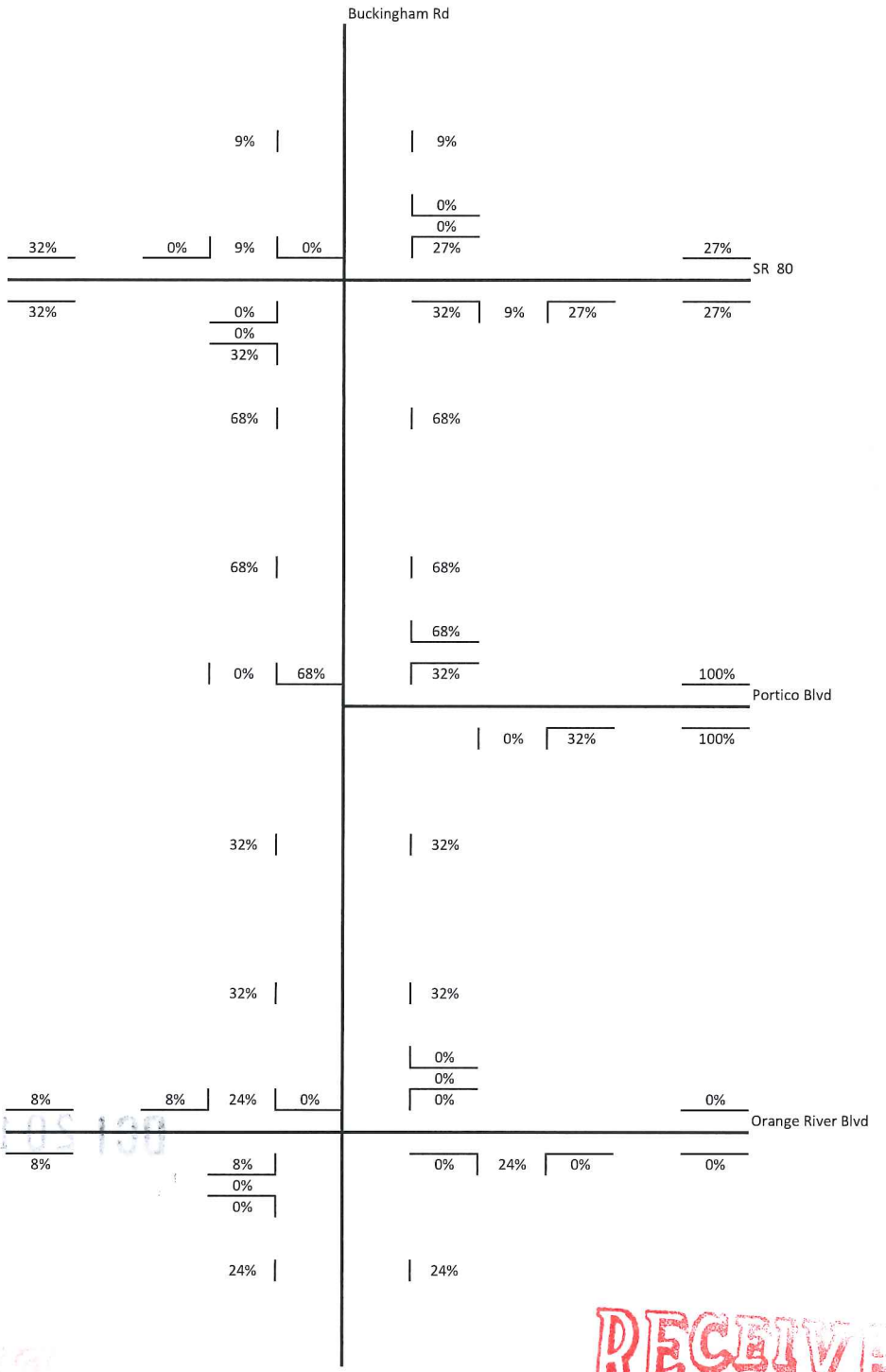
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EXHIBIT 6

PORTICO ZTIS
PROJECT DISTRIBUTION

Project Trip Distribution (%)

	Entering	Exit
	100%	100%



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EXHIBIT 7 (REVISED)

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	I-75	SR 31	6LD	D	1,887	3.6%	1.40	2,634	211	7%	No	2,845	0	0	3,087	3,171	3,171	3,171	0.90	C
	SR 31	Buckingham Rd	4LD	D	1,818	3.6%	1.40	2,538	211	11%	Yes	2,749	0	0	2,006	2,100	2,100	2,100	1.31	F
	Buckingham Rd	W of Werner Dr	4LD	D	1,220	3.6%	1.40	1,703	178	7%	No	1,881	0	1,810	2,560	3,240	3,590	3,590	0.52	C

Footnotes:

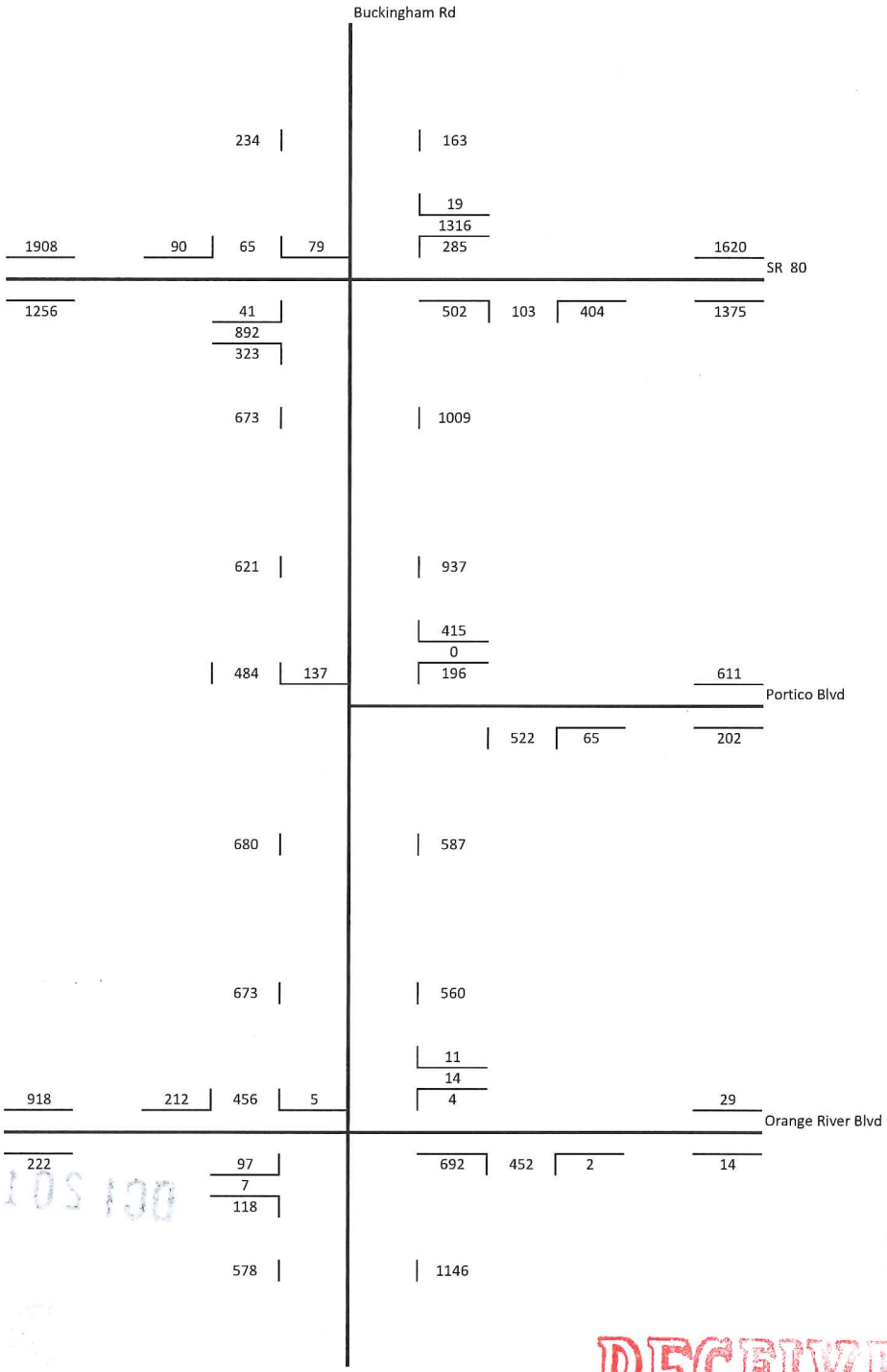
(1) Existing plus committed number of lanes.
(2) Per The Lee Plan, Policy 37.1.1. For state roads, urban LOS standard = LOS D and rural LOS standard = LOS C.
(3) Based on the Lee County Concurrency Report 2017.
(4) Linear growth rate. Growth rate developed from 2017 Lee County Traffic Count Report.
(5) 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 2013 Quality/Level of Service Handbook.

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EXHIBIT 8A
(NEW)
PORTICO ZTIS
INTERSECTION TURNING MOVEMENT VOLUMES

Future 2027 Traffic Conditions with Current Zoning - AM Peak Hour

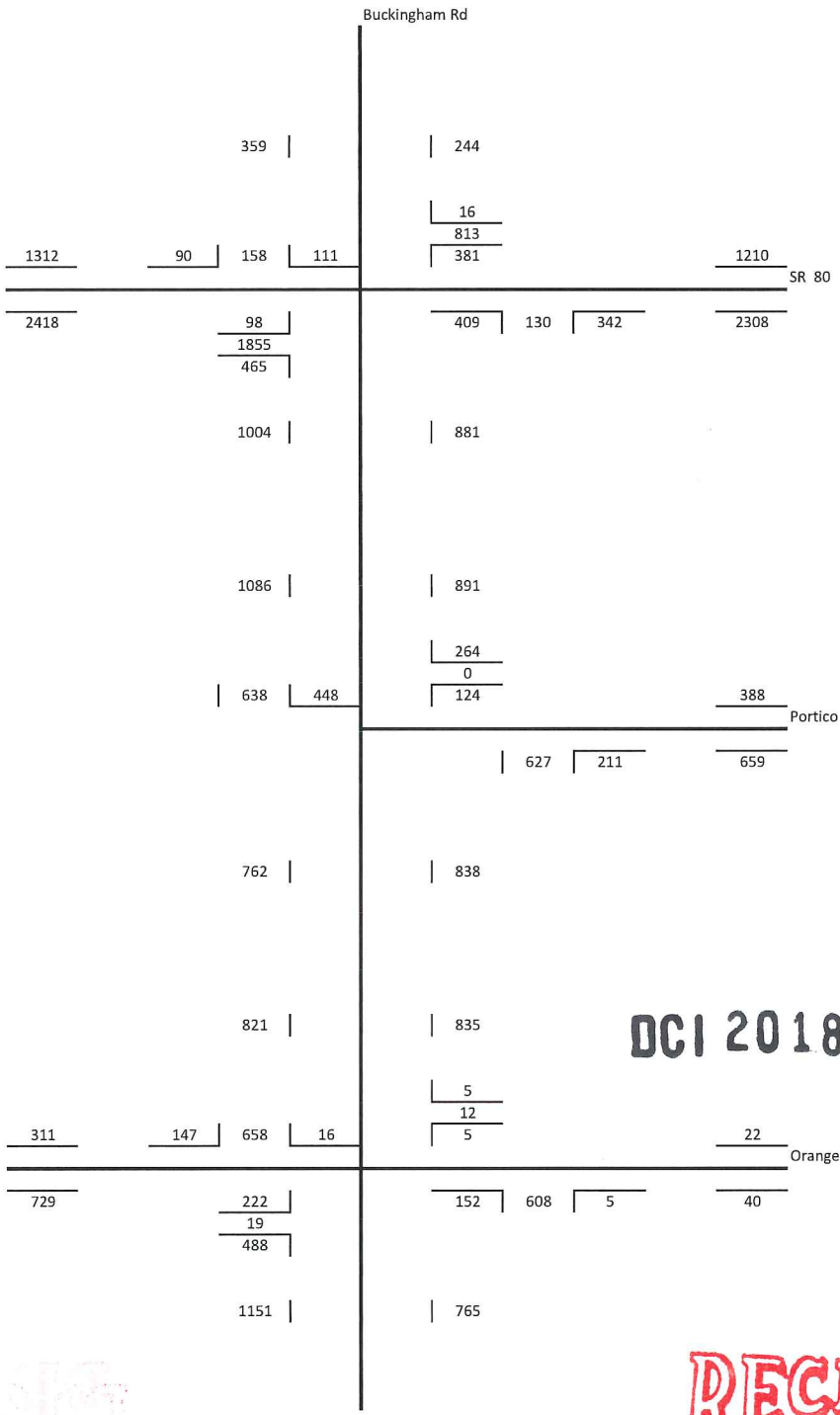


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EXHIBIT 8B

PORTICO ZTIS
INTERSECTION TURNING MOVEMENT VOLUMES

Future 2027 Traffic Conditions with Current Zoning - PM Peak Hour



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EXHIBIT 9 (REVISED)

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	I-75	SR 31	6LD	D	1,887	3.6%	1.40	2,634	283	9%	No	2,917	0	0	3,087	3,171	3,171	3,171	0.92	C
	SR 31	Buckingham Rd	4LD	D	1,818	3.6%	1.40	2,538	283	14%	Yes	2,821	0	0	2,006	2,100	2,100	2,100	1.34	F
	Buckingham Rd	W of Werner Dr	4LD	D	1,220	3.6%	1.40	1,703	239	9%	No	1,942	0	1,810	2,560	3,240	3,590	3,590	0.54	C

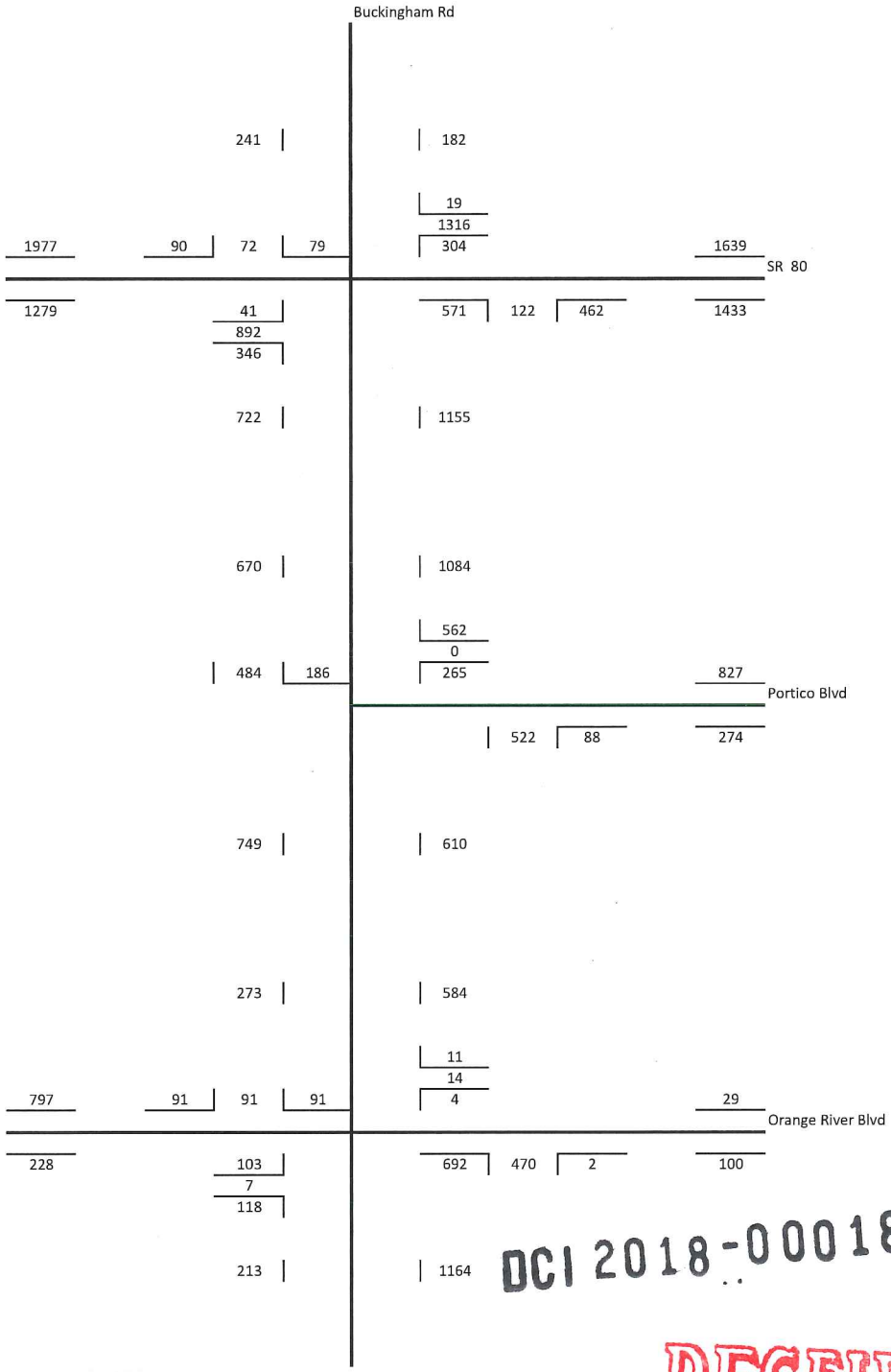
Footnotes:

(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.
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(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 2013 Quality/Level of Service Handbook.

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EXHIBIT 10A
(NEW)
PORTICO ZTIS
INTERSECTION TURNING MOVEMENT VOLUMES

Future 2027 Traffic Conditions with Proposed Zoning - AM Peak Hour



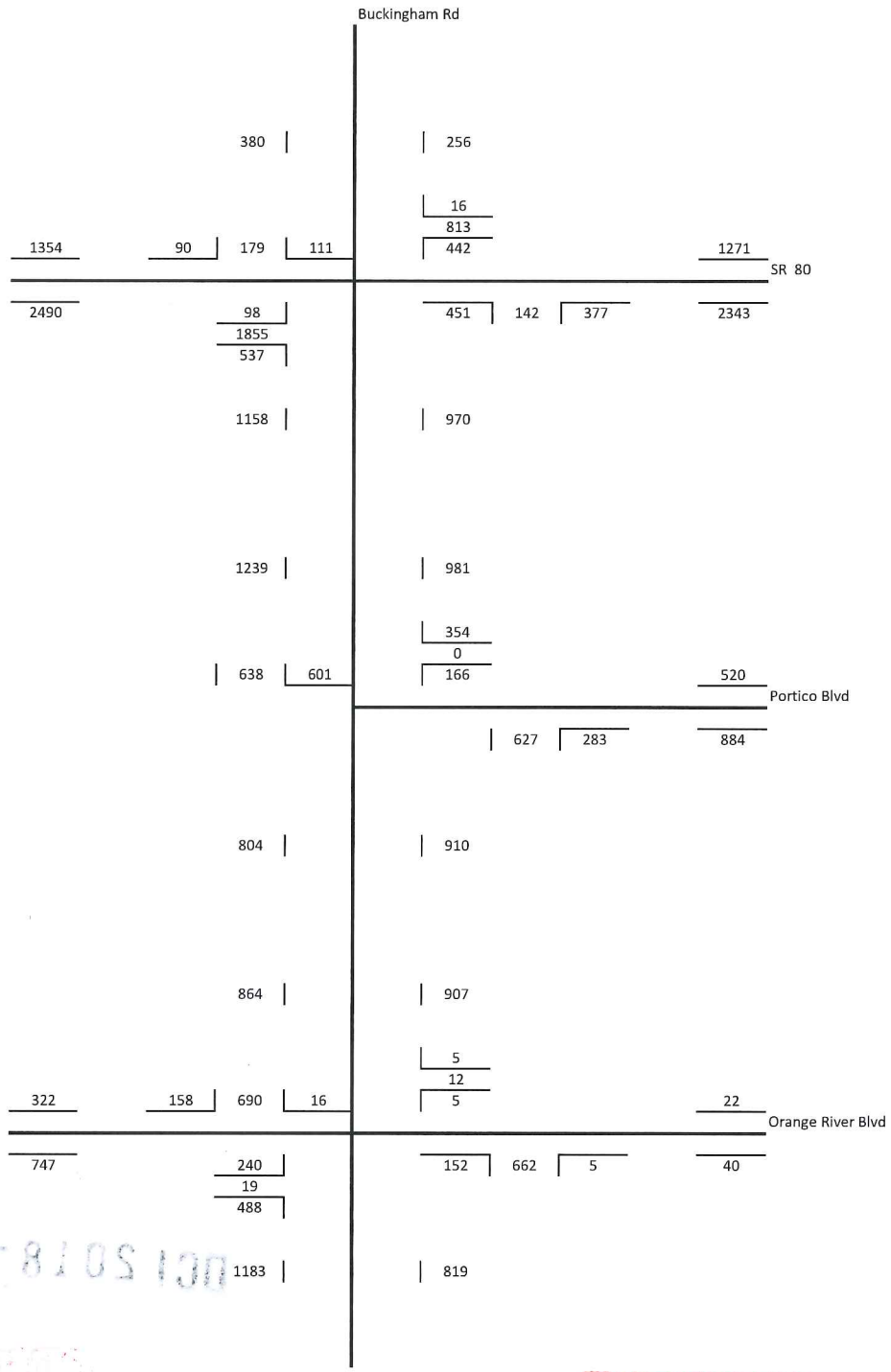
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EXHIBIT 10B

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
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
		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
12:00 PM				0				0				0				0	0
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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)

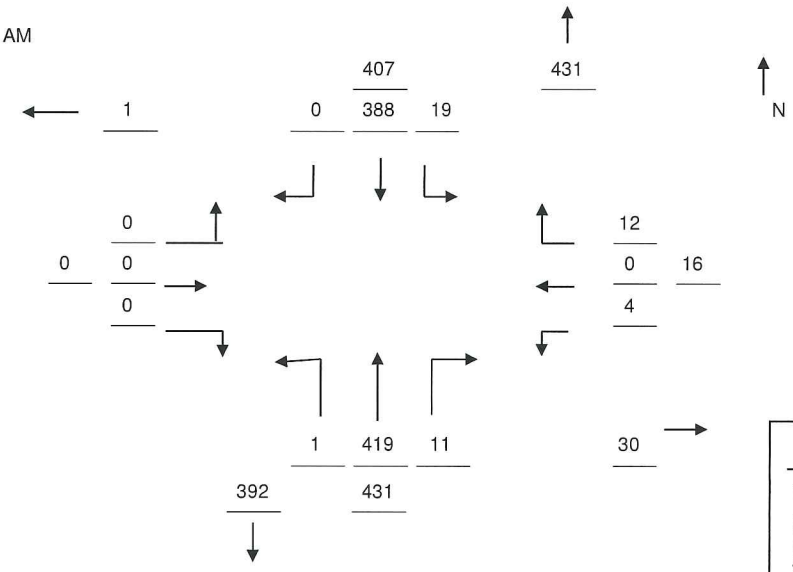
AM Peak Hour	0.83	0.89	0.50	0.00	0.88
PM Peak Hour	0.98	0.89	0.72	0.00	0.96

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DPA
RAW TURNING MOVEMENT DIAGRAM

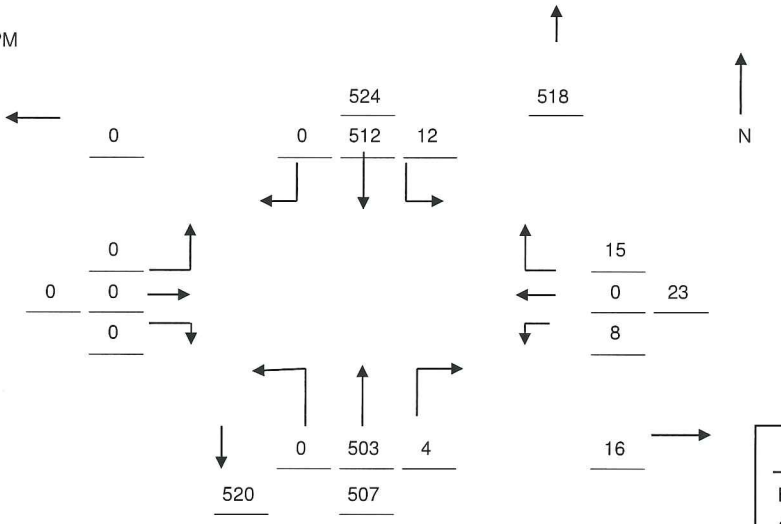
LOCATION:	Buckingham Road @ Portico Boulevard		
COUNTY :	Lee	CITY:	0
OBSERVER:	QC	DATE: 02/06/2018	Tuesday

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



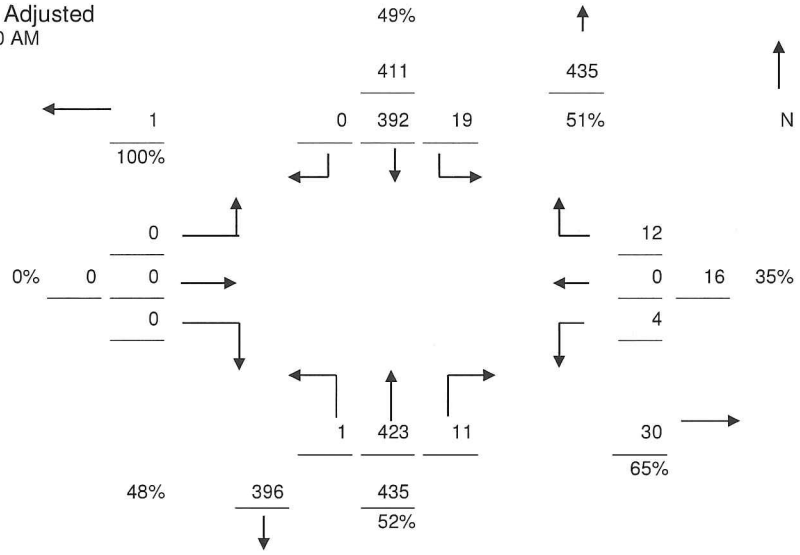
TRUCK %	
NB =	5 %
SB =	11 %
EB =	0 %
WB =	13 %

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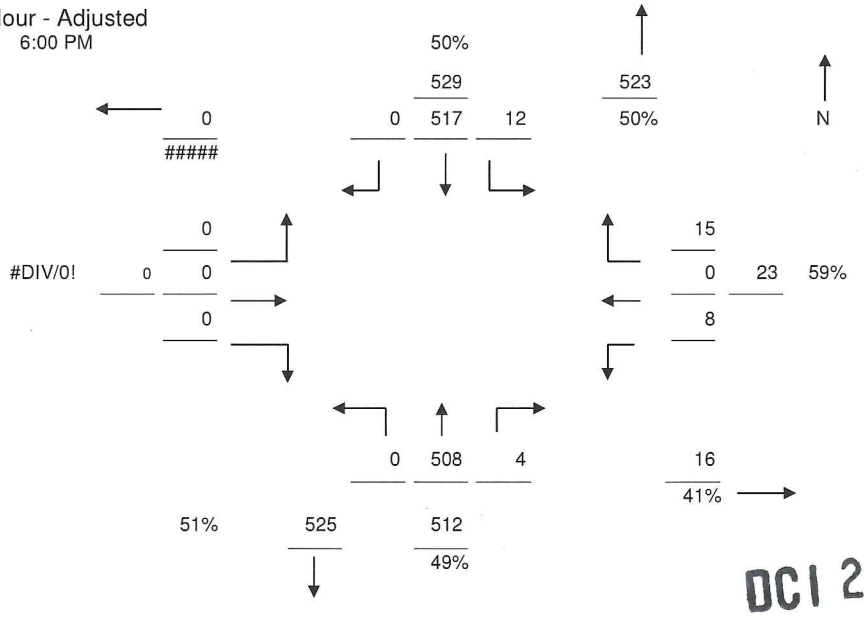
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

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

81000-810S130

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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: 02/06/201 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
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2:00 PM				0				0				0				0	0
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2:30 PM				0				0				0				0	0
2:45 PM				0				0				0				0	0
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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	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)

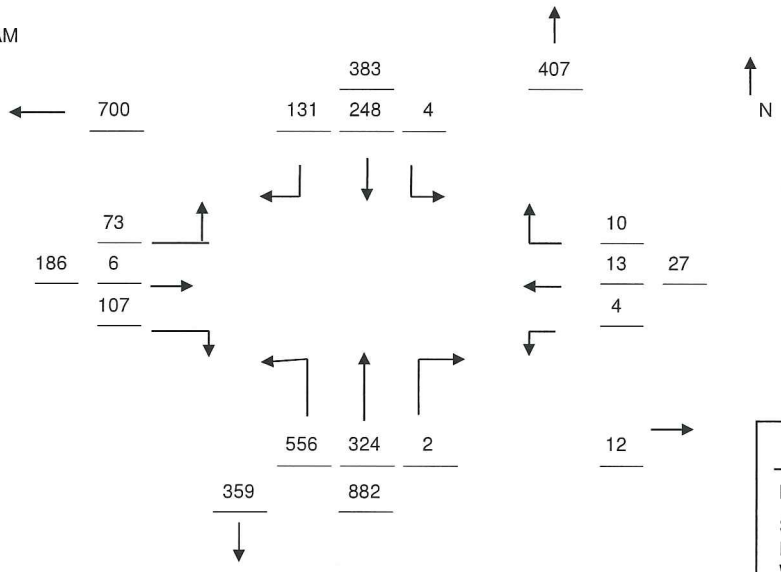
AM Peak Hour	0.84	0.91	0.56	0.88	0.88
PM Peak Hour	0.96	0.94	0.66	0.89	0.94

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RAW TURNING MOVEMENT DIAGRAM

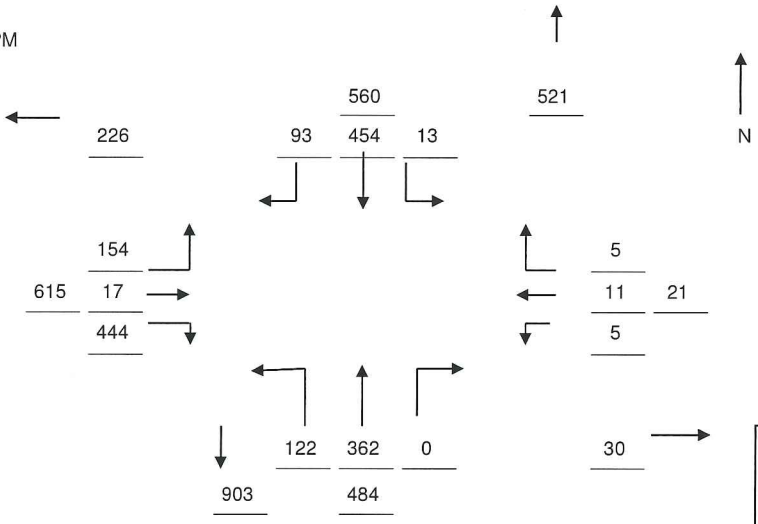
LOCATION:	Buckingham Road @ Orange River Boulevard		
COUNTY :	Lee	CITY:	0
OBSERVER:	QC	DATE: 02/06/2018	Tuesday

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



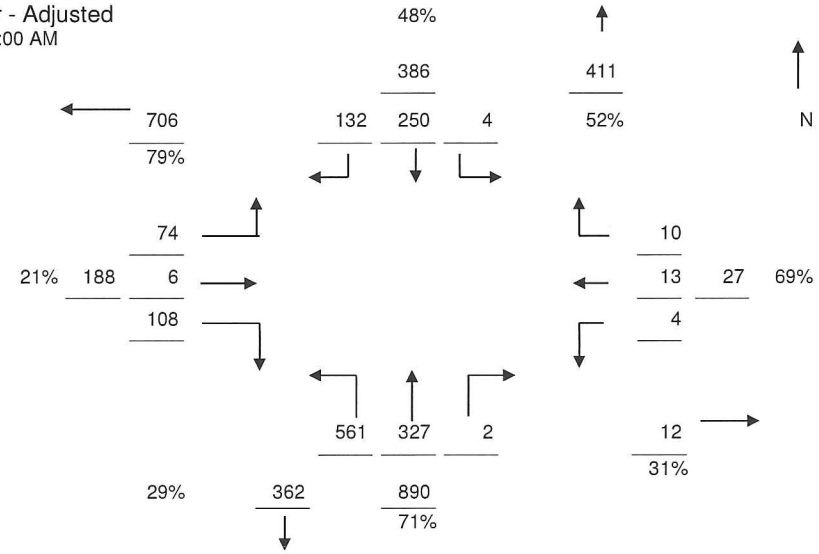
TRUCK %	
NB =	13 %
SB =	7 %
EB =	3 %
WB =	0 %

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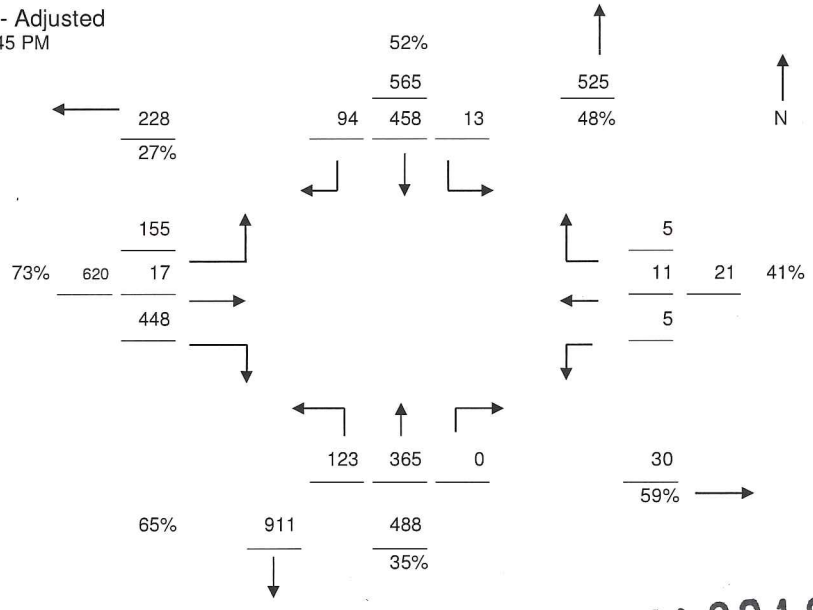
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

LOCATION:	Buckingham Road @ Orange River Boulevard	REPORT:	2016
COUNTY :	Lee	STATION:	11
OBSERVER:	QC	MONTHLY:	1.07
		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	**County:**	Lee
Date:	2/6/2018 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	2713		5:00 PM	6:00 PM	3158

Street Name-->	Buckingham Road				Buckingham Road				SR80				SR80				
HOUR	**Southbound**				**Northbound**				**Westbound**				**Eastbound**				**GRAND**
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

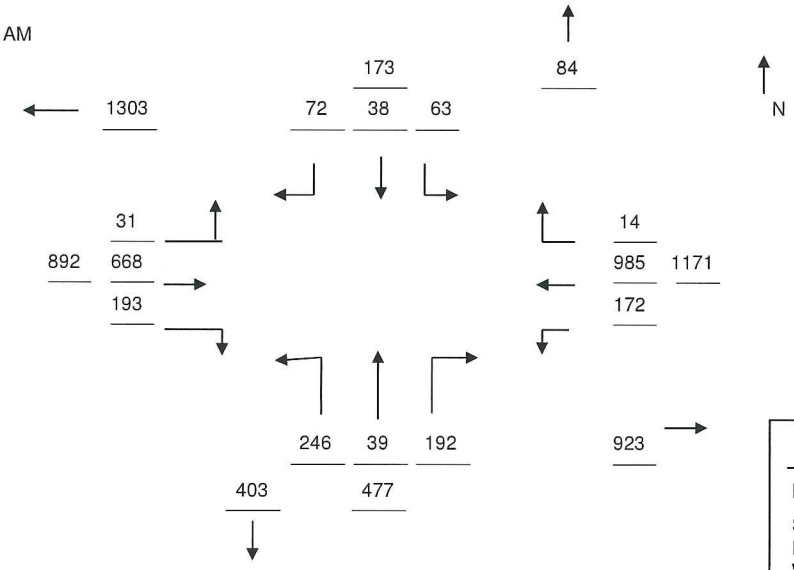
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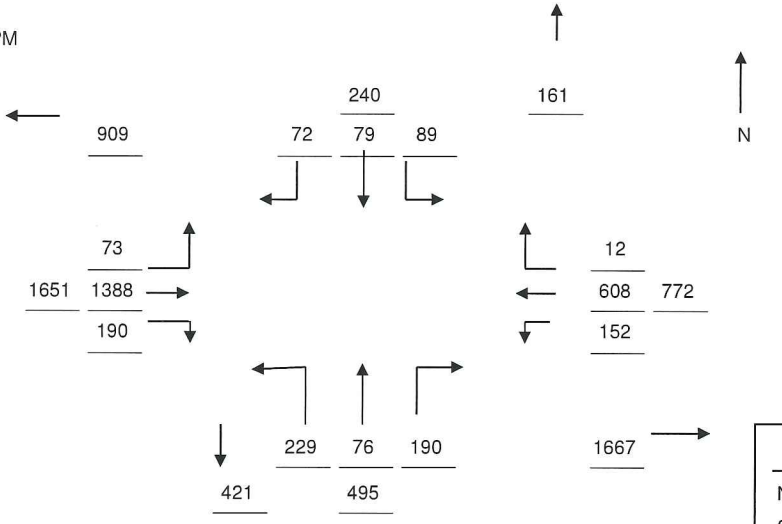
LOCATION:	Buckingham Road @ SR 80		
COUNTY :	Lee	CITY:	0
OBSERVER:	QC	DATE: 2/6/2018	Tuesday

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 %

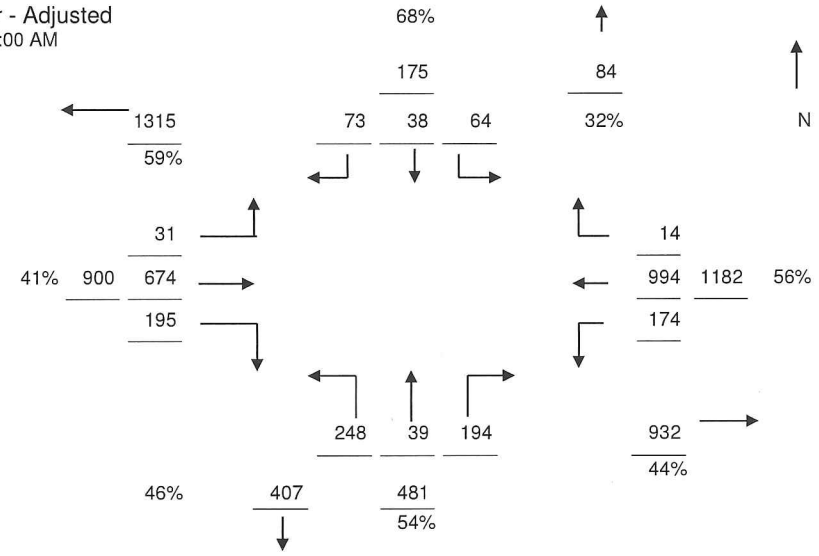
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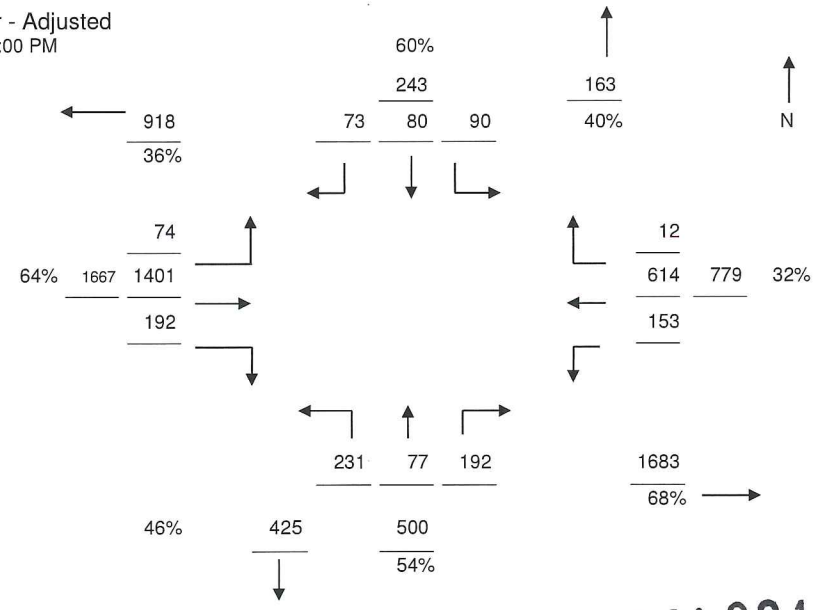
DPA
ADJUSTED TURNING MOVMEMENT DIAGRAM

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)

JUNE. 2016 PAGE 1

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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						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.

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**

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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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:
Florida Department of Transportation
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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

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

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%

[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
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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	< 2

% 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

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%

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

[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

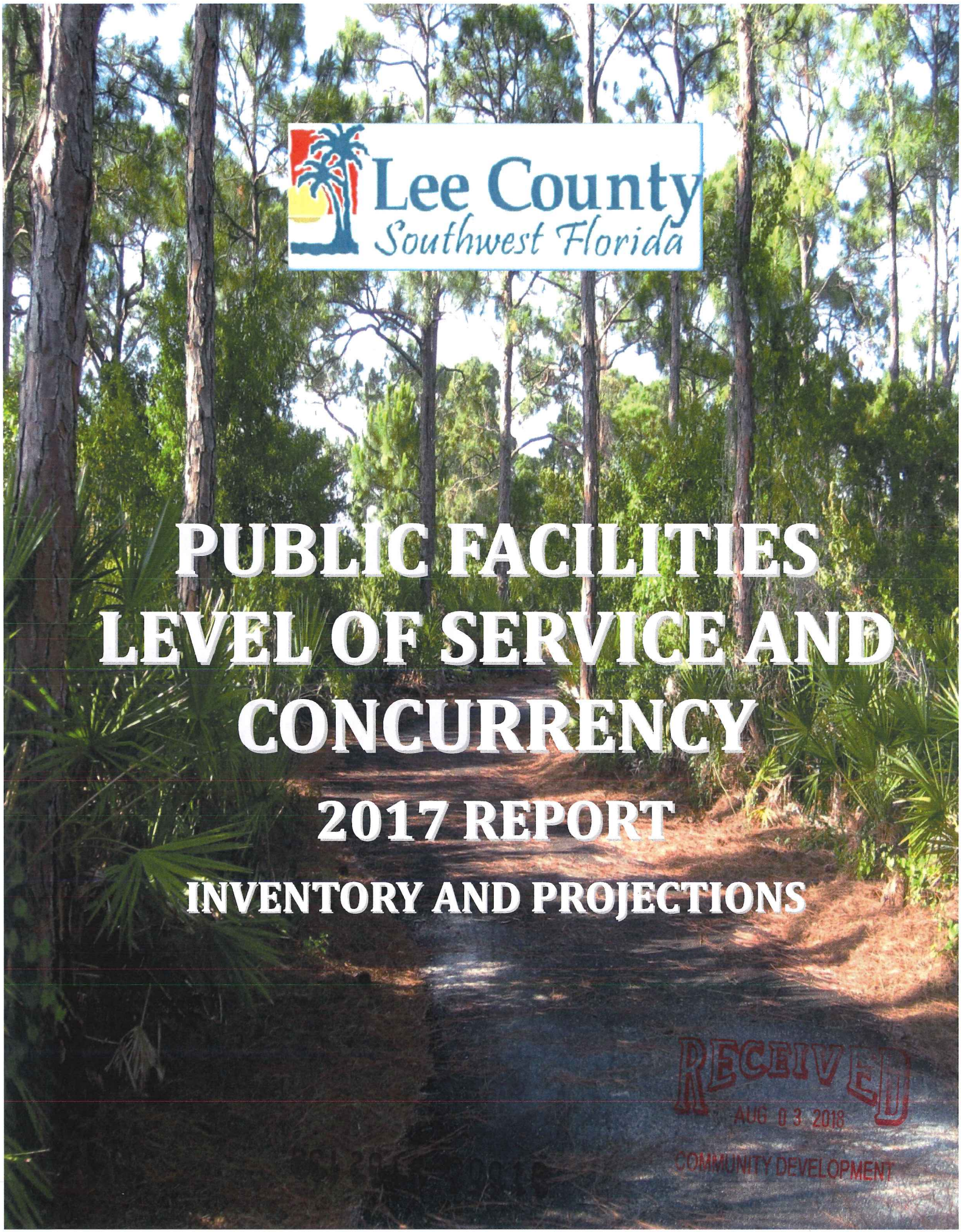
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APPENDIX C

LEE COUNTY CONCURRENCY REPORT 2017

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PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY

2017 REPORT

INVENTORY AND PROJECTIONS

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TRANSPORTATION

LOS standards for transportation are found in Lee Plan Policy 95.1.3:

POLICY 95.1.3.7. *Roadway Facilities:*
LOS "E" is the standard LOS for principal and minor arterials, and major collectors on county-maintained transportation facilities. Level of service standards for the State Highway System during peak travel hours are D in urbanized areas and C outside urbanized areas.

Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will not be widened. Therefore, reduced peak hour levels of service will be accepted on those constrained roads within unincorporated Lee County as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community. These constrained roads are defined in Table 2(a). (Amended by Ordinance No. 16-07)

Level of Service Calculations



Determination of LOS for roadways is based on quantitative calculations and qualitative comparisons developed by the Transportation Research Board in the 2010 Highway Capacity Manual (HCM). Capacity conceptually is the maximum number of vehicles or persons that can pass a point in a given amount of time under normal conditions.[15] There are different HCM methodologies for calculating capacity and LOS for different types of transportation facilities including roadway segments, intersections, transit facilities, pedestrian facilities, and bicycle facilities. The methodologies consider traffic volumes, geometry, and traffic control. LOS is based on a qualitative comparison of travel conditions using the letters "A" through 'F".

Lee Plan Policy 37.1.1 further defines the LOS standard: *"For minimum acceptable levels of service determination, the peak season, peak hour and peak direction conditions will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction."*

Determination of roadway LOS is complex and can be influenced by a number of variables. HCM roadway segment LOS qualitative characteristics are in Table 17.

15 Florida Quality of Service Manual 2013, Florida Department of Transportation

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Table 17 Roadway Segment LOS Qualitative Characteristics [16]

LOS	Urban highways with regular stop conditions (interrupted flow).	Freeways or highways outside urbanized areas with no regular stop conditions (uninterrupted flow).
A	Average travel speed approximately 90% or more of free flow conditions. Many vehicles do not stop.	Complete free flow conditions. Unrestricted maneuverability.
B	Average travel speed 70% of free flow. Slightly restricted maneuverability and average travel speeds. Good signal progression or short cycle lengths.	Free flow conditions. Slightly restricted maneuverability. Minor disruptions are easily absorbed.
C	Average travel speed 50% of free flow. Stable operations with more restricted maneuverability. Fair signal progression or longer cycle lengths. Occasional cycle failures (wait through two or more red lights).	Slightly reduced travel speeds. Minor disruptions are noticeable but absorbed. Two-lane roads have noticeable platoons, stable flow susceptible to congestion with turning traffic and slow moving vehicles.
D	Average travel speed 40% of free flow. Noticeable congestion. Delay is sensitive to changes in flow and many vehicles stop due to unfavorable signal progression and long cycle lengths. Noticeable cycle failures.	Traffic congestion, reduced travel speeds and severely restricted maneuverability. Two-lane roads have unstable flow and passing is difficult. Turning vehicles and distractions cause shock waves in the traffic stream.
E	Average travel speed 33% of free flow. Unstable operations near or at capacity with noticeable congestion. Poor signal progression and long cycle lengths. Frequent cycle failures.	Unstable operations near or at capacity. Minor disruptions cause queues to form. Two-lane roads have unstable flow and passing is virtually impossible.
F	Average travel speed 25% or less of free flow. Unstable operation unacceptable to most drivers. High levels of congestion. Poor signal progression and long cycle lengths with noticeable cycle failures.	Highly unstable operations with forced or breakdown flow.

HCM LOS calculation methods are incorporated into the Florida Department of Transportation (FDOT) publication, Quality Level of Service (QLOS) Handbook (2013). The QLOS Handbook includes the methodology for calculation of LOS. The qualitative characteristics summarized in Table 17 are translated into threshold traffic volumes between each LOS condition. Those threshold traffic volumes are called service volumes. FDOT calculates service volumes for average, referred to as generalized, conditions statewide. FDOT also provides computer software for the complex calculation of roadway segment service volumes and LOS.

16 Highway Capacity Manual 2010 Transportation Research Board

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Roadway segments with no regular stop conditions are considered uninterrupted flow conditions. A regular stop condition is a two-mile or less spacing of traffic signals or stop signs. Service volumes in uninterrupted flow conditions vary depending on the number of lanes, presence of a median, and presence of left turn lanes. LOS A, B, C, D and E generalized service volumes are somewhat evenly distributed.

Segments with traffic signals or stop conditions are considered interrupted flow conditions. Service volumes in interrupted flow conditions vary depending on roadway geometry, speed, traffic signal spacing and timing. LOS A and B maximum service volumes can be very low on high speed roads and sometimes cannot be achieved on lower speed roads. Depending on signal density and timing, LOS C may range from half of capacity to near capacity and LOS D may range from near capacity to capacity. LOS E maximum service volumes roughly represent capacity.



Lee County uses the FDOT methodology and computer software supplemented with local data to calculate link specific service volumes for Lee County roadways. Analysis tables with roadway link information (road type, LOS standard, capacity, service volumes, traffic volume projections, K and D factors, 100th highest hour volume calculations) for Lee County roadways are found on the county website page titled Traffic Study Resources.[17] The 100th highest hour volume in the peak direction is compared to the maximum service volume at the adopted level of service to determine existing LOS. If the traffic volume exceeds the maximum service volume at the adopted level of service, then the road segment is an existing transportation deficiency. Roadway segments with a constrained designation are noted in the inventory. Reduced peak hour LOS is acceptable on constrained road segments.

Future estimated LOS in Tables 18 through 20 adds the higher of one percent per year growth projections, or estimated traffic volume from approved development order traffic impact statements to the 2016 100th highest hour volume. Roadway segments that are forecast to not meet the LOS standard as a result of traffic growth for approved development are considered future transportation deficiencies.

Road segments with the note "old count" have not been counted since 2006. The Lee County Traffic Count data includes 69 road segments that were counted both in 2006 (or 2007) and 2016. The average roadway segment traffic volume increase across that ten year time period was 7.1 percent. EDR data lists Lee County population at 574,310 in 2006 and 680,539 in 2016 population. This represents a population increase in the same time period of 18.5 percent[18]. On road segments with the note "old count projection", the forecast traffic volume was increased by an additional 7.1 percent to reflect average traffic volume increases between 2006 and 2016.

17 https://www.leegov.com/dcd/infraplanning/traffic
18 Florida Office of Economic and Demographic Research http://edr.state.fl.us/Content/population-demographics/data/CountyPopulation_2016.pdf

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The relative percentage increase in traffic volume to increase in population can be calculated as a ratio:

7.1 (traffic volume increase) / 18.5 (population increase) = 0.38 relative to population.

Table 3 indicates a population increase of 12.6 percent from 2016 to 2021. A forecast one percent per year traffic volume growth over five years is a 5.1 percent increase. As a ratio:



5.1 (traffic volume increase) / 12.6 (population increase) = 0.40 relative to estimated population increase.

Tables 18 through 20 indicate that all county maintained arterial and major collector roadways operated at an acceptable LOS in 2016 except one, Ortiz Avenue from SR 82 to Luckett Road.

Forecast traffic volumes in Tables 18 and 19 may result in unacceptable LOS in incorporated areas by the year 2021 on Buckingham Road from Orange River Blvd to SR 80, Del Prado Boulevard from US 41 to Slater Road, and Plantation Road from Daniels Parkway to Idlewild Street. The forecast on Plantation Road is based on increased traffic volume which may be offset or reduced by the planned 6-laning of Metro Parkway indicated in Table 21. Buckingham Road and Del Prado Boulevard are currently operating at approximately 50 percent of capacity. Approved development traffic volume estimates at build out increase the forecast traffic volume to just over capacity.

Similarly, Table 20 indicates that five roadway segments are forecast to operate below acceptable LOS standards in incorporated areas by 2021. In the City of Fort Myers, Colonial Boulevard from McGregor Boulevard to Summerlin Road, and Summerlin Road to US 41, operates at near capacity. In the City of Cape Coral, Veterans Parkway from Chiquita Boulevard to Skyline Boulevard is approaching capacity. The 5.1 percent forecast in traffic volumes due to population growth will put both road segments over capacity.

Table 20 also indicates that two segments in the Village of Estero are forecast to operate below an acceptable LOS due to approved developments. They are Corkscrew Road from west of I-75 to Three Oaks Parkway and Corkscrew Road from Ben Hill Griffin Parkway to Wildcat Run Drive. Traffic volume forecasts in the Estero area are being analyzed further as part of several traffic studies: the I-75/Corkscrew Road Preliminary Development and Environmental (PD&E) Study, the Lee County Environmental Enhancement Community Protection Overlay (EEPCO) Study, and the Village of Estero Area-Wide Traffic study. Traffic counts from the EEPCO study are used where noted to calculate existing volumes in Tables 18, 19, and 20.

Regulation of land use is under the jurisdiction of the respective municipality. Lee County does not have an inventory of estimated development trips for land uses approved by municipalities. Responsibilities for inventory and funding vary subject to municipal regulations and any applicable interlocal agreements. Interstate 75 interchanges are under the jurisdiction of FDOT. I-75 interchanges with Bonita Beach Road, Colonial Boulevard, and Corkscrew Road are within municipalities and are not listed in Tables 20 or 21.

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Existing conditions on the state highway system in unincorporated Lee County are reported in Table 21 for informational purposes. The MPO and FDOT evaluate future state highway system needs in the LRTP. [19] Modifications and capacity improvements to the state highway system are under the jurisdiction of FDOT.

Table 18: Existing and Future Roadway LOS on County-Maintained Arterials in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	434	D	456	
	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	472	D	496	
ALEXANDER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	C	424	C	446	
	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	C	424	D	557	Shadow Lakes
ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,159	B	1,218	
	DUSTY RD	LEE RD	6LD	E	2,960	B	1,159	B	1,445	Alico Business Park
	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,159	B	1,353	Three Oaks Regional Center
	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,245	B	2,360	EEPCO Study
	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,175	B	1,345	EEPCO Study
	BEN HILL GRIFFIN BLVD	AIRPORT HAUL RD	2LN/ 4LD	E	1,100/ 1,840	C	384	C	873	4 Ln constr 2018, EEPCO Study
	AIRPORT HAUL RD	GREEN MEADOW DR	2LN	E	1,100	C	384	E	477	EEPCO Study
	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	EEPCO Study
BEN HILL GRIFFIN PKWY	ESTERO PKWY	FGCU ENTRANCE	4LD	E	2,000	B	1,158	B	1,158	EEPCO Study
	FGCU ENTRANCE	COLLEGE CLUB DR	4LD	E	2,000	B	1,158	B	1,230	EEPCO Study
	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,582	B	1,713	EEPCO Study
	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,003	A	1,054	EEPCO Study
BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	C	421	D	442	
	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	D	479	D	503	
	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	513	F	1,064	Buckingham 345 & Portico
COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	
	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,041	D	2,145	
	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,041	D	2,145	
	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,866	D	1,961	
CORK-SCREW RD	BELLA TERRA BLVD	ALICO RD	2LN	E	1,140	D	235	E	677	EEPCO Study, Corkscrew Shores
	ALICO RD	6 L's FARMS RD	2LN	E	1,140	D	246	E	552	EEPCO Study, The Place
	6 L's FARMS RD	COUNTY LINE	2LN	E	1,140	D	189	D	205	EEPCO Study

19 Op. Cit. MPO 2040 Long Range Transportation Plan

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Table 18 (cont.): Existing and Future Roadway LOS on County-Maintained Arterials in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4LD	E	1,940	D	1,249	D	1,313	
	SOUTH POINT BLVD	WINKLER RD	4LD	E	1,940	D	1,249	D	1,313	
	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,315	D	1,382	
	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,101	D	2,208	
DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,291	D	2,408	
	METRO PKWY	SIX MILE PKWY	6LD	E	2,680	D	2,109	D	2,381	Constrained
	SIX MILE PKWY	PALOMINO LN	6LD	E	3,040	F	3,060	F	3,359	Constrained
	PALOMINO LN	I-75	6LD	E	3,040	F	3,060	F	3,216	Constrained
	I-75	TREELINE AVE	6LD	E	3,260	B	2,656	B	2,791	
	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,260	B	2,656	B	2,791	
	CHAMBERLIN PKWY	GATEWAY BLVD	6LD	E	3,260	B	2,589	B	2,721	
	GATEWAY BLVD	SR 82	4LD	E	2,160	B	1,928	B	2,108	SKY Walk
DEL PRADO BLVD	US 41	SLATER RD	2LN	E	860	C	380	F	878	old count, Crane Landing
GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4LD	E	1,840	C	634	C	666	
	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,233	C	1,337	
	BASS RD	WINKLER RD	6LD	E	2,780	C	1,233	C	1,296	
	WINKLER RD	SUMMERLIN RD	6LD	E	2,780	C	1,233	C	1,296	
	SUMMERLIN RD	US 41	6LD	E	2,780	B	2,026	C	2,171	
GUNNERY RD	SR 82	23RD ST SW	4LD	E	1,920	B	1,017	B	1,086	
	23RD ST SW	LEE BLVD	4LD	E	1,920	B	1,017	B	1,086	
	LEE BLVD	BUCKINGHAM RD	2LN	E	1,020	C	763	C	896	
HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	4LD	E	1,880	B	1,397	B	1,468	
	ORANGE GROVE BLVD	MOODY RD	4LD	E	1,880	B	1,382	B	1,452	
	MOODY RD	US 41	4LD	E	1,880	B	1,382	B	1,452	
HOMESTEAD RD	SR 82	MILWAUKEE BLVD	2LN	E	1,010	D	506	E	532	
	MILWAUKEE BLVD	SUNRISE BLVD	2LN	E	1,010	D	506	E	532	
	SUNRISE BLVD	LEELAND HEIGHTS	4LN	E	2,960	D	1,239	D	1,302	4 lane under construction
	LEELAND HEIGHTS	LEE BLVD	4LN	E	2,960	D	1,239	D	1,302	
JOEL BLVD	BELL BLVD	18TH ST	4LN	E	2,120	B	622	B	831	Joel Blvd CPD
	18TH ST	SR 80	2LN	E	1,010	C	377	C	396	
LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	B	2,552	B	2,682	
	ALVIN AVE	GUNNERY RD	6LD	E	2,840	B	2,064	B	2,184	
	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	B	2,364	B	2,485	
	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	649	B	682	
	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	649	B	682	
LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	832	B	853	
LITTLETON RD	CORBETT RD	US 41	2LN	E	860	C	393	C	413	
	US 41	BUS 41	2LN	E	860	C	431	C	453	
LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	B	357	B	439	4 Ln design & ROW

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Table 18 (cont.): Existing and Future Roadway LOS on County-Maintained Arterials in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	4LD	E	1,960	B	1,141	B	1,199	
	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,071	B	1,126	
	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	964	A	1,013	
	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	964	A	1,013	
N RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	A	126	B	246	
	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	A	119	B	264	
	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	119	A	152	
ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	C	411	C	432	
	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	344	C	381	
ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	C	839	C	882	
	SR 82	LUCKETT RD	2LN	E	900	F	1,046	F	1,099	4 Ln design & ROW
	LUCKETT RD	SR 80	2LN	E	900	B	392	B	412	4 Ln design & ROW
PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	592	E	692	Constrained
PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	1,043	B	1,096	
	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,294	B	1,369	
	US 41	BUS 41	4LD	E	1,890	B	1,139	B	1,197	
SANIBEL CAUSE-WAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	902	E	948	
SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,378	B	1,448	
	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,040	B	1,167	
SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	430	C	452	
STRING-FELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	236	D	597	Constrained
	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	236	C	365	Constrained
	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	C	411	C	529	Constrained
	PINELAND RD	MAIN ST	2LN	E	1,060	C	411	C	505	
SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,257	A	1,321	
	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,257	A	1,321	
	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,854	A	1,965	
	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,854	A	1,949	
	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,854	A	1,950	
	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	B	1,229	B	1,340	
	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,224	B	1,286	
	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	1,940	B	2,039	
	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	1,940	B	2,039	
SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	C	387	C	407	
	23RD ST SW	LEE BLVD	2LN	E	1,010	C	387	C	407	
	LEE BLVD	W 12TH ST	2LN	E	1,010	D	521	D	548	
	W 12TH ST	W 75TH ST	2LN	E	860	D	643	D	676	

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Table 18 (cont.): Existing and Future Roadway LOS on County-Maintained Arterials in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						NOTES
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	
THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	1,120	B	1,221	
	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	B	665	B	838	
TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	B	1,455	B	1,673	Harley Davidson
	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	754	A	792	
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	D	469	D	495	
	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	880	B	593	B	625	
	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	880	B	666	B	700	
	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,780	D	669	D	756	old count projection
	COLLEGE PKWY	McGREGOR BLVD	2LN	E	800	B	350	B	395	old count projection

F = Does not meet the County adopted LOS standard (NOTE: Below LOS standard is acceptable on constrained roads)

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Table 19: Existing and Future Roadway LOS on County-Maintained Collectors in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	345	C	363	
BARRETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	860	C	103	C	116	old count projection
BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	590	C	912	
BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	377	D	579	
BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	236	C	248	
BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	149	C	171	
BROADWAY RD (ALVA)	SR 80	N. RIVER RD	2LN	E	860	C	181	C	204	old count projection
BROADWAY RD (FT MYERS)	CARRELL RD	HANSON ST	2LN	E	860	C	341	C	385	old count projection
CAPTIVA DR	BLIND PASS	SOUTH SEAS	2LN	E	860	C	267	C	302	Constrained, old count
CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	284	C	298	
CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	105	C	150	Port Authority maintained
CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	245	old count projection
COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	162	old count projection
CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	C	510	C	536	
	METRO PKWY	PLANTATION RD	2LN	E	860	C	265	C	279	
DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	366	C	385	
DAVIS RD	McGREGOR BLVD	IONA RD	2LN	E	860	C	15	C	17	old count projection
EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	21	C	22	
FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	2LN	E	860	C	369	C	401	
GASPARILLA BLVD	FIFTH ST	COUNTY LINE	2LN	E	860	C	226	C	240	Constrained
GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	2LN	E	860	C	59	C	68	
HART RD	SR 78	TUCKER LANE	2LN	E	860	C	341	C	385	old count projection
IDLEWILD ST	METRO PKWY	RANCHETTE RD	2LN	E	860	C	196	C	206	
IONA RD	DAVIS RD	McGREGOR BLVD	2LN	E	860	C	359	C	436	
ISLAND PARK RD	PARK RD	US 41	2LN	E	860	C	80	C	260	
	SUMMERLIN RD	IONA RD	2LN	E	860	C	101	C	106	
KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	298	C	337	old count projection
	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	106	C	120	old count projection
LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	206	C	217	
LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	544	C	614	old count projection
LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	C	433	C	485	
LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	318	C	334	
MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	195	C	205	
	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	195	C	209	
MOODY RD	HANCOCK B. PKWY	PONDELLA RD	2LN	E	860	C	182	C	206	old count projection
NALLE GRADE RD	SLATER RD	NALLE RD	2LN	E	860	C	53	C	56	
NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	145	C	164	old count projection
NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	124	C	130	

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Table 19 (cont.): Existing and Future Roadway LOS on County-Maintained Collectors in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
ORANGE GROVE BLVD	CLUB ENTR.	4 LANE END	2LN	E	860	C	393	C	488	
	4 LANE END	HANCOCK B. PKWY	4LN	E	1,790	C	393	C	488	
	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	406	C	427	
ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	151	C	159	
PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	454	C	477	
PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	205	C	215	
PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	124	C	140	
PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	537	D	583	
	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	289	C	494	Heritage Isle
	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	289	C	304	
PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	371	C	490	Intermed Park
	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	824	F	866	FDOT Metro Pkwy 6-laning
	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	906	C	952	
PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	73	C	467	old count, Stoneybrook North
RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	55	C	62	old count projection
RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	67	C	78	
	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	67	C	70	
SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	446	C	469	
SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	452	C	475	
SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	228	C	240	
SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	C	512	C	538	
STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	182	C	207	
SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	D	608	D	639	
TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	163	C	171	
	ORTIZ AVE	STALEY RD	2LN	E	860	C	184	D	697	Elementary U.
WESTGATE BLVD	SW 23RD ST	LEE BLVD	2LN	E	860	C	433	C	485	
WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	320	C	336	
	SAUTERN DR	McGREGOR BLVD	2LD	E	910	C	320	C	336	
WILLIAMS AVE	LEE BLVD	W. 6TH ST	2LN	E	860	D	630	D	676	
WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	2LN	E	860	C	461	D	566	old count
WOODLAND BLVD	US 41	AUSTIN ST	2LN	E	860	C	266	C	300	old count projection
W. 6TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	146	C	165	old count projection
W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	C	246	C	259	
	SUNSHINE BLVD	WILLIAMS AVE	2LN	E	860	C	76	C	86	old count projection
	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	92	C	104	old count projection
W. 14TH ST	SUNSHINE BLVD	RICHMOND AVE	2LN	E	860	C	48	C	54	old count projection

F = Does not meet the County adopted LOS standard (NOTE: Below LOS standard is acceptable on constrained roads)

NOTE: Babcock Road, Columbus Boulevard, Evergreen Road, John Morris Road, Maple Drive, Olga Road, Ranchette Road, and Sunrise Boulevard are minor collectors and are not subject to LOS standards. Broadway, Coconut Road, River Ranch Road, and Williams Road are now maintained by the Village of Estero and have been removed from this report.

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Table 20: County-Maintained Roadways in Incorporated Areas. Existing and Future LOS

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2016		2021		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
BEN HILL GRIFFIN PKWY	CORKSCREW RD	ESTERO PKWY	4LD	E	2,000	B	1,024	B	1,228	EEPCO Study
BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	690	C	725	Constrained In City Plan
	VANDERBILT DR	US 41	4LD	E	1,900	C	1,594	C	1,675	Constrained In City Plan
	US 41	OLD 41	4LD	E	1,860	C	1,167	C	1,318	Constrained, old count projection
	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,884	C	1,980	Constrained In City Plan
	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	1,466	C	1,540	Constrained In City Plan
	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	508	B	534	Constrained In City Plan
	BONITA GRANDE DR	BELLO BLVD	4LD	E	2,020	B	508	B	534	Constrained In City Plan
BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	E	692	E	782	old count projection
BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,801	E	1,893	
BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	A	746	A	784	
	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	415	C	512	
CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	C	2,643	D	2,778	
COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	D	2,628	F	2,968	old count projection, programmed alt. analysis
	SUMMERLIN RD	US 41	6LD	E	2,840	D	2,788	F	2,930	
	DYNASTY DR	SR 82	6LD	D	3,040	C	2,375	C	2,496	
CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	22	C	226	old count, added VA clinic
CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	955	C	1,220	Galleria at Corkscrew
	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	C	1,768	F	2,025	Estero Crossing
	E OF I-75	BEN HILL GRIFFIN PKWY	4LD	E	1,900	C	1,136	C	1,194	
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	2LD	E	1,200	C	839	F	1,281	EEPCO Study
	WILDCAT RUN DR	BELLA TERRA BLVD	2LD	E	1,200	B	696	C	1,138	EEPCO Study
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	6LD	E	2,660	C	1,404	C	1,586	old count projection
	SE 46TH ST	CORONADO PKWY	6LD	E	2,660	C	1,404	C	1,586	old count projection
	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,660	D	1,783	D	1,874	
	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	D	1,923	D	2,021	
	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	C	2,102	C	2,209	
	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,882	C	1,978	
ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	493	A	518	Constrained
	PESCADORA AVE	VOORHIS ST	2LN	E	726	A	538	A	565	Constrained
	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	538	B	565	Constrained
	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	809	Constrained, old count
ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	589	B	876	East & West Cypress View
	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	589	B	619	
FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,300	D	966	D	1,015	
	N AIRPORT RD	COLONIAL BLVD	6LD	E	2,300	D	1,570	D	1,650	

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Table 20 (cont.): County-Maintained Roadways in Incorporated Areas. Existing and Future LOS

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD				STANDARD		NOTES
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	
HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	4LD	E	1,880	B	990	B	1,040	
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	2LN	E	890	D	386	D	406	Constrained
	McLAUGHLIN BLVD	MELODY LANE	2LN	E	890	D	386	D	406	Constrained
	MELODY LANE	ESTERO BLVD	2LN	E	890	D	386	D	406	Constrained
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	4LD	E	1,920	B	978	B	1,028	
	E TERRY ST	COCONUT RD	4LD	E	1,920	B	828	B	870	
SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	981	B	1,031	
	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	981	A	1,031	
SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,157	D	1,216	
	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,157	D	1,216	
THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,106	B	1,289	
TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	754	A	792	
VETERANS MEM. PKWY	SR 78	CHIQUITA	4LD	D	2,040	A	811	A	852	
	CHIQUITA	SKYLINE	4LD	D	2,040	B	1,810	F	2,044	old count projection
	SKYLINE	SANTA BARBARA BLVD	6LD	D	3,080	A	2,058	A	2,163	
	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	6LD	D	3,080	B	2,692	B	2,829	
	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	6LD	D	3,080	B	2,714	B	2,852	
	MIDPOINT BRDG TOLL P	McGREGOR BLVD	4LB	D	4,000	C	2,645	D	2,780	
F	= Does not meet the County adopted LOS standard (NOTE: Below LOS standard is acceptable on constrained roads)									

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Table 21: FDOT Maintained Existing and Future Roadway LOS[20] in Unincorporated Areas

ROADWAY LINK				100th HIGHEST HOUR DIRECTIONAL VOLUME				
				STANDARD		2016		NOTES
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXIST	
BUS 41 (N TAMIAMI TR)	CITY LIMITS (N END EDISON BRIDGE)	SR 78	6LD	D	3,171	C	1,575	
	SR 78	LITTLETON RD	4LD	D	2,100	C	985	
	LITTLETON RD	US 41	4LD	D	2,100	C	537	
I-75	BONITA BEACH RD	CORKSCREW RD	6LF	D	5,500	D	5,255	
	CORKSCREW RD	ALICO RD	6LF	D	5,500	D	5,255	
	ALICO RD	DANIELS PKWY	6LF	D	6,500	D	5,326	
	DANIELS PKWY	COLONIAL BLVD	6LF	D	5,500	D	4,706	
	M.L.K.(SR 82)	LUCKETT RD	6LF	D	5,500	D	4,628	
	LUCKETT RD	SR 80	6LF	D	5,500	C	4,419	
	SR 80	SR 78	6LF	D	5,500	C	3,608	
	SR 78	COUNTY LINE	6LF	D	5,500	B	2,715	
McGREGOR BLVD (SR 867)	OLD MCGREGOR BLVD/GLADIOLUS DR	A&W BULB RD	4LD	D	2,100	C	1,660	
	A&W BULB RD	COLLEGE PKWY	4LD	D	2,100	C	1,836	
	COLLEGE PKWY	WINKLER RD	2LN	D	924	C	815	Constrained
	WINKLER RD	CITY LIMITS (S OF COLONIAL BLVD)	2LN	D	924	F	1,194	Constrained
MICHAEL G RIPPE PKWY (SR 739)	US 41	ALICO RD	4LD	D	2,100	C	1,225	
	ALICO RD	SIX MILE PKWY	6LD	D	3,171	C	1,225	
METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	1,199	
	DANIELS PKWY	CRYSTAL DR	4LD	D	2,100	C	1,359	
	CRYSTAL DR	IDLEWILD ST	4LD	D	2,100	C	1,798	
	IDLEWILD ST	COLONIAL BLVD	4LD	D	2,100	C	1,746	
IMMOKALE E RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	2LN/ 6LD	D	970/ 3,020	F	1,545	
	GATEWAY BLVD	GRIFFIN DR/RAY AVE	2LN/ 6LD	D	970/ 3,020	F	990	widening to 6 lanes is under construction
	GRIFFIN DR/RAY AVE	DANIELS PKWY/GUNNERY RD	2LN/ 6LD	D	970/ 3,020	C	901	
	DANIELS PKWY/GUNNERY RD	HOMESTEAD RD	2LN	D	1,190	F	1,649	6 lane constr 2022
	HOMESTEAD RD	ALABAMA RD	2LN/ 6LD	D	1,190/ 3,020	F	1,649	6 lane constr 2018
	ALABAMA RD	BELL BLVD	2LN/ 4LD	D	1,190/ 2,000	C	534	4 lane construction 2018
	BELL BLVD	COUNTY LINE	2LN/ 4LD	D	1,190/ 2,000	C	597	
SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LN	D	880	F	1,096	Constrained
	MAIN ST	SUMMERLIN RD	4LD	D	2,100	C	1,096	PD&E Study
	SUMMERLIN RD	KELLY RD	2LD	D	970	D	921	
	KELLY RD	GLADIOLUS DR/OLD MCGREGOR BLVD	4LD	D	2,100	C	921	
SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1,902	

20 FDOT 2016 District 1 LOS Spreadsheet http://www.fdot.gov/planning/systems/programs/sm/los/districts/district1/default.shtm

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Table 21 (cont.): FDOT Maintained Existing and Future Roadway LOS[21] in Unincorporated Areas

ROADWAY LINK				100th HIGHEST HOUR DIRECTIONAL VOLUME				
				STANDARD		2016		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXIST	NOTES
SR 31 (ARCADIA RD)	SR 80	N OF SR 78 (OLD RODEO DR)	2LN	D	924	C	561	
	N OF SR 78 (OLD RODEO DR)	NORTH RIVER RD	2LN	C	850	C	471	
	NORTH RIVER RD	COUNTY LINE	2LN	C	850	B	339	PD&E/SEIR Study
SR 78 (PINE ISLAND RD)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	2,100	C	1,580	
	US 41	BUS 41	4LD	D	2,100	C	1,722	
SR 78 (BAYSHORE RD)	NEW POST RD/HART RD	NEW POST RD/HART RD	4LD	D	2,100	C	1,722	
	HART RD	SLATER RD (W OF WILLOW STREAM RD)	4LD	D	2,100	C	1,731	
	SLATER RD (W OF WILLOW STREAM RD)	E OF I-75 (W OF PRITCHETT PKWY)	4LD	D	2,100	C	1,285	
	E OF I-75 (W OF PRITCHETT PKWY)	OLD BAYSHORE RD	2LN	D	924	C	639	
	OLD BAYSHORE RD	SR 31	2LN	D	924	C	447	
SR 80 (PALM BEACH BLVD)	PROSPECT AVE	FIGUERA AVE (W. OF ORTIZ AVE)	4LD	D	2,100	C	1,063	
	FIGUERA AVE (W. OF ORTIZ AVE)	I-75	6LD	D	3,171	C	1,195	
	I-75	SR 31	6LD	D	3,171	C	1,887	
	SR 31	BUCKINGHAM RD	4LD	D	2,100	C	1,818	
	BUCKINGHAM RD	W OF WERNER DR	4LD	D	3,240	C	1,220	
	W OF WERNER DR	HICKEY CREEK RD	4LD	C	2,120	B	1,220	
	HICKEY CREEK RD	BROADWAY ST	4LD	C	2,120	B	1,039	
	BROADWAY ST	JOEL BLVD	4LD	C	1,607	B	1,039	
	JOEL BLVD	HENDRY CO. LINE	4LD	C	2,120	B	815	
US 41 (S TAMIAMI TRAIL)	ESTERO PKWY	SAN CARLOS BLVD	6LD	D	3,171	C	1,998	
	SANIBEL BLVD	ISLAND PARK RD	6LD	D	3,171	C	2,524	
	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	3,171	D	3,208	
	BRIARCLIFF RD	GLADIOLUS DR/SIX MILE PKWY	6LD	D	3,171	F	3,208	
	GLADIOLUS DR/SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	2,807	
US 41 (CLEVE-LAND AVE)	DANIELS PKWY	PINE DR	6LD	D	3,171	C	2,678	SR 739 6 laning Design & ROW programmed
	PINE DR	BOY SCOUT RD	6LD	D	3,171	C	2,934	
	BOY SCOUT RD	CITY LIMIT N. OF NORTH AIRPORT RD	6LD	D	3,171	C	2,683	
	CITY LIMITS N. END OF BRIDGE	PONDELLA RD	4LD	D	2,100	F	2,597	
	PONDELLA RD	LITTLETON RD	4LD	D	2,100	C	1,534	
US 41 (N TAMIAMI TRAIL)	LITTLETON RD	DEL PRADO BLVD	4LD	D	2,100	C	1,251	
	DEL PRADO BLVD	DRAKER ST (SUN SEEKERS RV PARK)	4LD	D	2,100	C	1,619	
	DRAKER ST (SUN SEEKERS RV PARK)	CHARLOTTE CO. LINE	4LD	D	2,100	C	1,094	
F	= Does not meet the adopted State LOS Standard [Note: Below LOS standard is acceptable on constrained links]							

21 Ibid FDOT 2016 District 1 LOS Spreadsheet

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Projects considered for the CIP are evaluated based on priorities in Lee Plan Policy 95.1.1, which includes consideration of LOS and status in the year 2040 MPO LRTP. Table 22 includes projects programmed in the CIP that are fully funded through construction. Table 23 includes projects that are funded for either design or right-of-way acquisition, however, construction is not fully funded.

Table 24 includes candidate CIP projects to address existing and projected transportation deficiencies on county roads. Del Prado Boulevard east of US 41, Plantation Road from Daniels Pkwy to Idlewild St, and Veterans Parkway from Chiquita to Skyline will be considered in development of the next priority list.

Table 22: Programmed CIP Projects Through Construction

Road	From	To	Stage(s)	Funded Fiscal Year	Comment
Estero Boulevard	Big Carlos Pass Bridge	Matanzas Pass Bridge	Design Construction	Current year through 2020/2021	Constrained road; Operational improvements in six phases
Burnt Store Road 4L	SR 78 (Pine Island Rd)	Van Buren Pkwy	Design Right-of-Way Construction	Current year through 2018/2019	Three phases MPO LRTP
Homestead Road 4L	Sunrise	Alabama	Construction	2015/2016	Addresses projected deficiency
Alico Road 4L	Ben Hill Griffin Pkwy	Airport Haul Road	Right-of-Way Construction	2016/2017	In MPO LRTP
Three Oaks Parkway Extension North	N. of Alico Rd	Daniels Parkway	Design Right-of-Way Construction	Current year 2016/2017 2020/2021	I-75 reliever
Ortiz Avenue 4L	Colonial Blvd	SR 82	Design Construction	2017/2018 2020/2021	I-75 reliever, City of Fort Myers

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Table 23: Partially Programmed CIP projects

Road	From	To	Stage(s)	Funded Fiscal Year	Priority	Comment
Big Carlos Pass bridge replacement			PD&E Design Construction	Current year 2017/2018 2020/2021	#1	construction partially funded
Hickory Boulevard bridge replacements			Design	2017/2018	#2	
Lehigh Acres Paving program			Construction	2017/2018 2021/2022	#3	
Littleton Road 4L	Corbett Rd	US 41	Design	2020/2021	#4	In MPO LRTP
Colonial Boulevard Alt. Analysis	McGregor Blvd	US 41	Study	2018/2019	#9	City of Fort Myers
Alico Connector	Alico Rd	SR 82	Right-of-Way	2019/2020	#10	Daniels Parkway LOS reliever
Cape Coral Bridge WB span replacement			Design	2020/2021		Toll funded

Table 24: Unprogrammed CIP Candidate Project Priorities

Road	From	To	Priority	Comment
Tier 1				
Ortiz Avenue 4L	SR 82	Luckett Rd	#5	Addresses projected deficiency
Luckett Road 4L	Ortiz Ave	I-75	#6	
Burnt Store Road 4L	Van Buren Pkwy	Charlotte County line	#7	
Tier 2				
Ortiz Avenue 4L	Luckett Rd	SR 80 (Palm Beach Blvd)	#8	
Corkscrew Road 4L	Ben Hill Griffin Pkwy	Bella Terra Blvd	#11	EEPCO evaluation
Corkscrew Road 4L	Bella Terra Blvd	Alico Rd	#12	EEPCO evaluation
Crystal Drive 2L	Plantation Rd	Six Mile Cypress Pkwy	#16	
Corkscrew Road 6L	Three Oaks Pkwy	I-75	#17	
Tier 3				
Homestead Rd 4L	Milwaukee Blvd	Sunrise Blvd	#19	
Buckingham Rd 4L	Orange River Blvd	SR 80 (Palm Beach Blvd)	#21	
Bonita Beach Rd 6L	US 41	Old 41	#22	
Crystal Drive 3L	US 41	Metro Pkwy	#24	

NOTE: Unprogrammed priorities #13, 14, 15, 18, 20, and 23 are bridge replacements.

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APPENDIX D

SYNCHRO/HCM ANALYSIS OUTPUT

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INTERSECTION CAPACITY ANALYSIS

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Lanes, Volumes, Timings
6: Buckingham Rd & Portico Blvd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	12	423	11	19	392
Future Volume (vph)	4	12	423	11	19	392
Satd. Flow (prot)	1517	1357	1696	1442	1517	1597
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1517	1357	1696	1442	1517	1597
Lane Group Flow (vph)	5	14	481	13	22	445
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 32.3%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	12	423	11	19	392
Future Vol, veh/h	4	12	423	11	19	392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	290	276	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	19	19	12	12	19	19
Mvmt Flow	5	14	481	13	22	445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	970	481	0	0	494	0
Stage 1	481	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.59	6.39	-	-	4.29	-
Critical Hdwy Stg 1	5.59	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	3.471	-	-	2.371	-
Pot Cap-1 Maneuver	262	552	-	-	987	-
Stage 1	588	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	552	-	-	987	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	256	552	987	-
HCM Lane V/C Ratio	-	-	0.018	0.025	0.022	-
HCM Control Delay (s)	-	-	19.3	11.7	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

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Lanes, Volumes, Timings
6: Buckingham Rd & Portico Blvd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	15	508	4	12	517
Future Volume (vph)	8	15	508	4	12	517
Satd. Flow (prot)	1597	1429	1810	1538	1626	1712
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1597	1429	1810	1538	1626	1712
Lane Group Flow (vph)	8	16	529	4	13	539
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	15	508	4	12	517
Future Vol, veh/h	8	15	508	4	12	517
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	290	276	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	13	5	5	11	11
Mvmt Flow	8	16	529	4	13	539

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1094	529	0	0	533	0
Stage 1	529	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.21	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.299	-
Pot Cap-1 Maneuver	226	529	-	-	991	-
Stage 1	569	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	529	-	-	991	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	223	529	991	-
HCM Lane V/C Ratio	-	-	0.037	0.03	0.013	-
HCM Control Delay (s)	-	-	21.8	12	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

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HCM 6th Signalized Intersection Summary
8: Buckingham Rd & Orange River Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	6	108	4	10	13	561	327	2	4	250	132
Future Volume (veh/h)	74	6	108	4	10	13	561	327	2	4	250	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1796	1796	1796	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	84	7	123	5	11	15	638	372	2	5	284	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	10	10	10	7	7	7	6	6	6	9	9	9
Cap, veh/h	356	22	208	130	98	108	527	664	4	400	427	
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.37	0.37	0.01	0.24	0.00
Sat Flow, veh/h	1210	157	1485	126	697	772	1725	1800	10	1682	1767	0
Grp Volume(v), veh/h	91	0	123	31	0	0	638	0	374	5	284	0
Grp Sat Flow(s),veh/h/ln	1367	0	1485	1596	0	0	1725	0	1809	1682	1767	0
Q Serve(g_s), s	1.6	0.0	2.9	0.0	0.0	0.0	5.0	0.0	6.1	0.1	5.4	0.0
Cycle Q Clear(g_c), s	2.2	0.0	2.9	0.6	0.0	0.0	5.0	0.0	6.1	0.1	5.4	0.0
Prop In Lane	0.92		1.00	0.16		0.48	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	208	336	0	0	527	0	668	400	427	
V/C Ratio(X)	0.24	0.00	0.59	0.09	0.00	0.00	1.21	0.00	0.56	0.01	0.67	
Avail Cap(c_a), veh/h	1011	0	918	1073	0	0	527	0	2140	615	2090	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	0.0	15.0	14.0	0.0	0.0	12.9	0.0	9.3	10.6	12.7	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.7	0.1	0.0	0.0	111.0	0.0	0.7	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.0	0.2	0.0	0.0	18.3	0.0	1.5	0.0	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	17.7	14.1	0.0	0.0	123.9	0.0	10.1	10.6	14.5	0.0
LnGrp LOS	B	A	B	B	A	A	F	A	B	B	B	
Approach Vol, veh/h		214			31			1012			289	A
Approach Delay, s/veh		16.5			14.1			81.8			14.5	
Approach LOS		B			B			F			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	19.7		11.2	11.0	15.0		11.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	44.0		23.0	5.0	44.0		23.0				
Max Q Clear Time (g_c+I1), s	2.1	8.1		4.9	7.0	7.4		2.6				
Green Ext Time (p_c), s	0.0	2.2		0.8	0.0	1.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
8: Buckingham Rd & Orange River Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	17	448	5	11	5	123	365	0	13	458	94
Future Volume (veh/h)	155	17	448	5	11	5	123	365	0	13	458	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1900	1900	1900	1707	1707	1707	1796	1796	1796
Adj Flow Rate, veh/h	165	18	477	5	12	5	131	388	0	14	487	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	0	0	0	13	13	13	7	7	7
Cap, veh/h	394	38	519	107	233	81	291	653	0	330	583	
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.08	0.38	0.00	0.02	0.32	0.00
Sat Flow, veh/h	881	115	1572	123	707	244	1626	1707	0	1711	1796	0
Grp Volume(v), veh/h	183	0	477	22	0	0	131	388	0	14	487	0
Grp Sat Flow(s),veh/h/ln	996	0	1572	1075	0	0	1626	1707	0	1711	1796	0
Q Serve(g_s), s	0.4	0.0	19.4	0.1	0.0	0.0	3.5	12.1	0.0	0.4	16.7	0.0
Cycle Q Clear(g_c), s	14.1	0.0	19.4	14.0	0.0	0.0	3.5	12.1	0.0	0.4	16.7	0.0
Prop In Lane	0.90		1.00	0.23		0.23	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	431	0	519	421	0	0	291	653	0	330	583	
V/C Ratio(X)	0.42	0.00	0.92	0.05	0.00	0.00	0.45	0.59	0.00	0.04	0.84	
Avail Cap(c_a), veh/h	454	0	544	445	0	0	291	1130	0	429	1188	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	21.4	15.5	0.0	0.0	15.5	16.4	0.0	15.1	20.8	0.0
Incr Delay (d2), s/veh	0.7	0.0	20.5	0.1	0.0	0.0	1.1	0.9	0.0	0.1	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	9.6	0.2	0.0	0.0	1.2	4.1	0.0	0.1	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	41.9	15.6	0.0	0.0	16.6	17.3	0.0	15.1	24.1	0.0
LnGrp LOS	C	A	D	B	A	A	B	B	A	B	C	
Approach Vol, veh/h		660			22			519			501	A
Approach Delay, s/veh		35.9			15.6			17.1			23.8	
Approach LOS		D			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	31.4		27.9	11.0	27.6		27.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	44.0		23.0	5.0	44.0		23.0				
Max Q Clear Time (g_c+I1), s	2.4	14.1		21.4	5.5	18.7		16.0				
Green Ext Time (p_c), s	0.0	2.2		0.5	0.0	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		26.4	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
3: Buckingham Rd/Old Olga Rd & SR 80

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	674	195	174	994	14	248	39	194	64	38	73
Future Volume (veh/h)	31	674	195	174	994	14	248	39	194	64	38	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1648	1648	1737	1737	1737	1767	1767	1767	1796	1796	1796
Adj Flow Rate, veh/h	34	749	0	193	1104	0	276	43	216	71	42	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	17	17	17	11	11	11	9	9	9	7	7	7
Cap, veh/h	62	1309		220	1689		402	48	240	175	134	113
Arrive On Green	0.04	0.42	0.00	0.13	0.51	0.00	0.17	0.19	0.19	0.05	0.07	0.07
Sat Flow, veh/h	1570	3131	1397	1654	3300	1472	1682	255	1281	1711	1796	1522
Grp Volume(v), veh/h	34	749	0	193	1104	0	276	0	259	71	42	81
Grp Sat Flow(s),veh/h/ln	1570	1566	1397	1654	1650	1472	1682	0	1536	1711	1796	1522
Q Serve(g_s), s	2.6	22.0	0.0	13.7	29.4	0.0	17.5	0.0	19.8	4.5	2.7	6.2
Cycle Q Clear(g_c), s	2.6	22.0	0.0	13.7	29.4	0.0	17.5	0.0	19.8	4.5	2.7	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	62	1309		220	1689		402	0	288	175	134	113
V/C Ratio(X)	0.55	0.57		0.88	0.65		0.69	0.00	0.90	0.41	0.31	0.71
Avail Cap(c_a), veh/h	92	1309		317	1689		473	0	333	184	134	113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	26.7	0.0	51.0	21.5	0.0	39.7	0.0	47.7	47.8	52.6	54.3
Incr Delay (d2), s/veh	7.3	1.8	0.0	17.0	2.0	0.0	3.3	0.0	25.0	1.5	1.9	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.1	0.0	6.6	11.0	0.0	7.4	0.0	9.4	2.0	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	28.5	0.0	68.0	23.5	0.0	43.1	0.0	72.7	49.4	54.5	74.9
LnGrp LOS	E	C		E	C		D	A	E	D	D	E
Approach Vol, veh/h		783	A		1297	A		535			194	
Approach Delay, s/veh		30.1			30.1			57.4			61.1	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	68.4	12.3	28.5	22.0	57.2	25.9	14.9
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	55.0	7.0	26.0	23.0	39.0	25.0	8.0
Max Q Clear Time (g_c+I1), s	4.6	31.4	6.5	21.8	15.7	24.0	19.5	8.2
Green Ext Time (p_c), s	0.0	13.6	0.0	0.7	0.3	6.9	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
3: Buckingham Rd/Old Olga Rd & SR 80

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1401	192	153	614	12	231	77	192	90	80	73
Future Volume (veh/h)	74	1401	192	153	614	12	231	77	192	90	80	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1752	1752	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	76	1430	0	156	627	0	236	79	196	92	82	74
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	6	6	10	10	10	4	4	4	4	4	4
Cap, veh/h	96	1634		181	1756		324	70	174	162	169	143
Arrive On Green	0.06	0.47	0.00	0.11	0.53	0.00	0.12	0.15	0.15	0.06	0.09	0.09
Sat Flow, veh/h	1725	3441	1535	1668	3328	1485	1753	469	1163	1753	1841	1560
Grp Volume(v), veh/h	76	1430	0	156	627	0	236	0	275	92	82	74
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1668	1664	1485	1753	0	1631	1753	1841	1560
Q Serve(g_s), s	5.2	44.8	0.0	11.0	13.2	0.0	14.0	0.0	18.0	5.6	5.1	5.4
Cycle Q Clear(g_c), s	5.2	44.8	0.0	11.0	13.2	0.0	14.0	0.0	18.0	5.6	5.1	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	96	1634		181	1756		324	0	245	162	169	143
V/C Ratio(X)	0.79	0.87		0.86	0.36		0.73	0.00	1.12	0.57	0.49	0.52
Avail Cap(c_a), veh/h	172	1634		195	1756		324	0	245	162	169	143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	28.3	0.0	52.6	16.5	0.0	42.1	0.0	51.0	46.3	51.8	52.0
Incr Delay (d2), s/veh	13.3	6.9	0.0	29.3	0.6	0.0	8.0	0.0	94.9	4.6	3.1	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	18.6	0.0	6.0	4.8	0.0	6.8	0.0	13.6	2.7	2.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	35.2	0.0	81.9	17.1	0.0	50.1	0.0	145.9	50.8	54.9	56.4
LnGrp LOS	E	D		F	B		D	A	F	D	D	E
Approach Vol, veh/h		1506	A		783	A		511			248	
Approach Delay, s/veh		36.9			30.0			101.7			53.8	
Approach LOS		D			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	70.3	13.0	24.0	19.0	64.0	20.0	17.0
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	58.0	7.0	18.0	14.0	56.0	14.0	11.0
Max Q Clear Time (g_c+I1), s	7.2	15.2	7.6	20.0	13.0	46.8	16.0	7.4
Green Ext Time (p_c), s	0.1	8.9	0.0	0.0	0.0	7.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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Lanes, Volumes, Timings
6: Buckingham Rd & Portico Blvd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	196	415	522	65	137	484
Future Volume (vph)	196	415	522	65	137	484
Satd. Flow (prot)	1517	1357	1696	1442	1517	1597
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1517	1357	1696	1442	1517	1597
Lane Group Flow (vph)	223	472	593	74	156	550
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 59.8%		ICU Level of Service B	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	79.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	196	415	522	65	137	484
Future Vol, veh/h	196	415	522	65	137	484
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	290	276	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	19	19	12	12	19	19
Mvmt Flow	223	472	593	74	156	550

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1455	593	0	0	667	0
Stage 1	593	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.59	6.39	-	-	4.29	-
Critical Hdwy Stg 1	5.59	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	3.471	-	-	2.371	-
Pot Cap-1 Maneuver	~ 131	475	-	-	847	-
Stage 1	520	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 107	475	-	-	847	-
Mov Cap-2 Maneuver	~ 107	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	234.1	0	2.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	107	475	847	-
HCM Lane V/C Ratio	-	-	2.082	0.993	0.184	-
HCM Control Delay (s)	-	-	$ 583.2	69.2	10.2	-
HCM Lane LOS	-	-	F	F	B	-
HCM 95th %tile Q(veh)	-	-	18.9	13.1	0.7	-

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

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Lanes, Volumes, Timings
6: Buckingham Rd & Portico Blvd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	124	264	627	211	448	638
Future Volume (vph)	124	264	627	211	448	638
Satd. Flow (prot)	1597	1429	1810	1538	1626	1712
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1597	1429	1810	1538	1626	1712
Lane Group Flow (vph)	129	275	653	220	467	665
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	216.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	124	264	627	211	448	638
Future Vol, veh/h	124	264	627	211	448	638
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	290	276	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	13	5	5	11	11
Mvmt Flow	129	275	653	220	467	665

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2252	653	0	0	873	0
Stage 1	653	-	-	-	-	-
Stage 2	1599	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.21	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.299	-
Pot Cap-1 Maneuver	~ 42	448	-	-	736	-
Stage 1	498	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 15	448	-	-	736	-
Mov Cap-2 Maneuver	~ 15	-	-	-	-	-
Stage 1	182	-	-	-	-	-
Stage 2	172	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1270.7	0	7.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	15	448	736	-
HCM Lane V/C Ratio	-	-	8.611	0.614	0.634	-
HCM Control Delay (s)	-	-	$ 3922.9	25	18	-
HCM Lane LOS	-	-	F	D	C	-
HCM 95th %tile Q(veh)	-	-	17.1	4	4.6	-

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

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HCM 6th Signalized Intersection Summary
8: Buckingham Rd & Orange River Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	7	118	4	14	11	692	452	2	5	456	212
Future Volume (veh/h)	97	7	118	4	14	11	692	452	2	5	456	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1796	1796	1796	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	110	8	134	5	16	12	786	514	2	6	518	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	10	10	10	7	7	7	6	6	6	9	9	9
Cap, veh/h	265	12	196	61	60	34	899	1287	5	538	678	
Arrive On Green	0.07	0.13	0.13	0.07	0.13	0.13	0.40	0.71	0.66	0.07	0.38	0.00
Sat Flow, veh/h	1234	90	1485	0	453	259	1725	1803	7	1682	1767	0
Grp Volume(v), veh/h	118	0	134	33	0	0	786	0	516	6	518	0
Grp Sat Flow(s),veh/h/ln	1324	0	1485	712	0	0	1725	0	1810	1682	1767	0
Q Serve(g_s), s	0.0	0.0	5.9	0.0	0.0	0.0	18.9	0.0	7.8	0.1	17.5	0.0
Cycle Q Clear(g_c), s	5.0	0.0	5.9	5.0	0.0	0.0	18.9	0.0	7.8	0.1	17.5	0.0
Prop In Lane	0.93		1.00	0.15		0.36	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	199	0	196	113	0	0	899	0	1292	538	678	
V/C Ratio(X)	0.59	0.00	0.68	0.29	0.00	0.00	0.87	0.00	0.40	0.01	0.76	
Avail Cap(c_a), veh/h	199	0	196	113	0	0	1100	0	1750	648	1035	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.1	0.0	28.3	26.6	0.0	0.0	11.4	0.0	3.9	10.4	18.3	0.0
Incr Delay (d2), s/veh	4.7	0.0	9.4	1.4	0.0	0.0	6.9	0.0	0.2	0.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.5	0.6	0.0	0.0	5.6	0.0	1.4	0.0	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	37.7	28.0	0.0	0.0	18.2	0.0	4.1	10.4	20.2	0.0
LnGrp LOS	C	A	D	C	A	A	B	A	A	B	C	
Approach Vol, veh/h		252			33			1302			524	A
Approach Delay, s/veh		36.3			28.0			12.6			20.1	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	50.7		11.0	29.1	28.2		11.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	62.0		5.0	31.0	36.0		5.0				
Max Q Clear Time (g_c+I1), s	2.1	9.8		7.9	20.9	19.5		7.0				
Green Ext Time (p_c), s	0.0	3.3		0.0	2.2	2.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
8: Buckingham Rd & Orange River Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	19	488	5	12	5	152	608	5	16	658	147
Future Volume (veh/h)	222	19	488	5	12	5	152	608	5	16	658	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1900	1900	1900	1707	1707	1707	1796	1796	1796
Adj Flow Rate, veh/h	236	20	519	5	13	5	162	647	5	17	700	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	0	0	0	13	13	13	7	7	7
Cap, veh/h	262	14	519	58	150	42	380	877	7	384	848	
Arrive On Green	0.28	0.33	0.33	0.28	0.33	0.33	0.12	0.52	0.47	0.07	0.47	0.00
Sat Flow, veh/h	518	44	1572	0	453	126	1626	1692	13	1711	1796	0
Grp Volume(v), veh/h	256	0	519	23	0	0	162	0	652	17	700	0
Grp Sat Flow(s),veh/h/ln	562	0	1572	579	0	0	1626	0	1705	1711	1796	0
Q Serve(g_s), s	0.0	0.0	25.0	0.0	0.0	0.0	3.2	0.0	22.6	0.3	25.5	0.0
Cycle Q Clear(g_c), s	21.0	0.0	25.0	21.0	0.0	0.0	3.2	0.0	22.6	0.3	25.5	0.0
Prop In Lane	0.92		1.00	0.22		0.22	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	247	0	519	218	0	0	380	0	884	384	848	
V/C Ratio(X)	1.04	0.00	1.00	0.11	0.00	0.00	0.43	0.00	0.74	0.04	0.83	
Avail Cap(c_a), veh/h	247	0	519	218	0	0	380	0	1125	463	1185	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	0.0	25.4	19.1	0.0	0.0	12.7	0.0	14.3	10.4	17.3	0.0
Incr Delay (d2), s/veh	67.1	0.0	39.6	0.2	0.0	0.0	0.8	0.0	1.9	0.0	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	14.6	0.3	0.0	0.0	1.0	0.0	7.4	0.1	9.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.8	0.0	65.0	19.3	0.0	0.0	13.5	0.0	16.2	10.4	20.7	0.0
LnGrp LOS	F	A	F	B	A	A	B	A	B	B	C	
Approach Vol, veh/h		775			23			814			717	A
Approach Delay, s/veh		75.5			19.3			15.6			20.5	
Approach LOS		E			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	41.3		27.0	11.0	37.8		27.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	46.0		21.0	5.0	46.0		21.0				
Max Q Clear Time (g_c+I1), s	2.3	24.6		27.0	5.2	27.5		23.0				
Green Ext Time (p_c), s	0.0	4.1		0.0	0.0	4.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

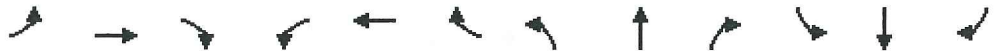
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
3: Buckingham Rd/Old Olga Rd & SR 80



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	892	323	285	1316	19	502	103	404	79	65	90
Future Volume (veh/h)	41	892	323	285	1316	19	502	103	404	79	65	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1648	1648	1737	1737	1737	1767	1767	1767	1796	1796	1796
Adj Flow Rate, veh/h	46	991	0	317	1462	0	558	114	449	88	72	100
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	17	17	17	11	11	11	9	9	9	7	7	7
Cap, veh/h	124	1122		331	1582		590	89	351	214	195	165
Arrive On Green	0.08	0.36	0.00	0.20	0.48	0.00	0.27	0.28	0.25	0.09	0.11	0.11
Sat Flow, veh/h	1570	3131	1397	1654	3300	1472	1682	313	1232	1711	1796	1522
Grp Volume(v), veh/h	46	991	0	317	1462	0	558	0	563	88	72	100
Grp Sat Flow(s),veh/h/ln	1570	1566	1397	1654	1650	1472	1682	0	1545	1711	1796	1522
Q Serve(g_s), s	3.3	35.7	0.0	22.8	49.7	0.0	32.0	0.0	34.2	5.2	4.5	7.5
Cycle Q Clear(g_c), s	3.3	35.7	0.0	22.8	49.7	0.0	32.0	0.0	34.2	5.2	4.5	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	124	1122		331	1582		590	0	440	214	195	165
V/C Ratio(X)	0.37	0.88		0.96	0.92		0.95	0.00	1.28	0.41	0.37	0.61
Avail Cap(c_a), veh/h	144	1122		331	1582		590	0	440	217	195	165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	36.1	0.0	47.5	29.2	0.0	34.5	0.0	44.5	41.3	49.7	51.1
Incr Delay (d2), s/veh	1.8	10.2	0.0	38.3	10.6	0.0	24.3	0.0	142.5	1.3	1.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	14.5	0.0	12.6	20.4	0.0	18.1	0.0	30.3	2.3	2.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	46.3	0.0	85.8	39.8	0.0	58.8	0.0	187.0	42.6	51.4	58.4
LnGrp LOS	D	D		F	D		E	A	F	D	D	E
Approach Vol, veh/h		1037	A		1779	A		1121			260	
Approach Delay, s/veh		46.7			48.0			123.2			51.1	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	59.5	12.8	36.2	26.0	45.0	34.0	15.0
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	51.0	7.0	30.0	20.0	38.0	28.0	9.0
Max Q Clear Time (g_c+I1), s	5.3	51.7	7.2	36.2	24.8	37.7	34.0	9.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.9
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
3: Buckingham Rd/Old Olga Rd & SR 80

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1855	465	381	813	16	409	130	342	111	158	90
Future Volume (veh/h)	98	1855	465	381	813	16	409	130	342	111	158	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1752	1752	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	100	1893	0	389	830	0	417	133	349	113	161	92
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	6	6	10	10	10	4	4	4	4	4	4
Cap, veh/h	177	1634		306	1849		382	82	216	221	184	156
Arrive On Green	0.10	0.48	0.00	0.18	0.56	0.00	0.17	0.18	0.15	0.09	0.10	0.10
Sat Flow, veh/h	1725	3441	1535	1668	3328	1485	1753	449	1179	1753	1841	1560
Grp Volume(v), veh/h	100	1893	0	389	830	0	417	0	482	113	161	92
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1668	1664	1485	1753	0	1628	1753	1841	1560
Q Serve(g_s), s	6.6	57.0	0.0	22.0	17.7	0.0	21.0	0.0	22.0	6.7	10.4	6.8
Cycle Q Clear(g_c), s	6.6	57.0	0.0	22.0	17.7	0.0	21.0	0.0	22.0	6.7	10.4	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	177	1635		306	1849		382	0	299	221	184	156
V/C Ratio(X)	0.56	1.16		1.27	0.45		1.09	0.00	1.61	0.51	0.87	0.59
Avail Cap(c_a), veh/h	187	1635		306	1849		382	0	299	221	184	156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	31.5	0.0	49.0	15.8	0.0	40.3	0.0	50.4	42.5	53.3	51.6
Incr Delay (d2), s/veh	3.5	78.5	0.0	145.5	0.8	0.0	72.9	0.0	291.5	2.0	34.9	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	39.5	0.0	21.2	6.4	0.0	17.7	0.0	33.1	3.0	6.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	110.0	0.0	194.5	16.6	0.0	113.2	0.0	342.0	44.5	88.1	58.6
LnGrp LOS	D	F		F	B		F	A	F	D	F	E
Approach Vol, veh/h		1993	A		1219	A		899			366	
Approach Delay, s/veh		107.2			73.3			235.9			67.2	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	68.7	13.0	24.0	24.0	59.0	23.0	14.0
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	61.0	7.0	18.0	18.0	52.0	17.0	8.0
Max Q Clear Time (g_c+I1), s	8.6	19.7	8.7	24.0	24.0	59.0	23.0	12.4
Green Ext Time (p_c), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	120.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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Lanes, Volumes, Timings
6: Buckingham Rd & Portico Blvd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	265	562	522	88	186	484
Future Volume (vph)	265	562	522	88	186	484
Satd. Flow (prot)	1517	1357	1696	1442	1517	1597
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1517	1357	1696	1442	1517	1597
Lane Group Flow (vph)	301	639	593	100	211	550
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	214.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	265	562	522	88	186	484
Future Vol, veh/h	265	562	522	88	186	484
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	290	276	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	19	19	12	12	19	19
Mvmt Flow	301	639	593	100	211	550

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1565	593	0	0	693	0
Stage 1	593	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Critical Hdwy	6.59	6.39	-	-	4.29	-
Critical Hdwy Stg 1	5.59	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	3.471	-	-	2.371	-
Pot Cap-1 Maneuver	~ 112	~ 475	-	-	828	-
Stage 1	520	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 83	~ 475	-	-	828	-
Mov Cap-2 Maneuver	~ 83	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	543.9	0	3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	83	475	828	-
HCM Lane V/C Ratio	-	-	3.628	1.344	0.255	-
HCM Control Delay (s)	-	-	$ 1288.2	193	10.8	-
HCM Lane LOS	-	-	F	F	B	-
HCM 95th %tile Q(veh)	-	-	30.9	28.8	1	-

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

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Lanes, Volumes, Timings
6: Buckingham Rd & Portico Blvd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	166	354	627	283	601	638
Future Volume (vph)	166	354	627	283	601	638
Satd. Flow (prot)	1597	1429	1810	1538	1626	1712
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1597	1429	1810	1538	1626	1712
Lane Group Flow (vph)	173	369	653	295	626	665
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 85.5%		ICU Level of Service E	
Analysis Period (min) 15			

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Intersection	
Int Delay, s/veh	2626.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	166	354	627	283	601	638
Future Vol, veh/h	166	354	627	283	601	638
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	290	276	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	13	5	5	11	11
Mvmt Flow	173	369	653	295	626	665

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2570	653	0	0	948	0
Stage 1	653	-	-	-	-	-
Stage 2	1917	-	-	-	-	-
Critical Hdwy	6.53	6.33	-	-	4.21	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	-	-	2.299	-
Pot Cap-1 Maneuver	~ 26	448	-	-	689	-
Stage 1	498	-	-	-	-	-
Stage 2	~ 118	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 2	448	-	-	689	-
Mov Cap-2 Maneuver	~ 2	-	-	-	-	-
Stage 1	~ 45	-	-	-	-	-
Stage 2	~ 118	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay$ s	13436.6	0	19.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	2	448	689	-
HCM Lane V/C Ratio	-	-	86.458	0.823	0.909	-
HCM Control Delay (s)	-	-	$ 42003.4	40.8	40.3	-
HCM Lane LOS	-	-	F	E	E	-
HCM 95th %tile Q(veh)	-	-	24.1	7.8	11.9	-

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

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HCM 6th Signalized Intersection Summary
8: Buckingham Rd & Orange River Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	7	118	4	14	11	692	470	2	91	91	91
Future Volume (veh/h)	103	7	118	4	14	11	692	470	2	91	91	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1796	1796	1796	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	117	8	134	5	16	12	786	534	2	103	103	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	10	10	10	7	7	7	6	6	6	9	9	9
Cap, veh/h	461	21	324	115	200	128	1123	870	3	602	349	
Arrive On Green	0.13	0.22	0.22	0.13	0.22	0.13	0.45	0.48	0.39	0.17	0.20	0.00
Sat Flow, veh/h	1411	97	1485	111	915	586	1725	1803	7	1682	1767	0
Grp Volume(v), veh/h	125	0	134	33	0	0	786	0	536	103	103	0
Grp Sat Flow(s),veh/h/ln	1508	0	1485	1613	0	0	1725	0	1810	1682	1767	0
Q Serve(g_s), s	0.0	0.0	3.5	0.0	0.0	0.0	11.7	0.0	9.9	1.9	2.3	0.0
Cycle Q Clear(g_c), s	3.2	0.0	3.5	3.2	0.0	0.0	11.7	0.0	9.9	1.9	2.3	0.0
Prop In Lane	0.94		1.00	0.15		0.36	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	350	0	324	302	0	0	1123	0	873	602	349	
V/C Ratio(X)	0.36	0.00	0.41	0.11	0.00	0.00	0.70	0.00	0.61	0.17	0.30	
Avail Cap(c_a), veh/h	525	0	521	511	0	0	2198	0	2343	652	737	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.8	0.0	15.3	15.0	0.0	0.0	4.5	0.0	8.7	9.8	15.6	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.2	0.0	0.0	0.8	0.0	0.7	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.3	0.0	0.0	0.7	0.0	2.4	0.5	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	16.1	15.2	0.0	0.0	5.3	0.0	9.4	9.9	16.0	0.0
LnGrp LOS	B	A	B	B	A	A	A	A	A	A	B	
Approach Vol, veh/h		259			33			1322			206	A
Approach Delay, s/veh		16.7			15.2			6.9			13.0	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	24.0		11.9	22.6	11.0		11.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	55.0		12.0	45.0	15.0		12.0				
Max Q Clear Time (g_c+I1), s	3.9	11.9		5.5	13.7	4.3		5.2				
Green Ext Time (p_c), s	0.0	3.5		0.6	2.9	0.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
8: Buckingham Rd & Orange River Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	19	488	5	12	5	152	662	5	16	690	158
Future Volume (veh/h)	240	19	488	5	12	5	152	662	5	16	690	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1900	1900	1900	1707	1707	1707	1796	1796	1796
Adj Flow Rate, veh/h	255	20	519	5	13	5	162	704	5	17	734	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	0	0	0	13	13	13	7	7	7
Cap, veh/h	260	13	485	59	151	42	383	911	6	371	886	
Arrive On Green	0.25	0.31	0.31	0.25	0.31	0.25	0.12	0.54	0.48	0.07	0.49	0.00
Sat Flow, veh/h	543	43	1572	0	489	136	1626	1693	12	1711	1796	0
Grp Volume(v), veh/h	275	0	519	23	0	0	162	0	709	17	734	0
Grp Sat Flow(s),veh/h/ln	586	0	1572	625	0	0	1626	0	1705	1711	1796	0
Q Serve(g_s), s	0.0	0.0	23.0	0.0	0.0	0.0	3.0	0.0	24.6	0.3	26.1	0.0
Cycle Q Clear(g_c), s	19.0	0.0	23.0	19.0	0.0	0.0	3.0	0.0	24.6	0.3	26.1	0.0
Prop In Lane	0.93		1.00	0.22		0.22	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	242	0	485	218	0	0	383	0	917	371	886	
V/C Ratio(X)	1.14	0.00	1.07	0.11	0.00	0.00	0.42	0.00	0.77	0.05	0.83	
Avail Cap(c_a), veh/h	242	0	485	218	0	0	387	0	1188	451	1252	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.8	0.0	25.8	19.9	0.0	0.0	12.5	0.0	13.7	10.2	16.2	0.0
Incr Delay (d2), s/veh	99.3	0.0	61.1	0.2	0.0	0.0	0.7	0.0	2.4	0.1	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	16.4	0.3	0.0	0.0	1.0	0.0	7.9	0.1	9.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.2	0.0	86.9	20.1	0.0	0.0	13.2	0.0	16.1	10.2	19.5	0.0
LnGrp LOS	F	A	F	C	A	A	B	A	B	B	B	
Approach Vol, veh/h		794			23			871			751	A
Approach Delay, s/veh		101.5			20.1			15.5			19.3	
Approach LOS		F			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	42.1		25.0	10.8	38.8		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	48.0		19.0	5.0	48.0		19.0				
Max Q Clear Time (g_c+I1), s	2.3	26.6		25.0	5.0	28.1		21.0				
Green Ext Time (p_c), s	0.0	4.6		0.0	0.0	4.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
3: Buckingham Rd/Old Olga Rd & SR 80

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	892	346	304	1316	19	571	122	462	79	72	90
Future Volume (veh/h)	41	892	346	304	1316	19	571	122	462	79	72	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1648	1648	1737	1737	1737	1767	1767	1767	1796	1796	1796
Adj Flow Rate, veh/h	46	991	0	338	1462	0	634	136	513	88	80	100
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	17	17	17	11	11	11	9	9	9	7	7	7
Cap, veh/h	117	1036		331	1506		639	105	395	200	180	152
Arrive On Green	0.07	0.33	0.00	0.20	0.46	0.00	0.31	0.32	0.29	0.08	0.10	0.10
Sat Flow, veh/h	1570	3131	1397	1654	3300	1472	1682	324	1222	1711	1796	1522
Grp Volume(v), veh/h	46	991	0	338	1462	0	634	0	649	88	80	100
Grp Sat Flow(s),veh/h/ln	1570	1566	1397	1654	1650	1472	1682	0	1547	1711	1796	1522
Q Serve(g_s), s	3.6	40.3	0.0	26.0	56.2	0.0	40.0	0.0	42.0	5.7	5.5	8.2
Cycle Q Clear(g_c), s	3.6	40.3	0.0	26.0	56.2	0.0	40.0	0.0	42.0	5.7	5.5	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	117	1036		331	1506		639	0	500	200	180	152
V/C Ratio(X)	0.39	0.96		1.02	0.97		0.99	0.00	1.30	0.44	0.45	0.66
Avail Cap(c_a), veh/h	133	1036		331	1506		639	0	500	200	180	152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	42.6	0.0	52.0	34.5	0.0	36.0	0.0	45.6	46.2	55.1	56.4
Incr Delay (d2), s/veh	2.1	19.3	0.0	55.1	17.2	0.0	33.5	0.0	148.7	1.5	2.5	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	17.7	0.0	15.5	24.7	0.0	23.7	0.0	36.5	2.5	2.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	61.9	0.0	107.1	51.7	0.0	69.5	0.0	194.2	47.7	57.6	67.4
LnGrp LOS	E	E		F	D		E	A	F	D	E	E
Approach Vol, veh/h		1037	A		1800	A		1283			268	
Approach Delay, s/veh		61.8			62.1			132.6			58.0	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	61.3	13.0	44.0	28.0	45.0	42.0	15.0
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	53.0	7.0	38.0	22.0	38.0	36.0	9.0
Max Q Clear Time (g_c+I1), s	5.6	58.2	7.7	44.0	28.0	42.3	42.0	10.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	82.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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HCM 6th Signalized Intersection Summary
3: Buckingham Rd/Old Olga Rd & SR 80

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1855	537	442	813	16	451	142	377	111	179	90
Future Volume (veh/h)	98	1855	537	442	813	16	451	142	377	111	179	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1752	1752	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	100	1893	0	451	830	0	460	145	385	113	183	92
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	6	6	10	10	10	4	4	4	4	4	4
Cap, veh/h	172	1535		347	1844		393	89	237	204	170	144
Arrive On Green	0.10	0.45	0.00	0.21	0.55	0.00	0.19	0.20	0.17	0.08	0.09	0.09
Sat Flow, veh/h	1725	3441	1535	1668	3328	1485	1753	445	1183	1753	1841	1560
Grp Volume(v), veh/h	100	1893	0	451	830	0	460	0	530	113	183	92
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1668	1664	1485	1753	0	1628	1753	1841	1560
Q Serve(g_s), s	7.2	58.0	0.0	27.0	19.3	0.0	25.0	0.0	26.0	7.4	12.0	7.4
Cycle Q Clear(g_c), s	7.2	58.0	0.0	27.0	19.3	0.0	25.0	0.0	26.0	7.4	12.0	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	172	1535		347	1844		393	0	326	204	170	144
V/C Ratio(X)	0.58	1.23		1.30	0.45		1.17	0.00	1.63	0.55	1.08	0.64
Avail Cap(c_a), veh/h	199	1535		347	1844		393	0	326	204	170	144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	36.0	0.0	51.5	17.2	0.0	42.2	0.0	53.5	47.6	59.0	56.9
Incr Delay (d2), s/veh	3.1	110.7	0.0	155.3	0.8	0.0	101.3	0.0	296.2	3.3	91.1	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	46.4	0.0	25.9	7.1	0.0	22.1	0.0	37.4	3.4	9.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	146.7	0.0	206.8	18.0	0.0	143.5	0.0	349.7	50.9	150.1	67.3
LnGrp LOS	E	F		F	B		F	A	F	D	F	E
Approach Vol, veh/h		1993	A		1281	A		990			388	
Approach Delay, s/veh		142.3			84.5			253.9			101.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	74.0	13.0	28.0	29.0	60.0	27.0	14.0
Change Period (Y+Rc), s	6.0	7.0	6.0	6.0	6.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	65.0	7.0	22.0	23.0	53.0	21.0	8.0
Max Q Clear Time (g_c+I1), s	9.2	21.3	9.4	28.0	29.0	60.0	27.0	14.0
Green Ext Time (p_c), s	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	146.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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Arterial Level of Service: NB Buckingham Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Orange River Blvd	II	45	17.8	14.2	32.0	0.16	18.4	D
SR 80	II	42	222.2	178.3	400.5	2.56	23.0	C
Total	II		240.0	192.5	432.5	2.72	22.7	C

Arterial Level of Service: SB Buckingham Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Orange River Blvd	II	45	204.8	30.1	234.9	2.56	39.2	A
Total	II		204.8	30.1	234.9	2.56	39.2	A

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Arterial Level of Service: NB Buckingham Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Orange River Blvd	II	45	17.8	14.2	32.0	0.16	18.4	D
SR 80	II	42	222.2	198.0	420.2	2.56	21.9	D
Total	II		240.0	212.2	452.2	2.72	21.7	D

Arterial Level of Service: SB Buckingham Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Orange River Blvd	II	45	204.8	30.9	235.7	2.56	39.1	A
Total	II		204.8	30.9	235.7	2.56	39.1	A

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APPENDIX E

HISTORICAL AADT GROWTH TREND ANALYSIS

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LEE COUNTY: PCS 11
PALM BEACH BLVD (SR 80) WEST OF SR 31

Year	AADT [1]
2008	27,100
2009	25,900
2010	26,900
2011	21,400
2012	26,300
2013	26,400
2014	27,600
2015	30,100
2016	32,900
2017	33,700

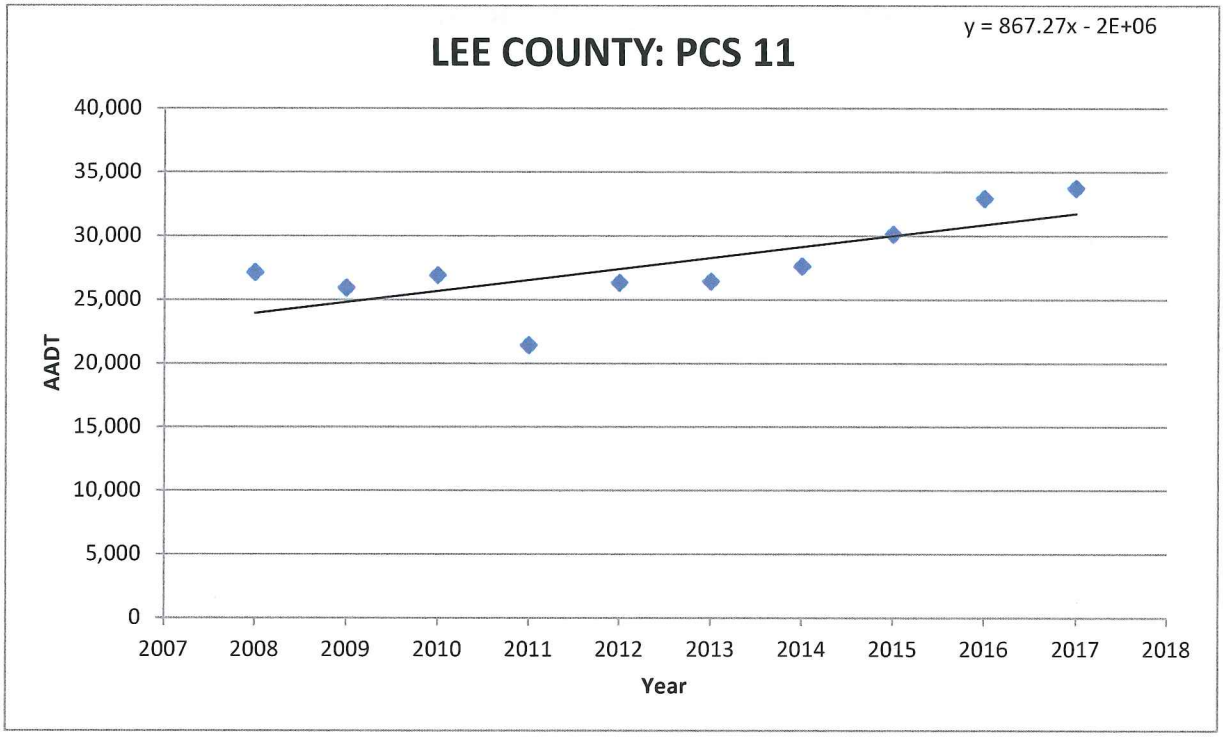
Equation

y_1	x_1
23,927	2008

y_2	x_2
31,733	2017

Growth

3.6% per year



Footnotes:

(1) Lee County Traffic Count Report

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LEE COUNTY: PCS 11
BUCKINGHAM RD SOUTH OF PALM BEACH BLVD

Year	AADT [1]
2008	8,000
2009	8,200
2010	8,400
2011	8,400
2012	8,900
2013	8,800
2014	9,000
2015	9,300
2016	9,800
2017	9,800

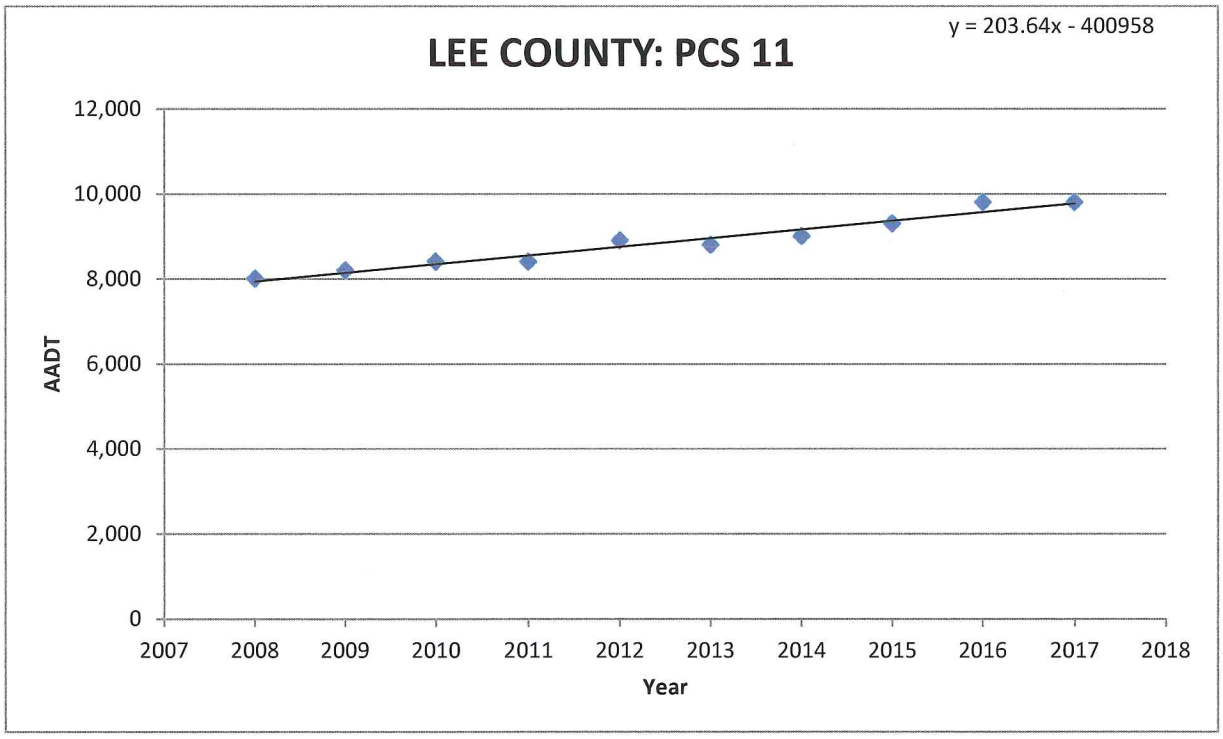
Equation

y_1	x_1
7,944	2008

y_2	x_2
9,776	2017

Growth

2.6% per year



Footnotes:
(1) Lee County Traffic Count Report

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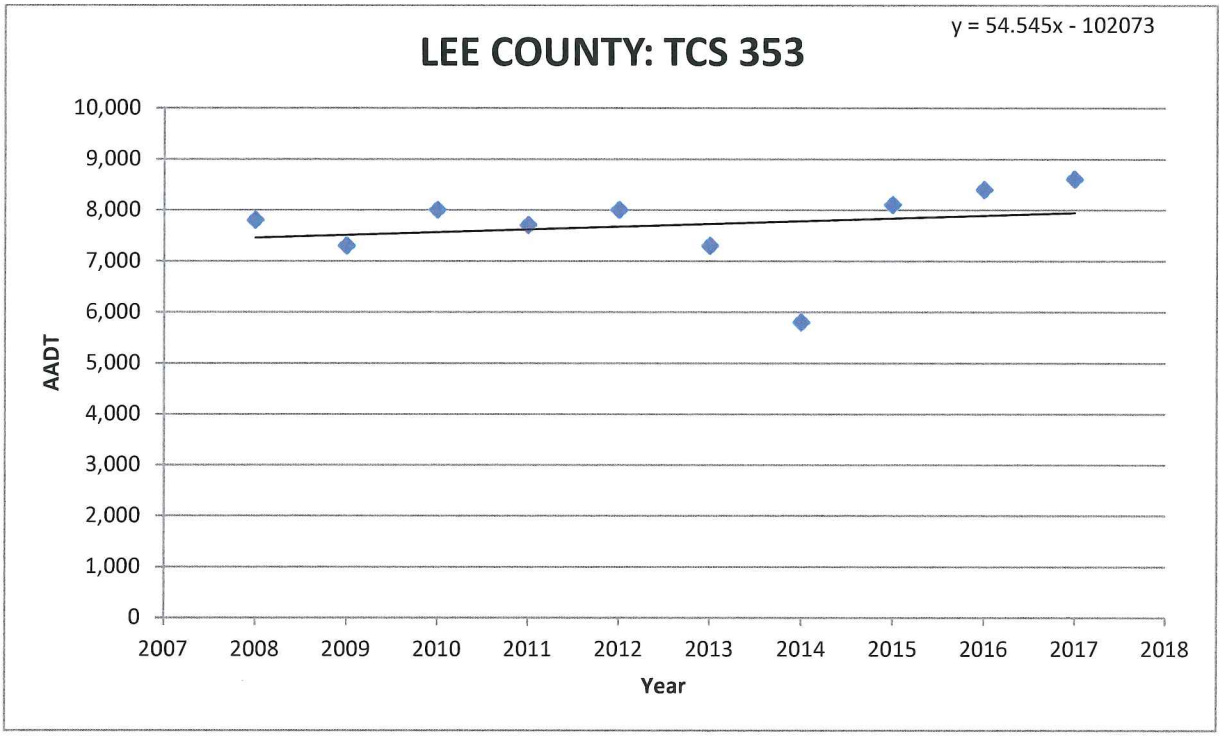
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LEE COUNTY: TCS 353
ORANGE RIVER BLVD SOUTH OF PALM BEACH BLVD

Year	AADT [1]
2008	7,800
2009	7,300
2010	8,000
2011	7,700
2012	8,000
2013	7,300
2014	5,800
2015	8,100
2016	8,400
2017	8,600

Equation		
y_1		x_1
	7,455	2008
y_2		x_2
	7,945	2017

Growth
0.7% per year



Footnotes:
(1) Lee County Traffic Count Report

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APPENDIX F

TRIP GENERATION

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ITE TRIP GENERATION
DATA AND RATES

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Land Use: 210
Single-Family Detached Housing

Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Additional Data

The number of vehicles and residents had a high correlation with average weekday vehicle trip ends. The use of these variables was limited, however, because the number of vehicles and residents was often difficult to obtain or predict. The number of dwelling units was generally used as the independent variable of choice because it was usually readily available, easy to project, and had a high correlation with average weekday vehicle trip ends.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units had the highest trip generation rate per dwelling unit of all residential uses because they were the largest units in size and had more residents and more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas, and other trip attractors than other residential land uses; and they generally had fewer alternative modes of transportation available because they were typically not as concentrated as other residential land uses.

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:00 and 5:00 p.m., respectively. For the two sites with Saturday data, the overall highest vehicle volume was counted between 3:00 and 4:00 p.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 10:15 and 11:15 a.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Illinois, Indiana, Maryland, Minnesota, Montana, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, and Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 903, 925, 936

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Single-Family Detached Housing
(210)

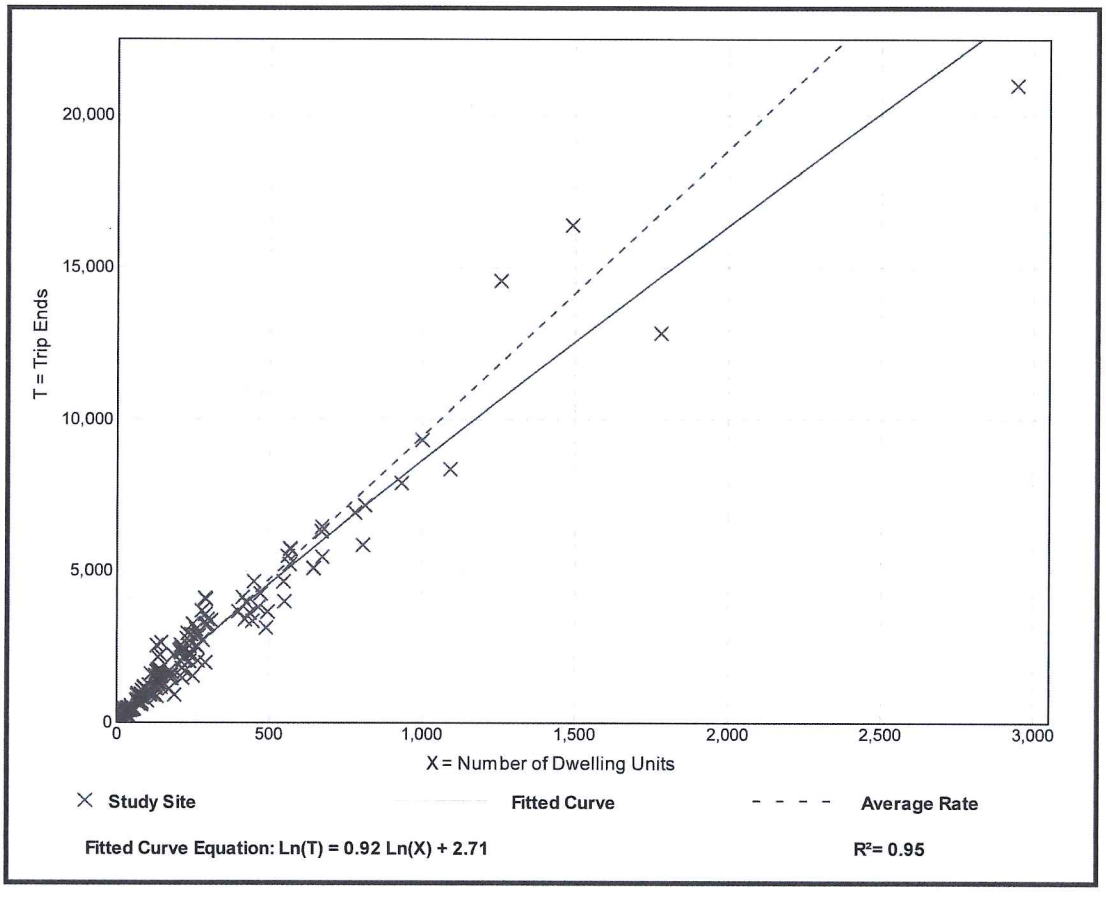
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.71

R^2= 0.95

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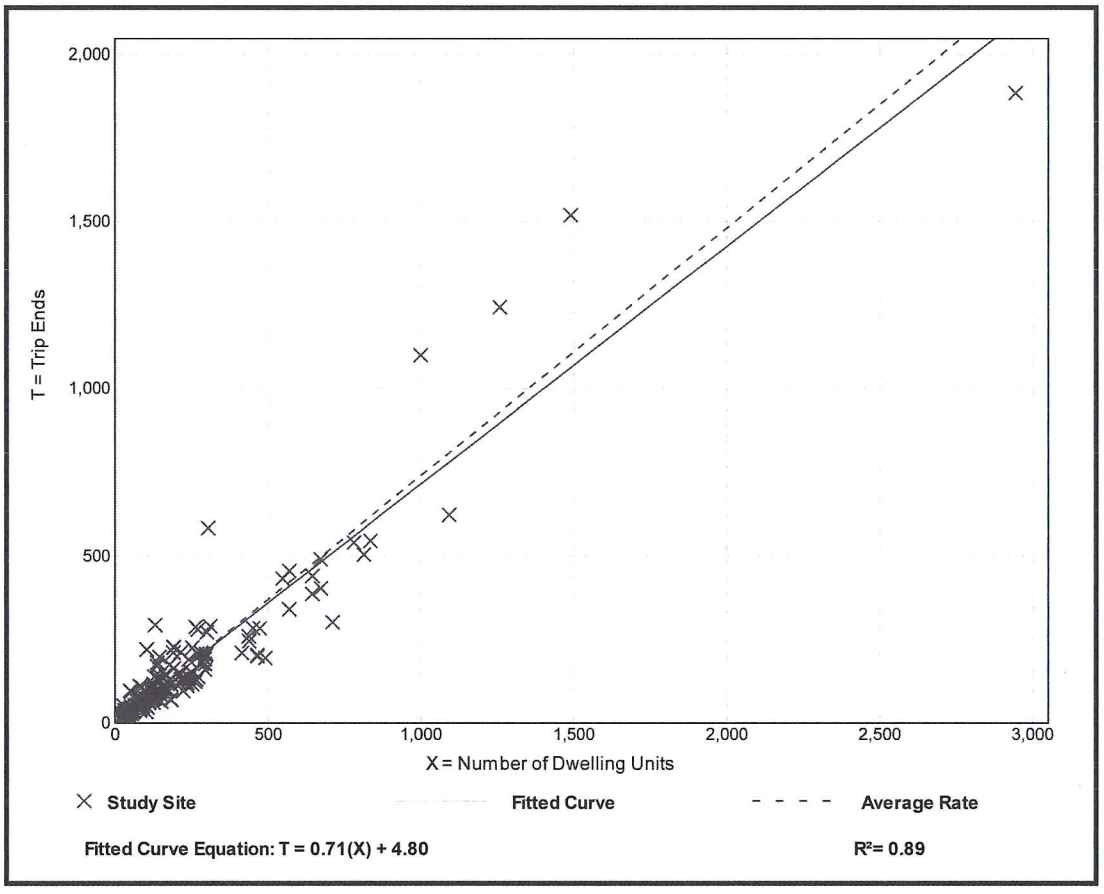
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	173
Avg. Num. of Dwelling Units:	219
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



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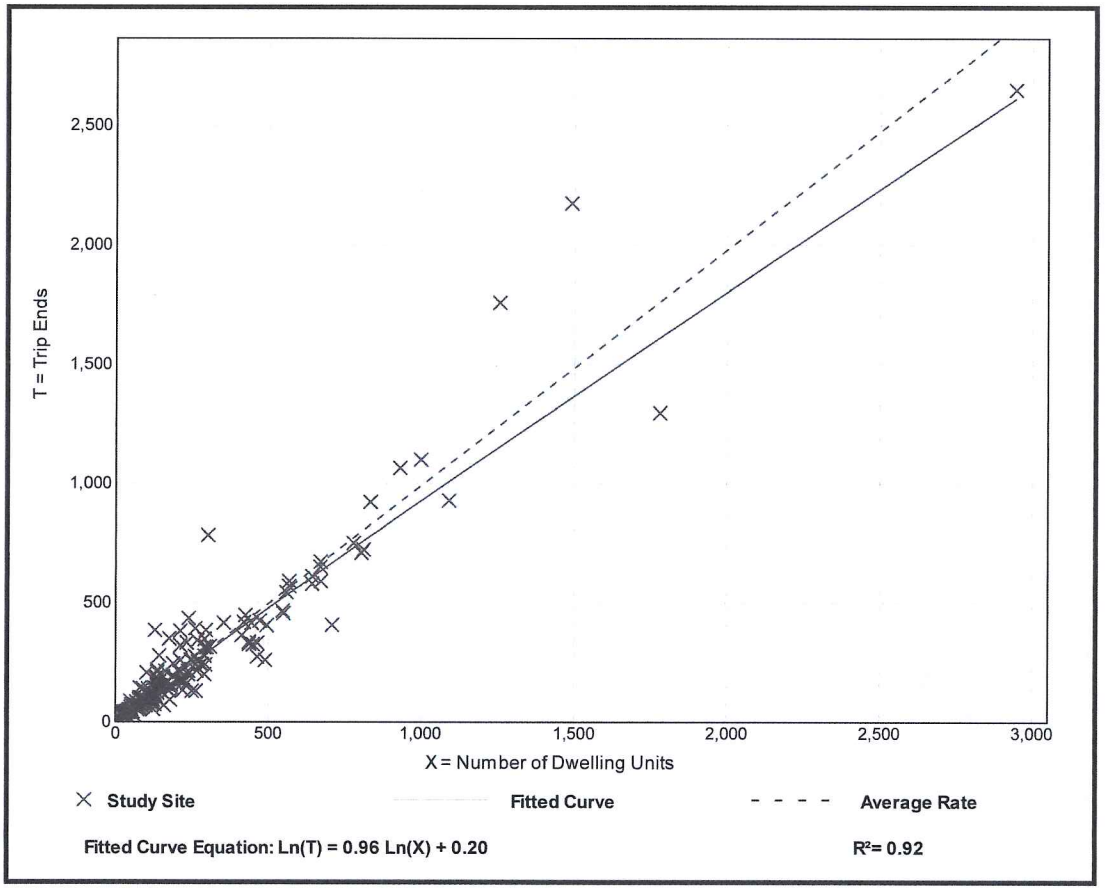
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. Num. of Dwelling Units: 242
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



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Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

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The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

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Multifamily Housing (Low-Rise)
(220)

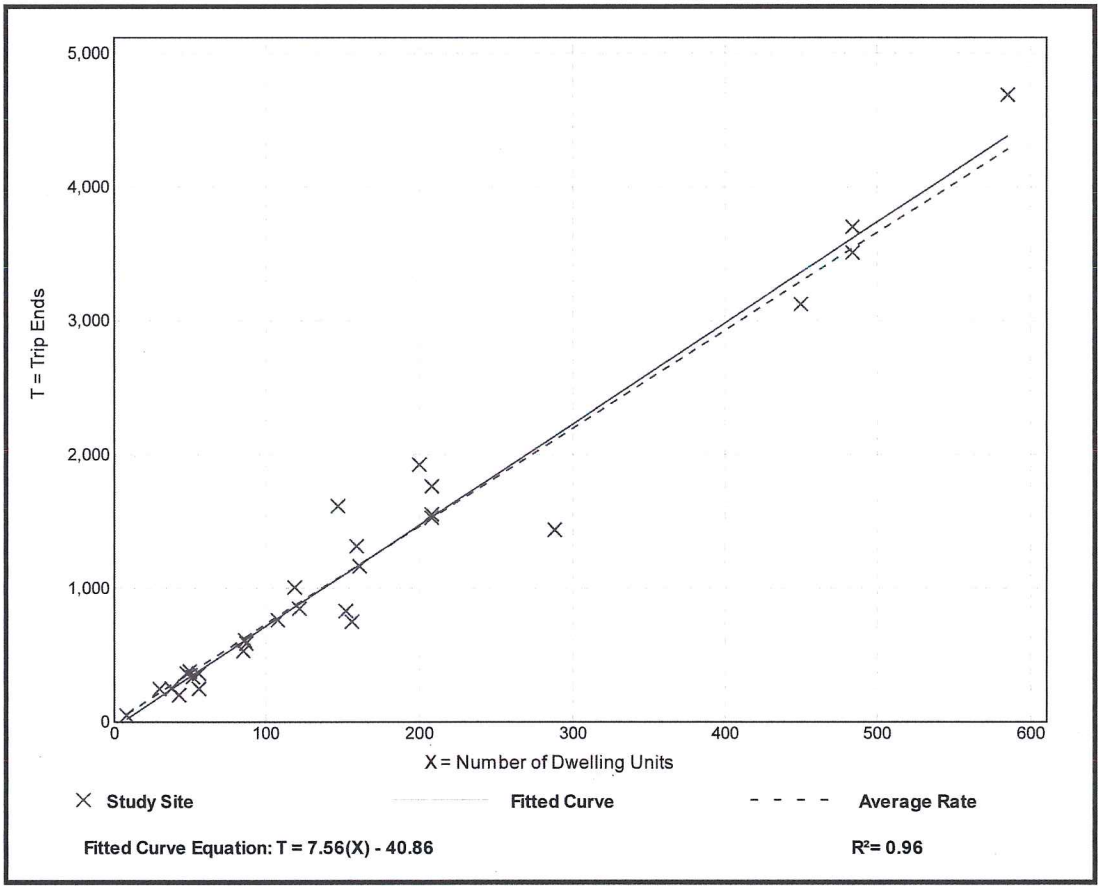
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Fitted Curve Equation: T = 7.56(X) - 40.86

R^2= 0.96

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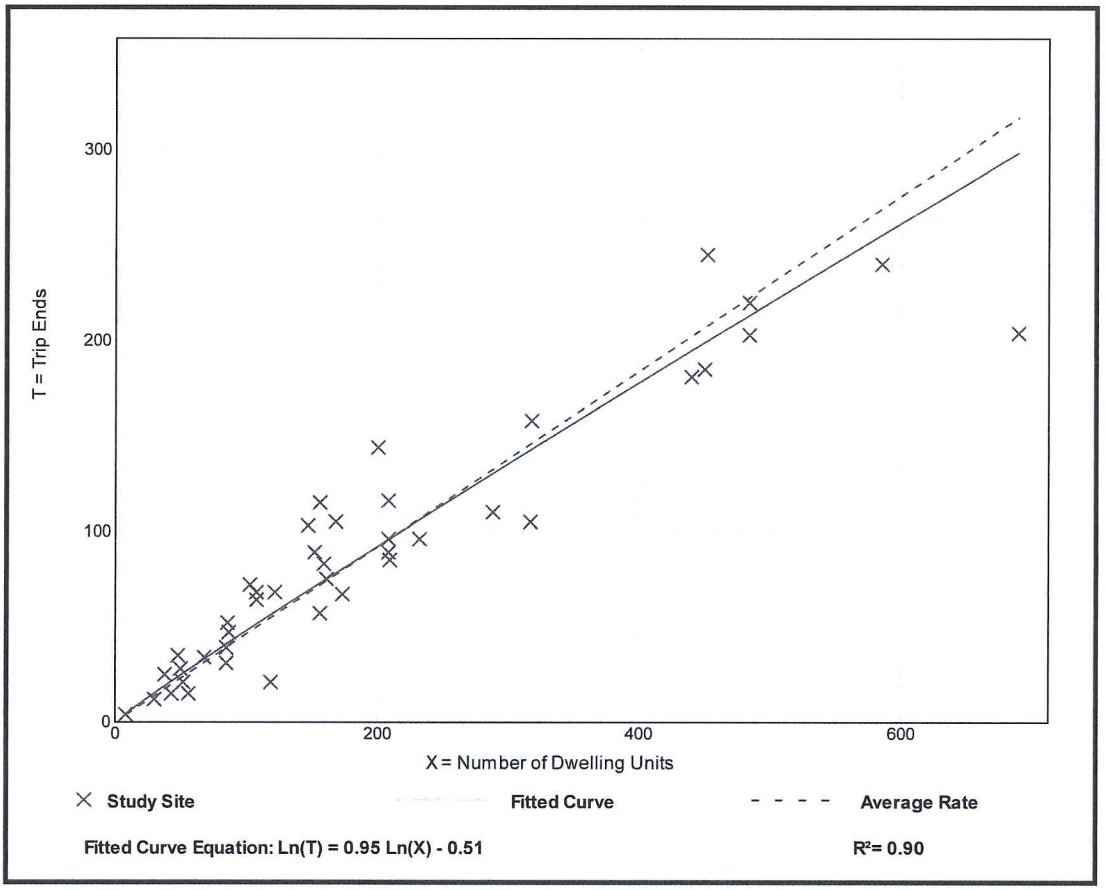
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 42
Avg. Num. of Dwelling Units: 199
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



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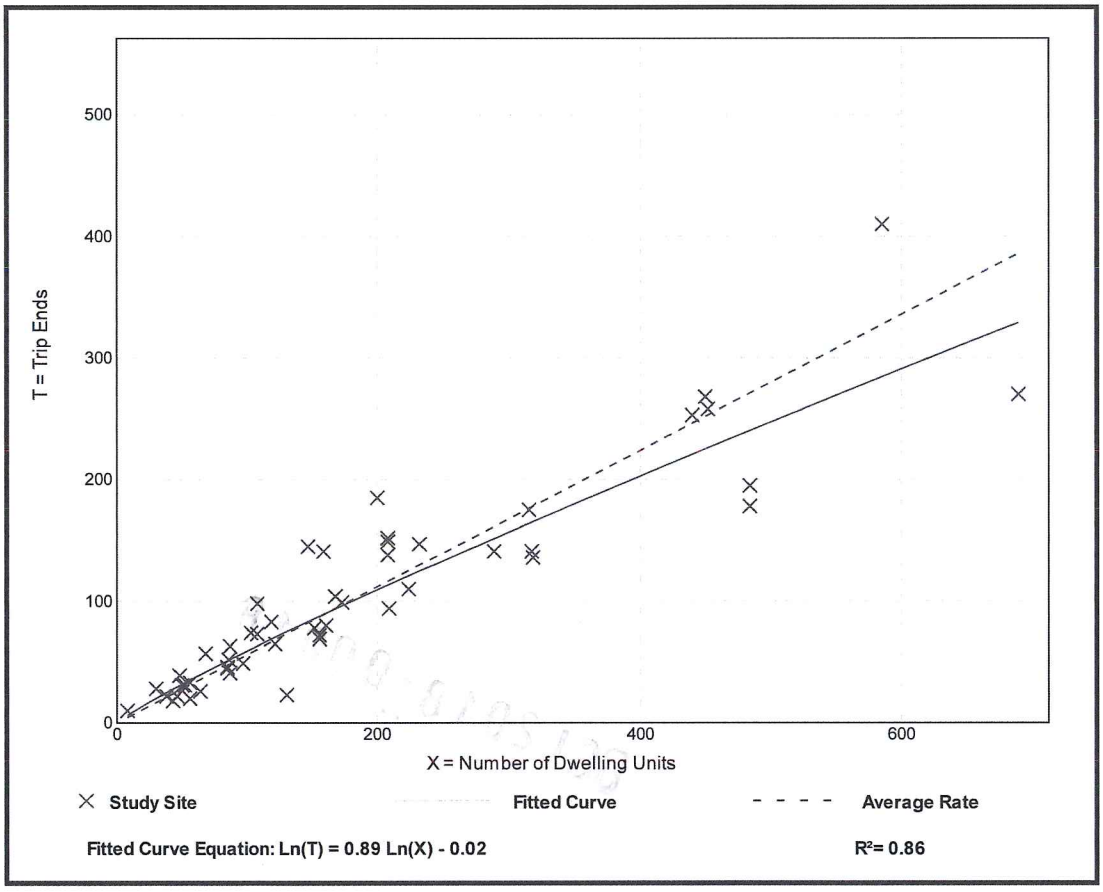
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. Num. of Dwelling Units: 187
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



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TRIP GENERATION CALCULATIONS

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PORTICO ZTIS
TRIP GENERATION - CURRENT ZONING [1]

	LUC	SIZE	UNITS	AM PEAK HOUR						PM PEAK HOUR						DAILY				
				Rate/Equation	In		Out		Total	%	Rate/Equation	In		Out		Total	%	Rate/Equation	In		Out	Total
Residential																					
Multifamily Housing (Low-Rise) (General Urban/Suburban)	220	120	Dwelling Units	Fitted Curve	23%	13	77%	44	57		Fitted Curve	63%	43	37%	26	69		Fitted Curve	50%	433	50%	433	866
Single-Family Detached Housing (General Urban/Suburban)	210	1058	Dwelling Units	Fitted Curve	25%	189	75%	567	756		Fitted Curve	63%	616	37%	362	978		Fitted Curve	50%	4,555	50%	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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PORTICO ZTIS
TRIP GENERATION - PROPOSED ZONING [1]

	LUC	SIZE	UNITS	AM PEAK HOUR						PM PEAK HOUR						DAILY				
				Rate/Equation	In		Out		Total	%	Rate/Equation	In		Out		Total	%	Rate/Equation	In		Out	
Residential																					
Multifamily Housing (Low-Rise) (General Urban/Suburban)	220	162	Dwelling Units	Fitted Curve	23%	17	77%	58	75		Fitted Curve	63%	57	37%	34	91		Fitted Curve	50%	592	50%	592
Single-Family Detached Housing (General Urban/Suburban)	210	1438	Dwelling Units	Fitted Curve	25%	257	75%	769	1,026		Fitted Curve	63%	827	37%	486	1,313		Fitted Curve	50%	6,040	50%	6,040
						In		Out	Total	%			In		Out	Total	%			In		Out
TOTAL						274		827	1,101				884		520	1,404				6,632		6,632

DAILY	
Rate/Equation	Total
Fitted Curve	1,184
Fitted Curve	12,080
	Total
	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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APPENDIX G

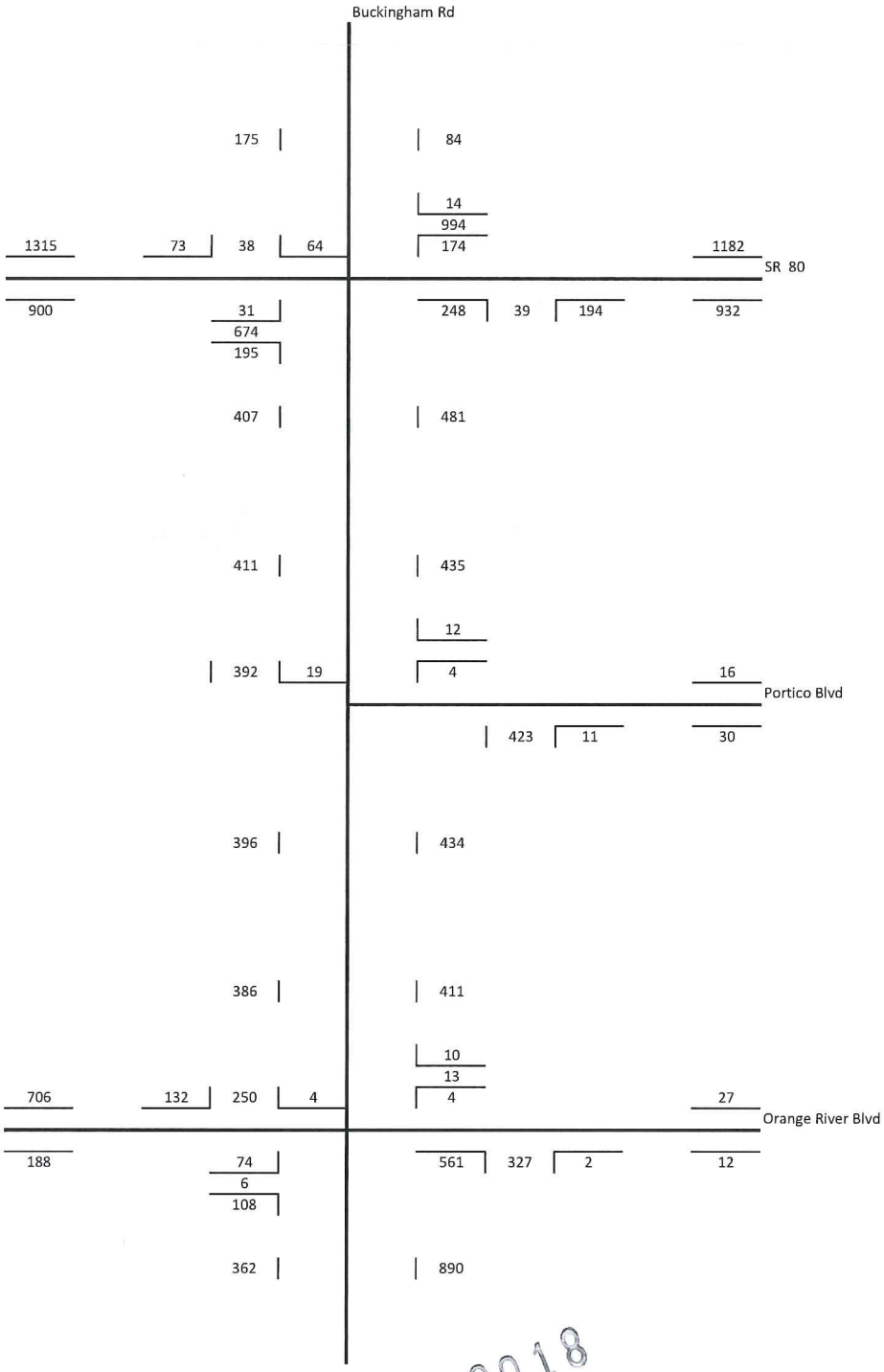
DEVELOPMENT OF FUTURE INTERSECTION TURNING MOVEMENT VOLUMES

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PORTICO REZONING

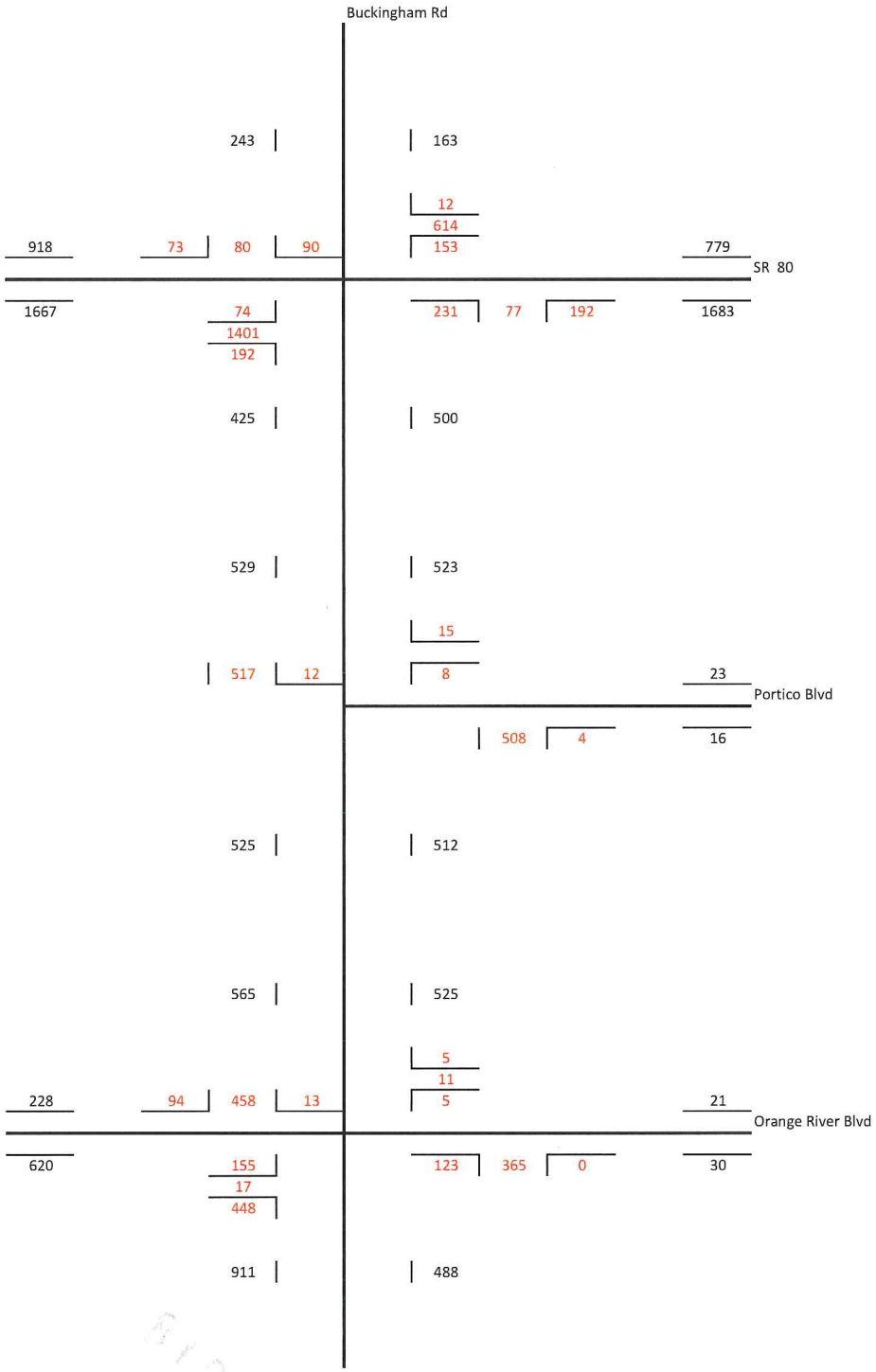
Existing 2018 Traffic Conditions - AM Peak Hour



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Existing 2018 Traffic Conditions - PM Peak Hour

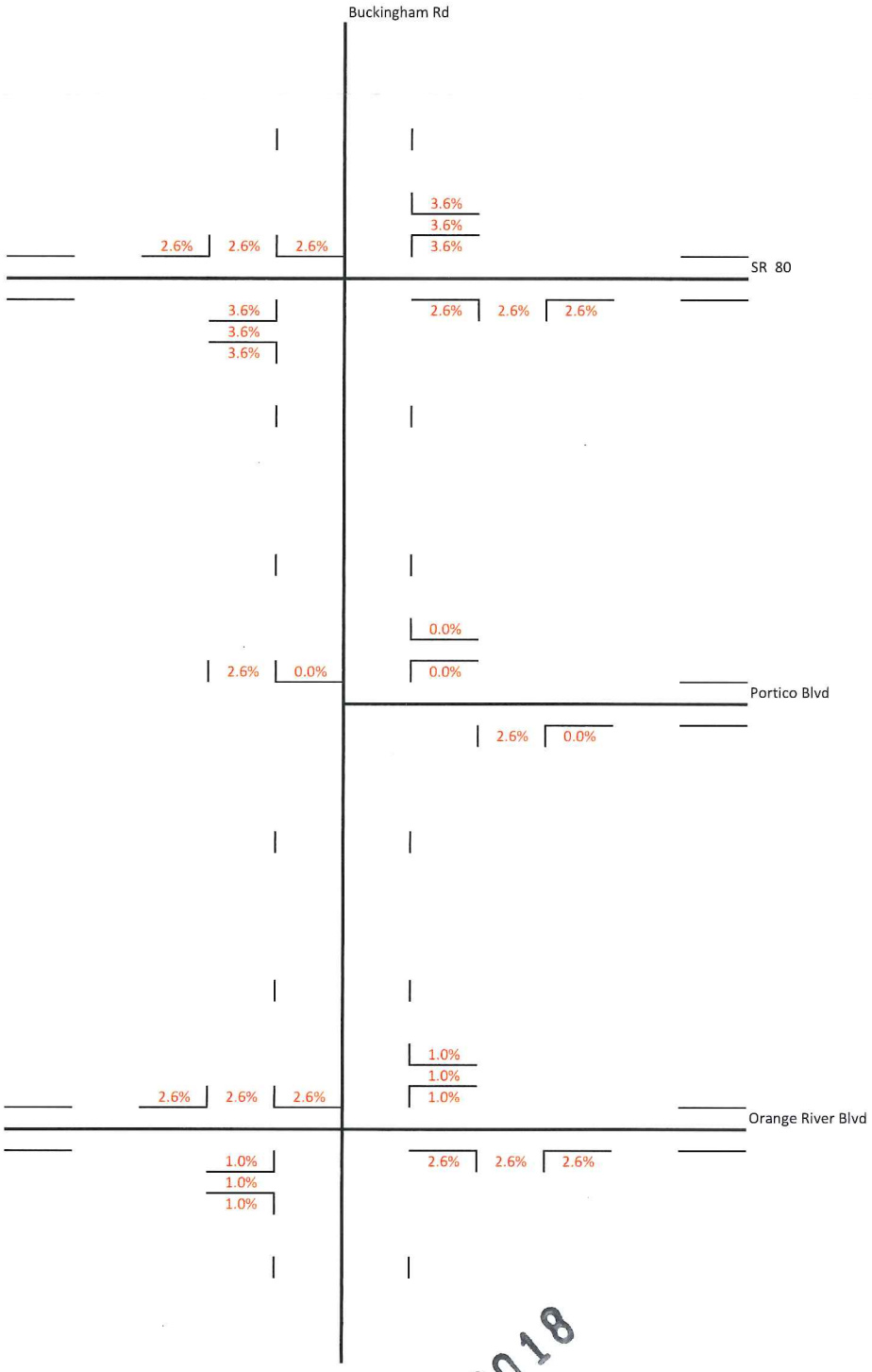


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Historical Growth (%) based on 2017 Lee County Traffic Count Report

Existing Year	2018
Buildout + 1 Year	2027

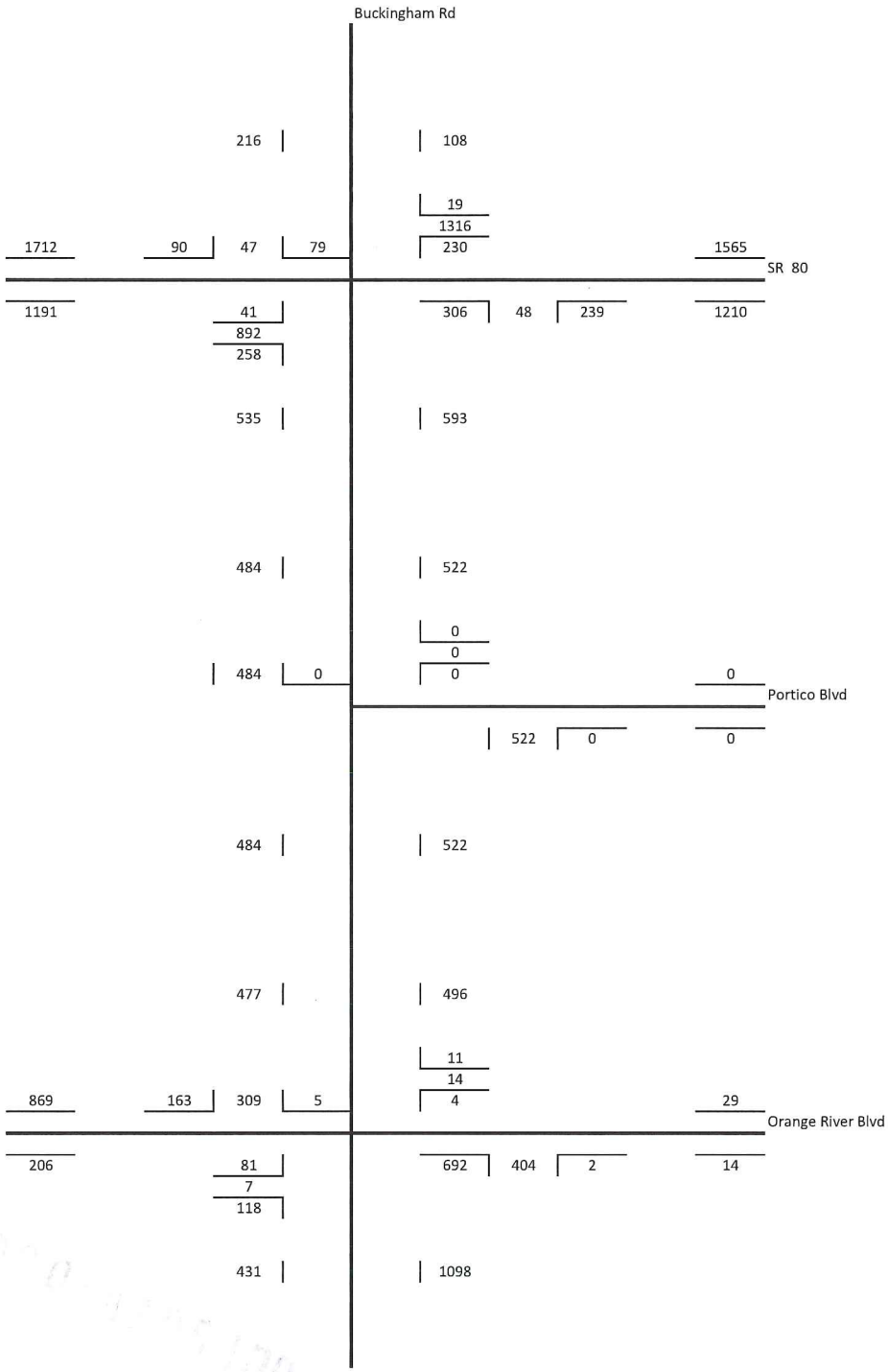


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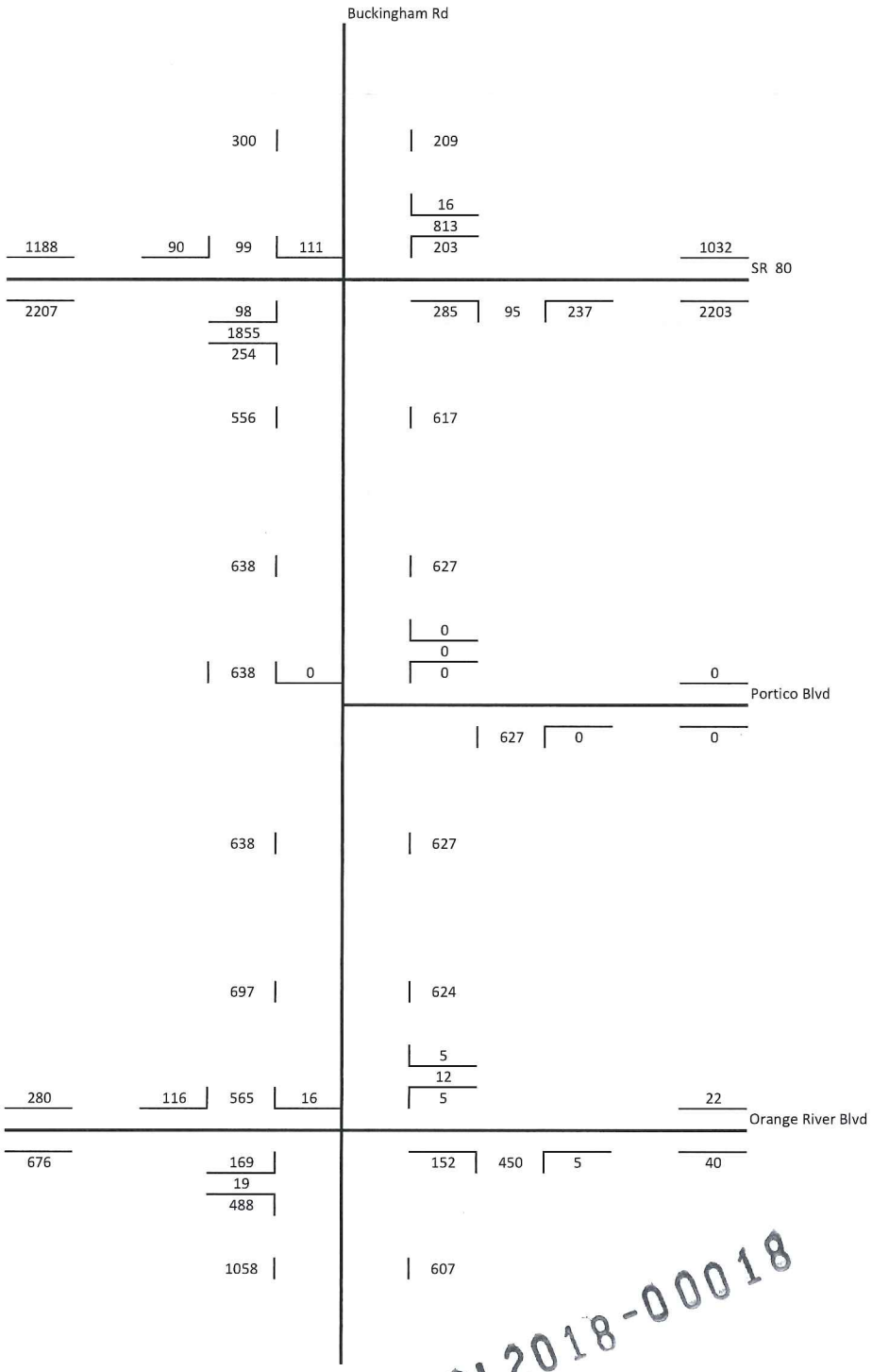
Future 2027 Background Traffic Conditions - AM Peak Hour



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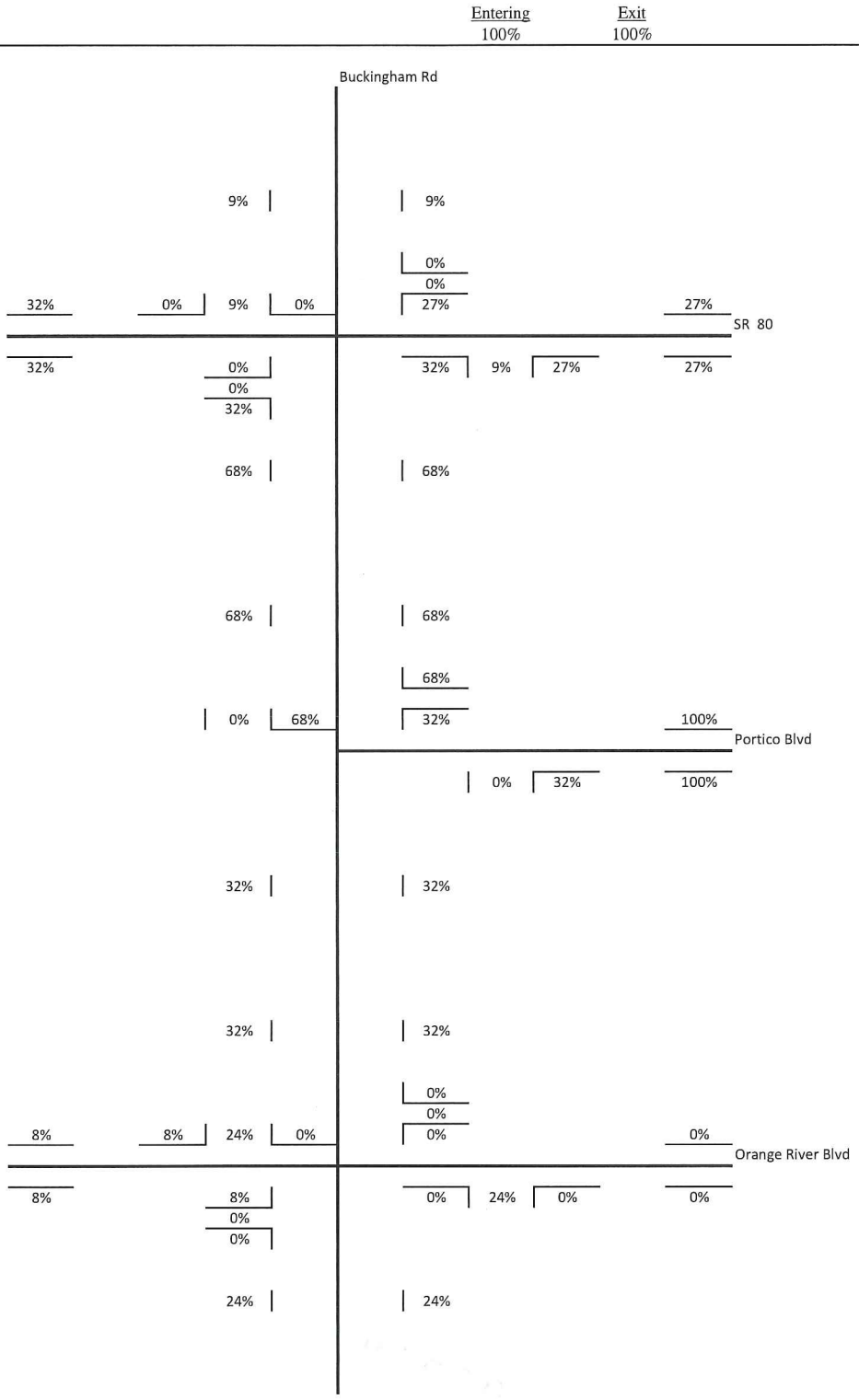
Future 2027 Background Traffic Conditions - PM Peak Hour



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Project Trip Distribution (%)

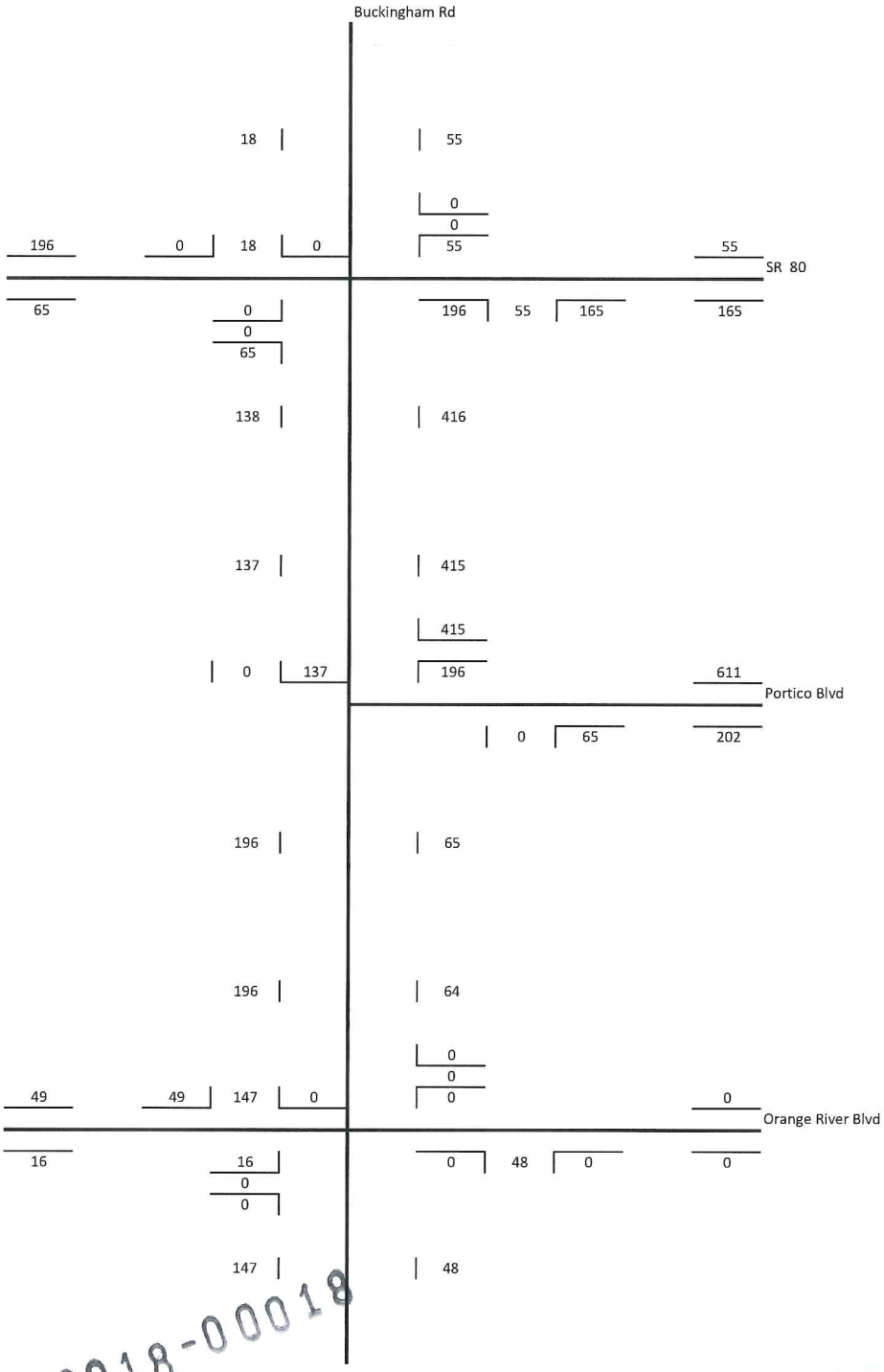


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PORTICO REZONING

Project Trip Assignment with Current Zoning - AM Peak Hour ITE Trip Generation	Entering 202	Exit 611	Total 813

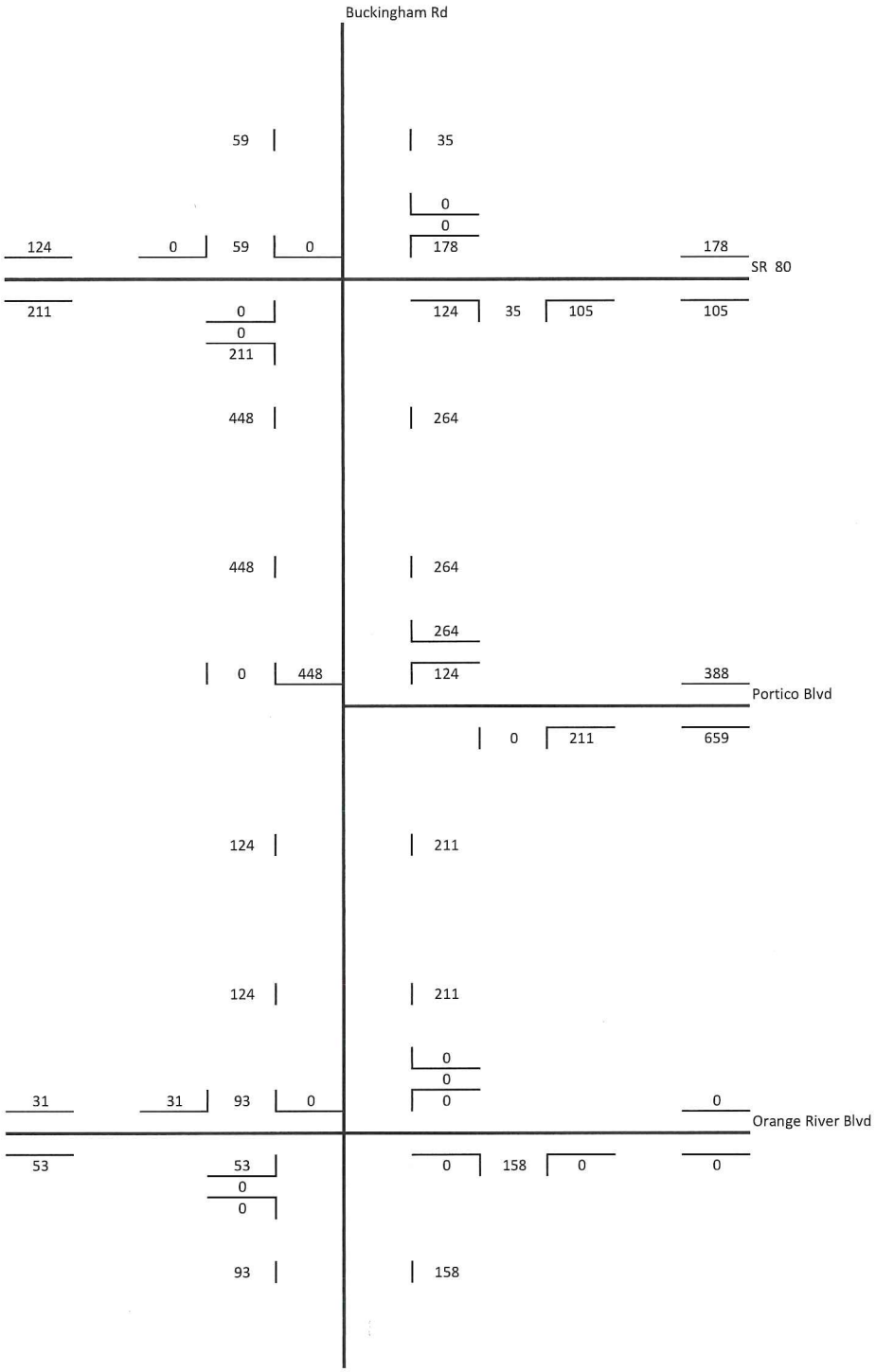


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Project Trip Assignment with Current Zoning - PM Peak Hour
ITE Trip Generation

Entering	Exit	Total
659	388	1047



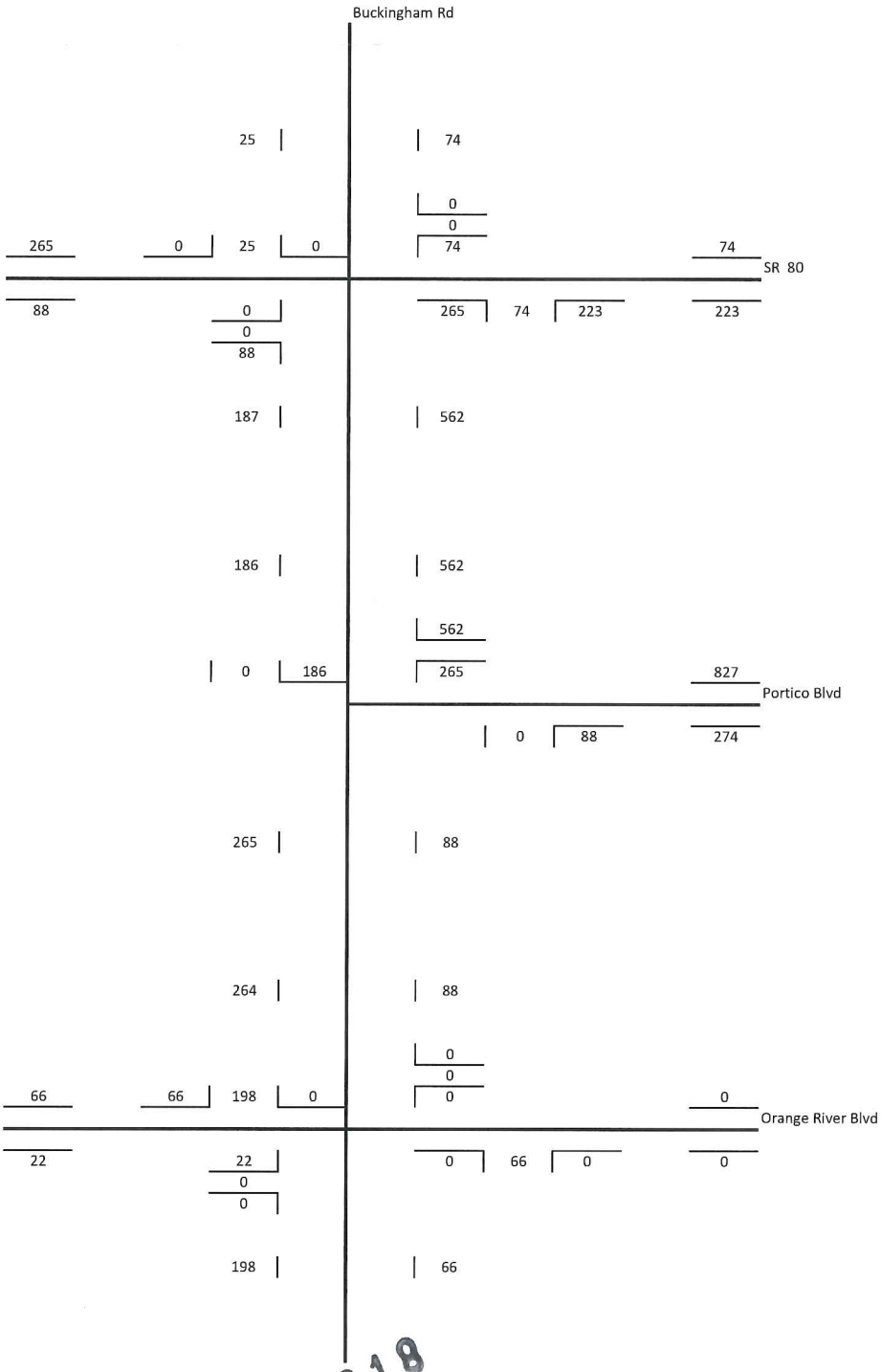
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Project Trip Assignment with Proposed Zoning - AM Peak Hour
ITE Trip Generation

Entering	Exit	Total
274	827	1101

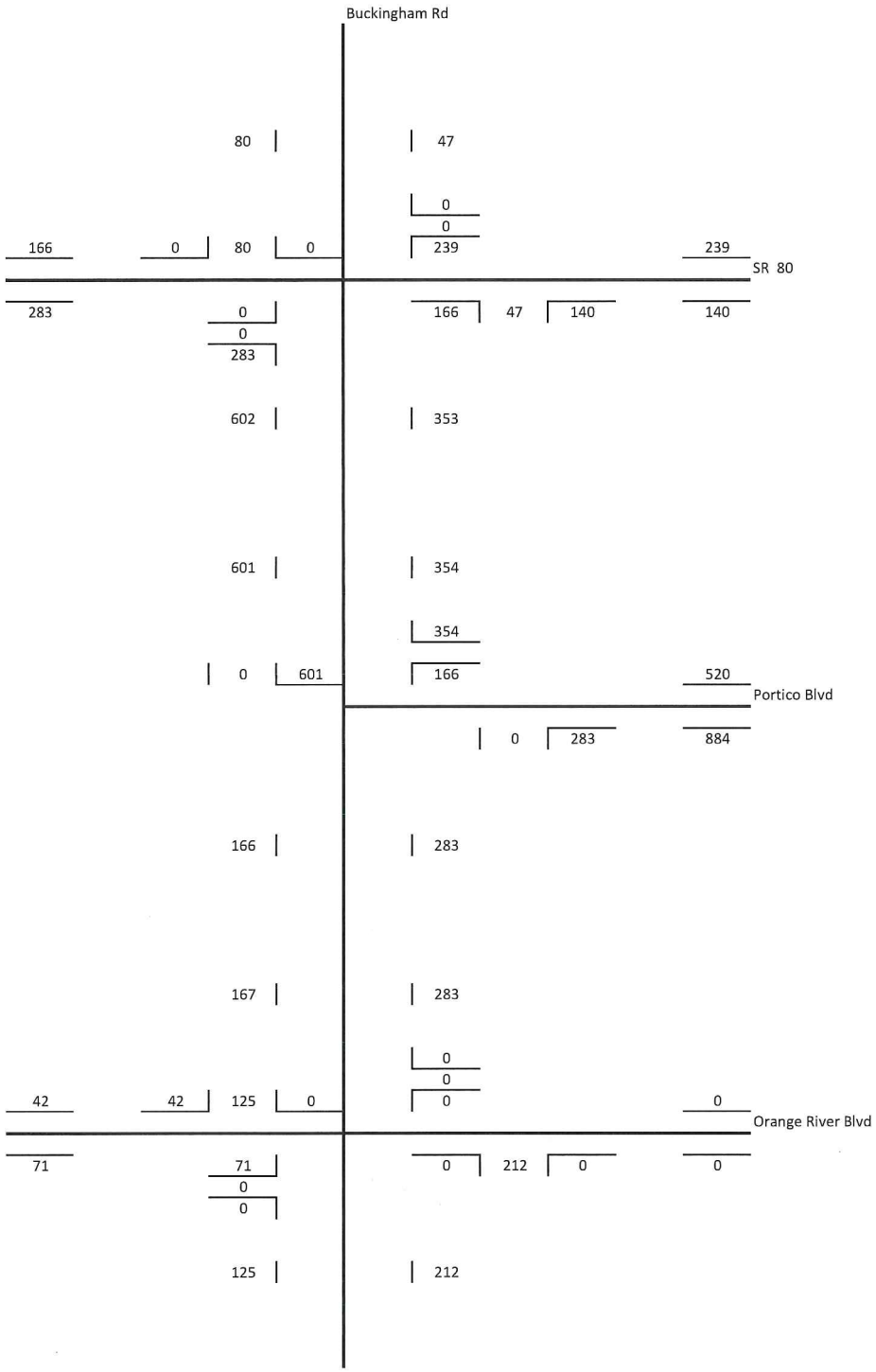


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Project Trip Assignment with Proposed Zoning - PM Peak Hour
ITE Trip Generation

Entering	Exit	Total
884	520	1404

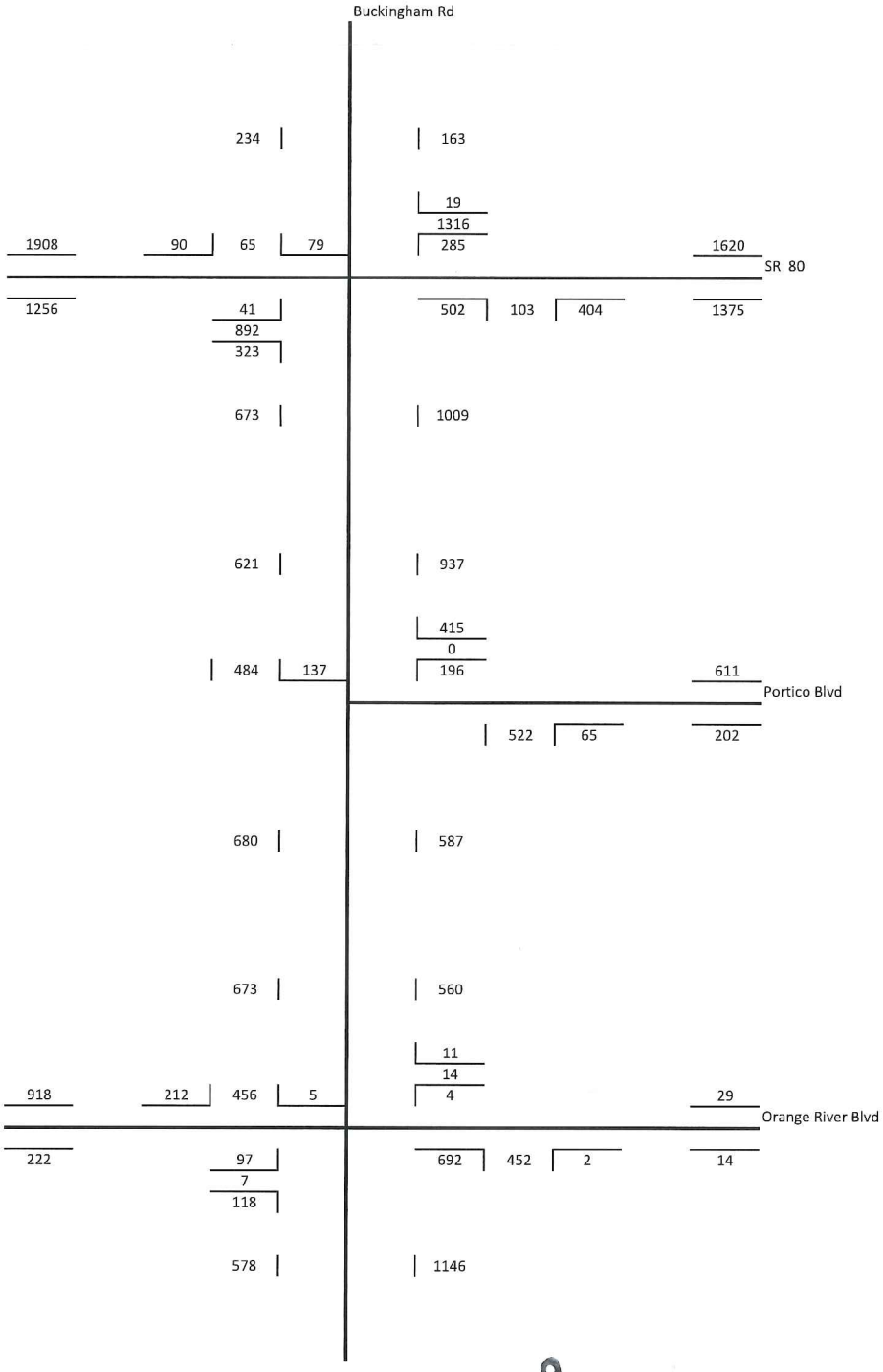


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PORTICO REZONING

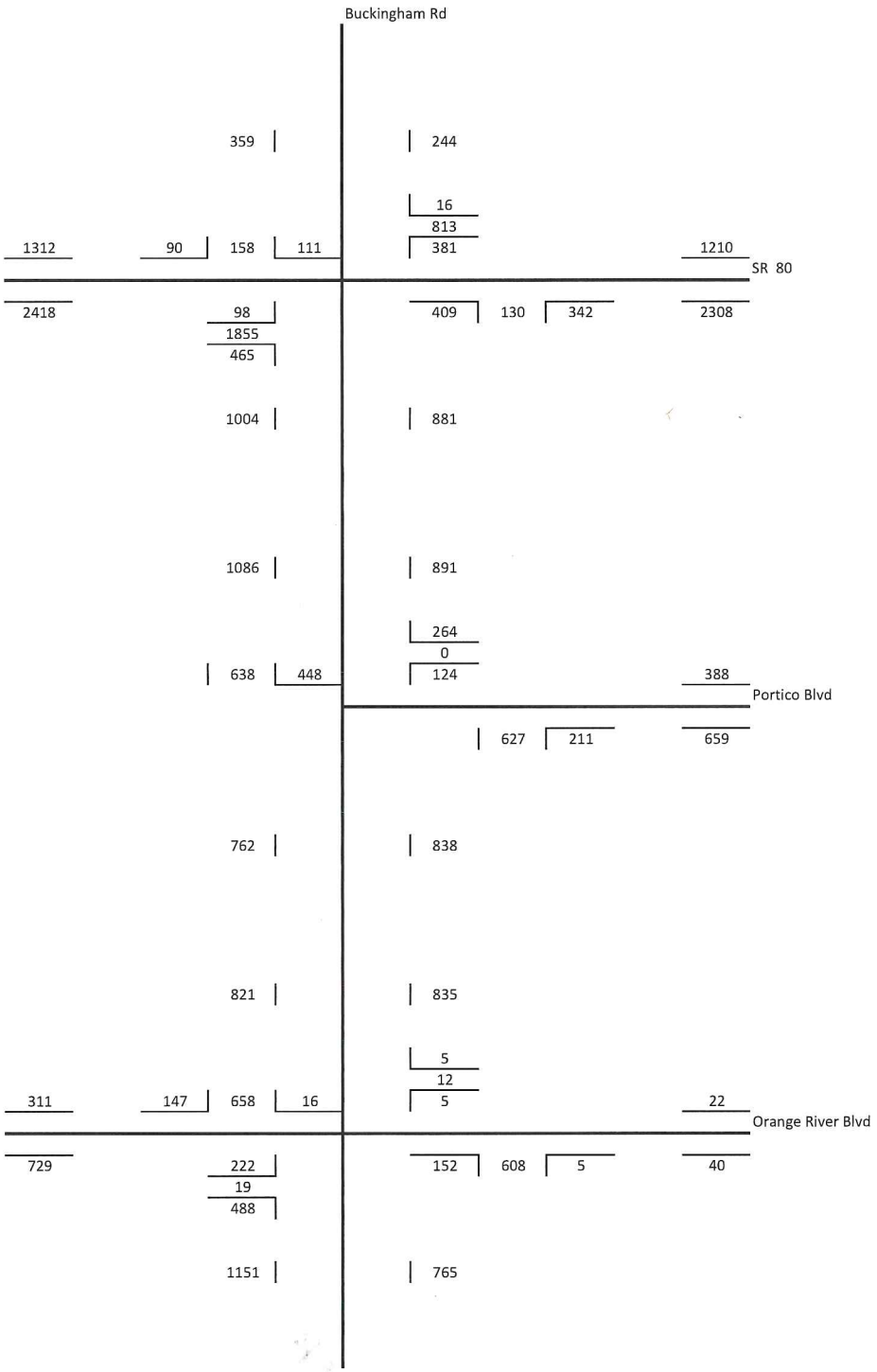
Future 2027 Traffic Conditions with Current Zoning - AM Peak Hour



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Future 2027 Traffic Conditions with Current Zoning - PM Peak Hour

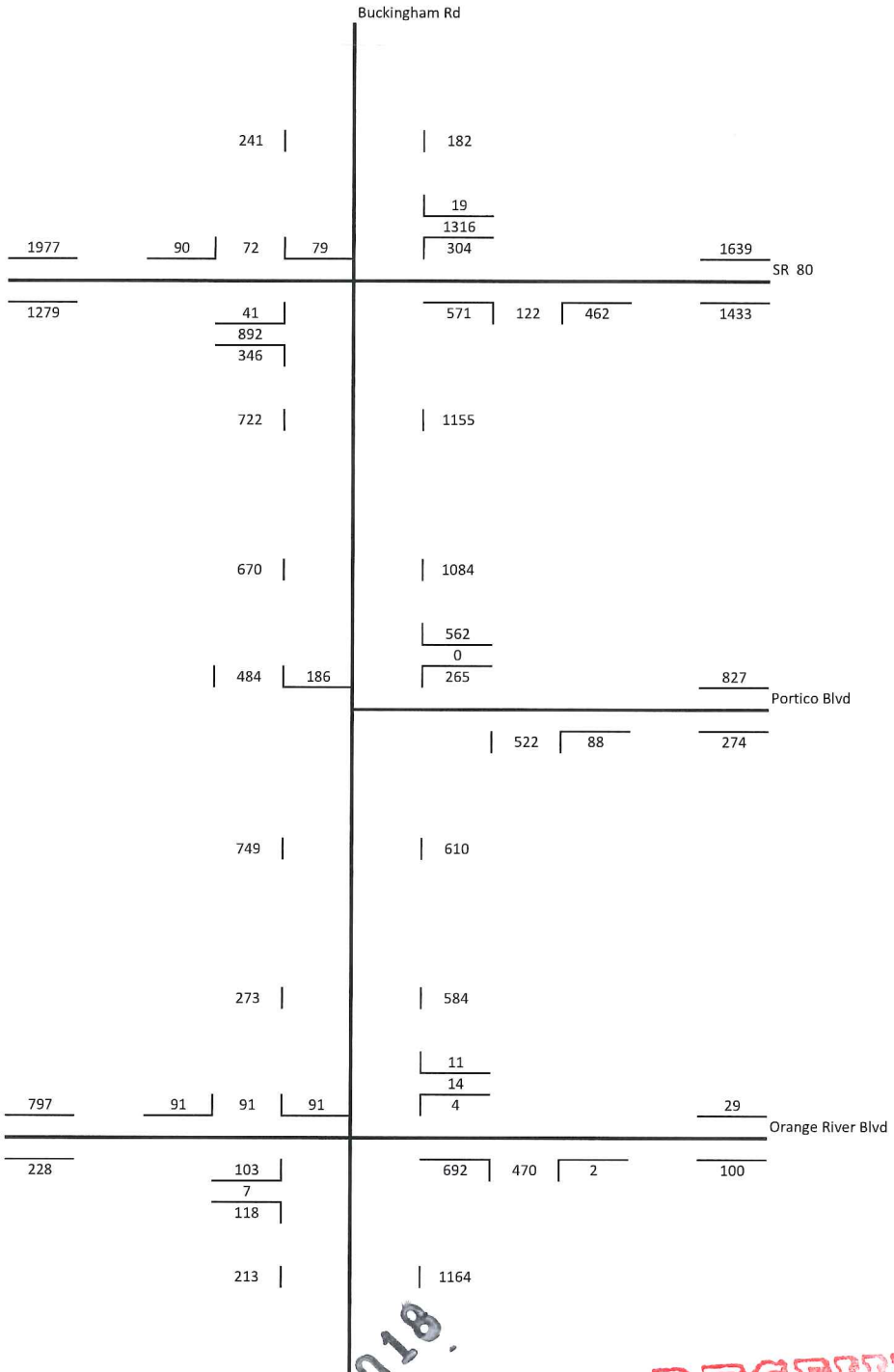


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PORTICO REZONING

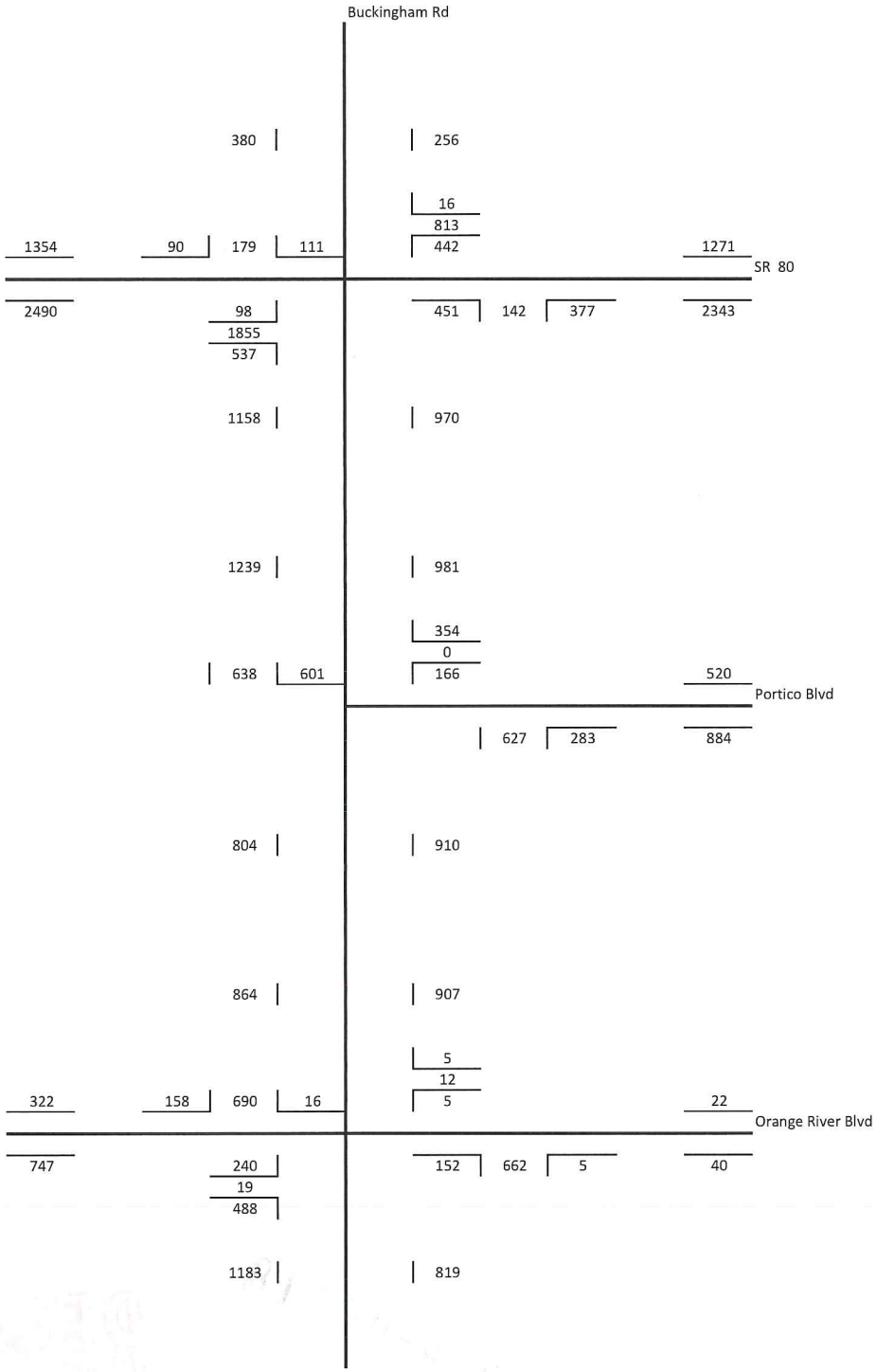
Future 2027 Traffic Conditions with Proposed Zoning - AM Peak Hour



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Future 2027 Traffic Conditions with Proposed Zoning - PM Peak Hour



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APPENDIX H

TRAFFIC COUNT FIELD DATA

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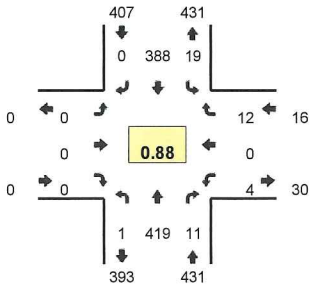
Type of peak hour being reported: Intersection Peak

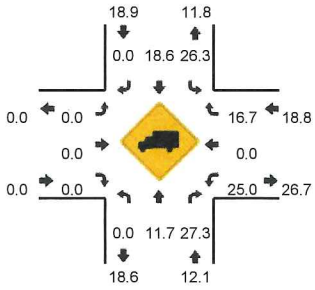
Method for determining peak hour: Total Entering Volume

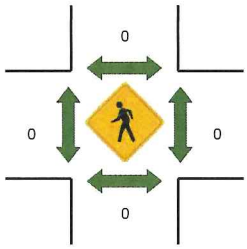
LOCATION: Buckingham Rd -- Portico Blvd
CITY/STATE: Fort Myers, FL

QC JOB #: 14595403
DATE: Tue, Feb 06 2018

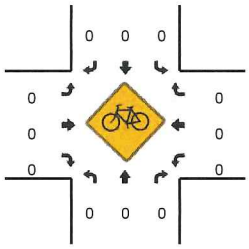
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

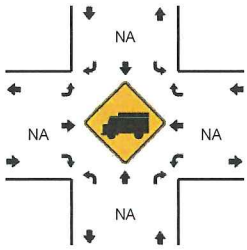




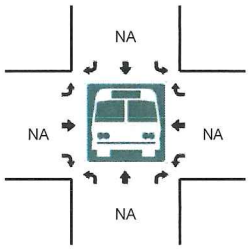












R* = RTOR

15-Min Count Period Beginning At	Buckingham Rd (Northbound)					Buckingham Rd (Southbound)					Portico Blvd (Eastbound)					Portico Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	118	5	0	0	7	102	0	0	0	0	0	0	0	0	3	0	5	0	0	240	
7:15 AM	0	96	3	0	0	2	91	0	0	0	0	0	0	0	0	2	0	2	0	0	196	
7:30 AM	0	79	0	0	0	2	79	0	0	0	0	0	0	0	0	2	0	0	0	0	162	
7:45 AM	0	89	2	0	0	4	87	0	0	0	0	0	0	0	0	0	0	3	0	0	185	783
8:00 AM	0	91	2	0	0	3	76	0	0	0	0	0	0	0	0	0	0	3	0	0	175	718
8:15 AM	0	115	3	0	0	6	80	0	0	0	0	0	0	0	0	0	0	2	0	0	206	728
8:30 AM	0	117	4	0	0	4	116	0	0	0	0	0	0	0	0	1	0	2	0	0	244	810
8:45 AM	0	96	2	1	0	6	116	0	0	0	0	0	0	0	0	3	0	5	0	0	229	854

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	468	16	0	0	16	464	0	0	0	0	0	0	0	0	4	0	8	0	0	976
Heavy Trucks	0	44	4			4	124	0			0	0	0			4	0	0			180
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Buckingham Rd -- Portico Blvd

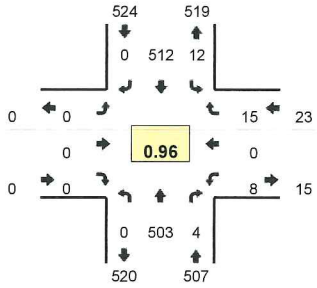
CITY/STATE: Fort Myers, FL

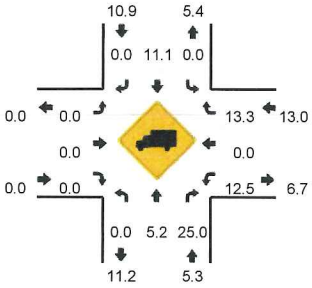
QC JOB #: 14595404

DATE: Tue, Feb 06 2018

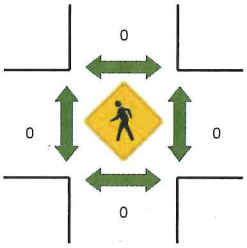
Peak-Hour: 5:00 PM -- 6:00 PM

Peak 15-Min: 5:30 PM -- 5:45 PM

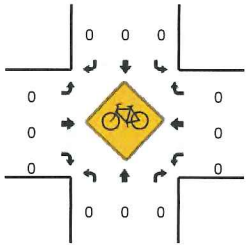


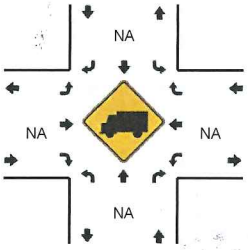


Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

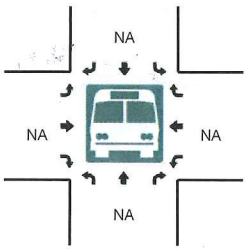












R* = RTOR

15-Min Count Period Beginning At	Buckingham Rd (Northbound)					Buckingham Rd (Southbound)					Portico Blvd (Eastbound)					Portico Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	107	1	0	0	3	155	0	0	0	0	0	0	0	0	5	0	10	1	0	282	
4:15 PM	0	119	0	0	0	4	124	0	0	0	0	0	0	0	0	1	0	7	0	0	255	
4:30 PM	0	116	0	0	0	1	140	0	0	0	0	0	0	0	0	1	0	2	0	0	260	
4:45 PM	0	101	1	0	0	4	134	0	0	0	0	0	0	0	0	0	0	2	0	0	242	1039
5:00 PM	0	102	0	0	0	2	132	0	0	0	0	0	0	0	0	0	0	3	0	0	239	996
5:15 PM	0	135	0	0	0	4	126	0	1	0	0	0	0	0	0	3	0	3	0	0	272	1013
5:30 PM	0	138	4	0	0	1	125	0	0	0	0	0	0	0	0	4	0	2	0	0	274	1027
5:45 PM	0	128	0	0	0	4	129	0	0	0	0	0	0	0	0	1	0	7	0	0	269	1054

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Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	552	16	0	0	4	500	0	0	0	0	0	0	0	0	16	0	8	0	0	1096
Heavy Trucks	0	32	4			0	56	0			0	0	0			4	0	4			100
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 2/14/2018 12:25 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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