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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

VINTAGE COMMERCE CENTER CPD COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. 1809.01)

PREPARED BY:
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Revised:
January 28, 2019

TRANSPORTATION CONSULTANTS, INC

CONTENTS

TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking an amendment to the Comprehensive Land Use Plan and re-zoning approval. The subject site is located at the northeast corner of Alico Road and Three Oaks Parkway in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

The analysis in this report will determine the impacts of change in land use designation on the approximately 34 acre subject site from Industrial Commercial Interchange to General Interchange to permit the development of the site with a residential option of up to 400 multi-family residential dwelling units. The analysis will also determine the impacts of the proposed rezoning from the permitted 300,000 square feet of commercial uses to the requested 350,000 square feet of commercial uses. Note, 350,000 square feet of retail is the most intense use in terms of trip generation that is being requested as part of the rezoning application. The transportation related impacts of the proposed Comprehensive Plan amendment will be assessed based on the comparison between the currently allowed uses and the requested use on the subject site. The transportation related impacts of the proposed rezoning will be evaluated based on the estimated build-out year of the project and the impacts the proposed rezoning will have on the surrounding roadway infrastructure. Access to the subject site is proposed to be provided to Alico Road via a right-in only entrance and to Three Oaks Parkway via one right-in/right-out only site access drive and one full site access drive.

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

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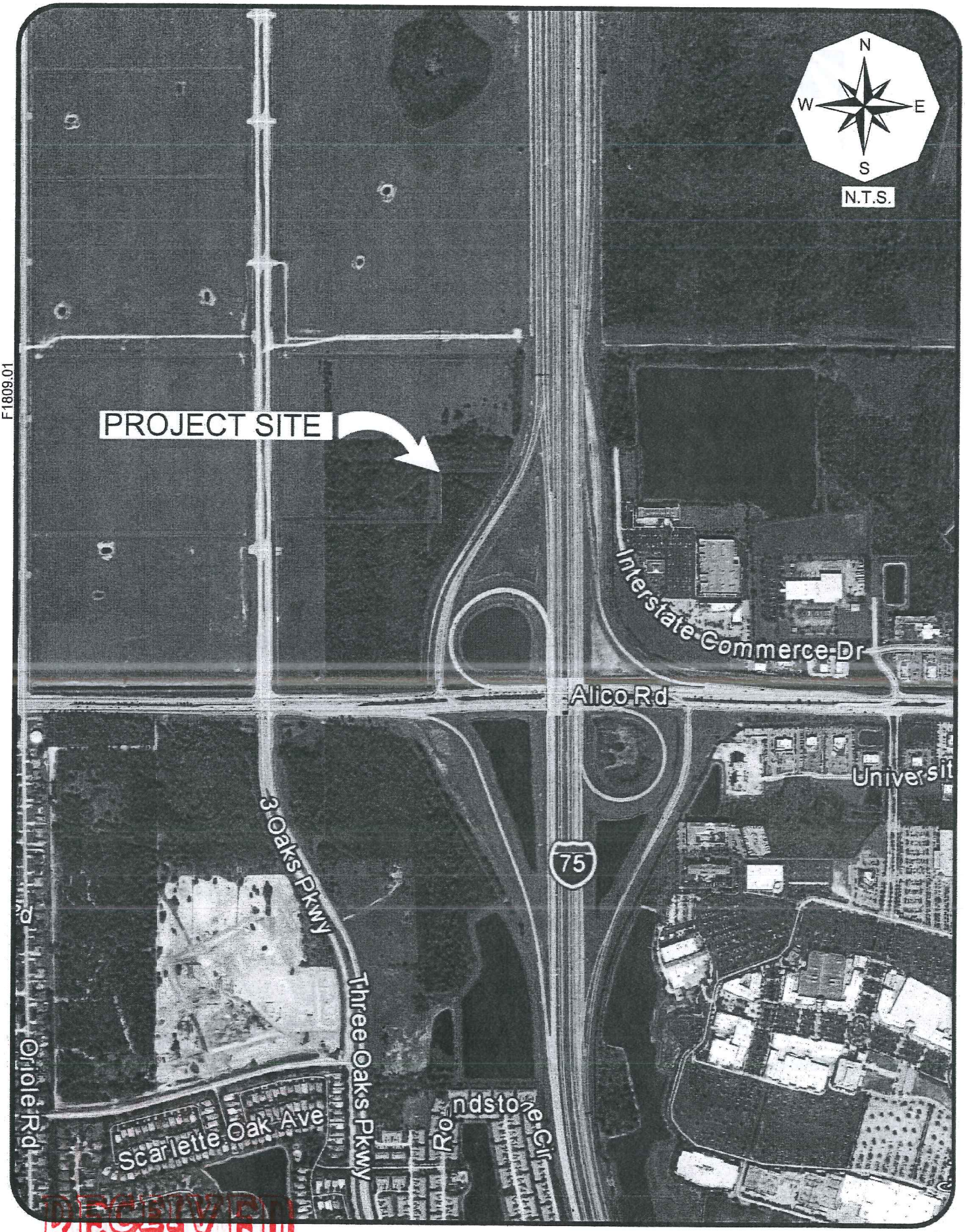

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PROJECT LOCATION MAP
VINTAGE COMMERCE CENTER CPD

Figure 1

II. EXISTING CONDITIONS

The subject site is currently vacant. This subject site is bordered by vacant land to the north, Three Oaks Parkway to the west, Alico Road to the south and by I-75 southbound ramp to the east.

Alico Road is an east/west six-lane divided arterial roadway that borders the subject site to the south. Alico Road has a posted speed limit of 45 mph. Alico Road is under the jurisdiction of the Lee County Department of Transportation to the west of Three Oaks Parkway and under the jurisdiction of Florida Department of Transportation (FDOT) to the east of Three Oaks Parkway.

Three Oaks Parkway is a four-lane divided arterial roadway adjacent to the subject site. Three Oaks Parkway, north of Alico Road currently extends for approximately 1.2 miles where it terminates. Lee County has future plans to extend Three Oaks Parkway to the north and intersect Daniels Parkway. This improvement is funded in the Lee County's Five Year Adopted Capital Improvement Plan. The intersection with Three Oaks Parkway and Alico Road currently operates under signalized conditions. Three Oaks Parkway, south of Alico Road is under the jurisdiction of the Lee County Department of Transportation and is being conveyed to Lee County north of Alico Road.

III. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

The proposed Map Amendment would change the future land use designation on the approximate 34 acre subject site from Industrial Commercial Interchange to General Interchange to permit the development of the site with a residential option of up to 400 multi-family residential dwelling units. In terms of roadway impacts, the existing future land use category of Industrial Commercial Interchange permits the development of other intense uses such as commercial and office uses. These permitted commercial uses on site are more intense in terms of trip generation potential than the proposed 400 multi-family residential development option. Therefore, the existing 2040 Long Range Transportation

Plan as adopted by the Lee County Metropolitan Planning Organization (MPO), will not be impacted as a result of the requested change to the General Interchange land use designation to allow the development of the site with up to 400 multi-family residential dwelling units. Hence, no changes to the adopted long range transportation plan nor the Lee County's Five Year Capital Improvement Program (CIP) are required as result of the proposed land use change.

To emphasize, the main intent of the requested future land use change is to allow the site to be developed with a residential option. The existing future land use designation and existing zoning currently allow for more intense uses than those being requested as part of the Comprehensive Plan Amendment application. Therefore, the proposed request will not result in any additional roadway impacts from what is currently approved. However, for information purposes only and as requested, a long range and short range transportation Level of Service analysis on the surrounding roadway network was completed. Attached **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2040 conditions (long range). Attached **Table 3A** and **Table 4A** reflect the Level of Service analysis based on the 2024 conditions (short range). The methodology used to complete each analysis is indicated within each table.

It is important to note that the extension of Three Oaks Parkway from Alico Road to Daniels Parkway was not considered in the short range transportation analysis since this improvement is projected to be completed after the year of 2024. Based on the discussion with the County Staff, the extension of Three Oaks Parkway will be divided into multiple phases. The initial phase will consists of constructing a crossing of the Fiddlesticks Canal for which the construction is projected to being in 2019. The next phase will consists of the extension of Three Oaks Parkway from Fiddlestick Canal to south of Indian Pony Drive for which the construction is projected to being in 2021. The last phase will consist of the extension of Three Oaks Parkway from south of Indian Pony Drive to Daniels Parkway for which the construction is projected to begin in 2023.

IV. ZONING ANALYSIS

The subject site is currently governed by Zoning Resolution No. Z-05-019 which permits the development of the overall Vintage Commerce Center CPD with up to 300,000 square feet of commercial uses. The proposed rezoning request would allow the approximately 34 acre subject site to be developed with up to 350,000 square feet of commercial uses. **Table 1** summarizes the land uses that could be constructed under the existing zoning designation and the intensity of uses under the proposed zoning request. Note, the Zoning Schedule of Uses also includes multi-family residential option and a hotel option. However, should the residential and lodging options be constructed, the amount of commercial floor area would be reduced. The "worst case" scenario in terms of trip generation for the rezoning application is to analyze the site developed entirely as retail uses.

Table 1
Land Uses
Vintage Commerce Center CPD

Existing/ Proposed	Land Use Category	Intensity
Existing	Commercial	300,000 Square Feet
Proposed	Commercial	350,000 Square Feet

Access to the subject site is proposed to be provided to Alico Road via a right-in only entrance and to Three Oaks Parkway via one right-in/right-out only site access drive and one full site access drive.

Trip Generation

The trip generation for the proposed rezoning request was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation***, 10th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the proposed retail uses. **Table 2** outlines the anticipated weekday AM and PM peak hour trip generation based on the proposed rezoning request.

Table 2
Trip Generation Based on Rezoning Request
Vintage Commerce Center CPD

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (350,000 Sq. Ft.)	203	124	327	659	714	1,373	14,092

The trips shown for the proposed retail use in Table 2 will not all be new trips added to the adjacent roadway system. ITE estimates that retail uses may attract a significant amount of its traffic from vehicles already traveling on the adjoining roadway system. This traffic, called "pass-by" traffic, reduces the development's overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. The current version of the ITE ***Trip Generation Handbook***, 3rd Edition, indicates that the weekday PM peak hour pass-by rate for Land Use Code 820 is thirty-four (34%). However, Lee County only permits a maximum reduction in trips due to "pass-by" traffic for shopping centers of thirty percent (30%) Therefore, thirty percent (30%) pass-by reduction was utilized for the proposed shopping center uses. **Table 3** summarizes the total external trips that will be generated by the site as a result of the proposed zoning request.

Table 3
Trip Generation– New Trips
Vintage Commerce Center CPD

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	203	124	327	659	714	1,373	14,092
Less 30% Pass-By Trips	-49	-49	-98	-206	-206	-412	-4,228
New Trips	**154**	**75**	**229**	**453**	**508**	**961**	**9,864**

Trip Distribution

The trips the proposed development is anticipated to generate, as shown in the Table 3, were then assigned to the surrounding roadway network. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes

drivers are anticipated to utilize to approach the subject site. **Figure A-1**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of the net new project trips. **Figure A-2**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of pass-by trips. **Figure 2** illustrates the resulting assignment of all project related trips (net new + pass-by). However, the County staff also requested an alternative analysis with the proposed access to Alico Road not being granted. **Figure 3** illustrates the resulting assignment of all project related trips without a direct access to Alico Road scenario (**Figure A-3** + **Figure A-4**).

There was no project traffic assigned to/from north of the subject site on Three Oaks Parkway as the extension of Three Oaks Parkway to Daniels Parkway will not to be completed within the next few years. Based on the discussion with the County Staff, the extension of Three Oaks Parkway will be divided into multiple phases. The initial phase will consist of constructing a crossing of the Fiddlesticks Canal for which the construction is projected to begin in 2019. The next phase will consist of the extension of Three Oaks Parkway from Fiddlesticks Canal to south of Indian Pony Drive for which the construction is projected to begin in 2021. The last phase will consist of the extension of Three Oaks Parkway from south of Indian Pony Drive to Daniels Parkway for which the construction is projected to begin in 2023.

In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 5A**, contained in the Appendix, was created. This table indicates which roadway links will experience a significant impact as a result of the added development traffic. Significant impact is defined as any roadway projected to experience greater than 10% of the Peak Hour – Peak Direction Level of Service "C" volumes.

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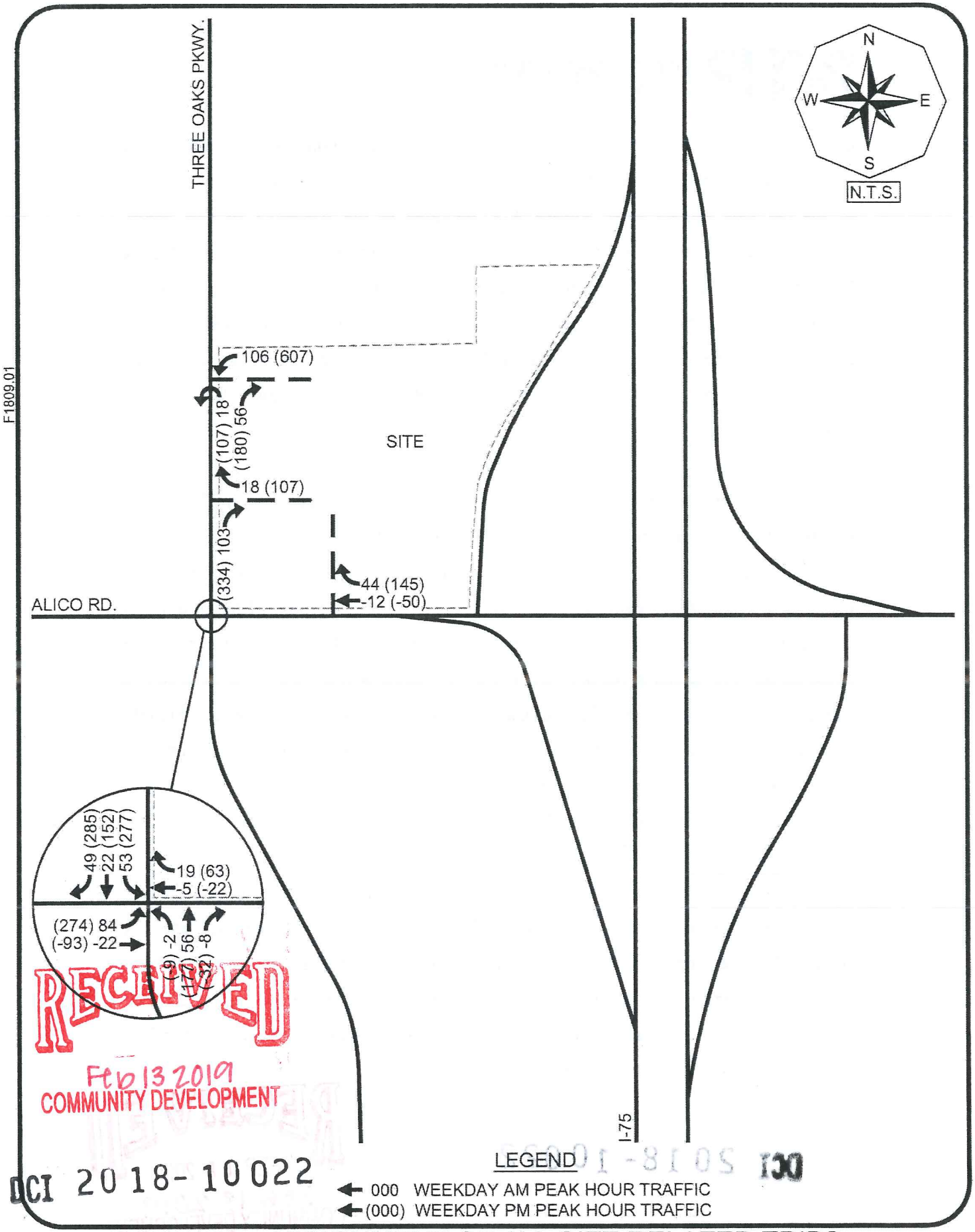

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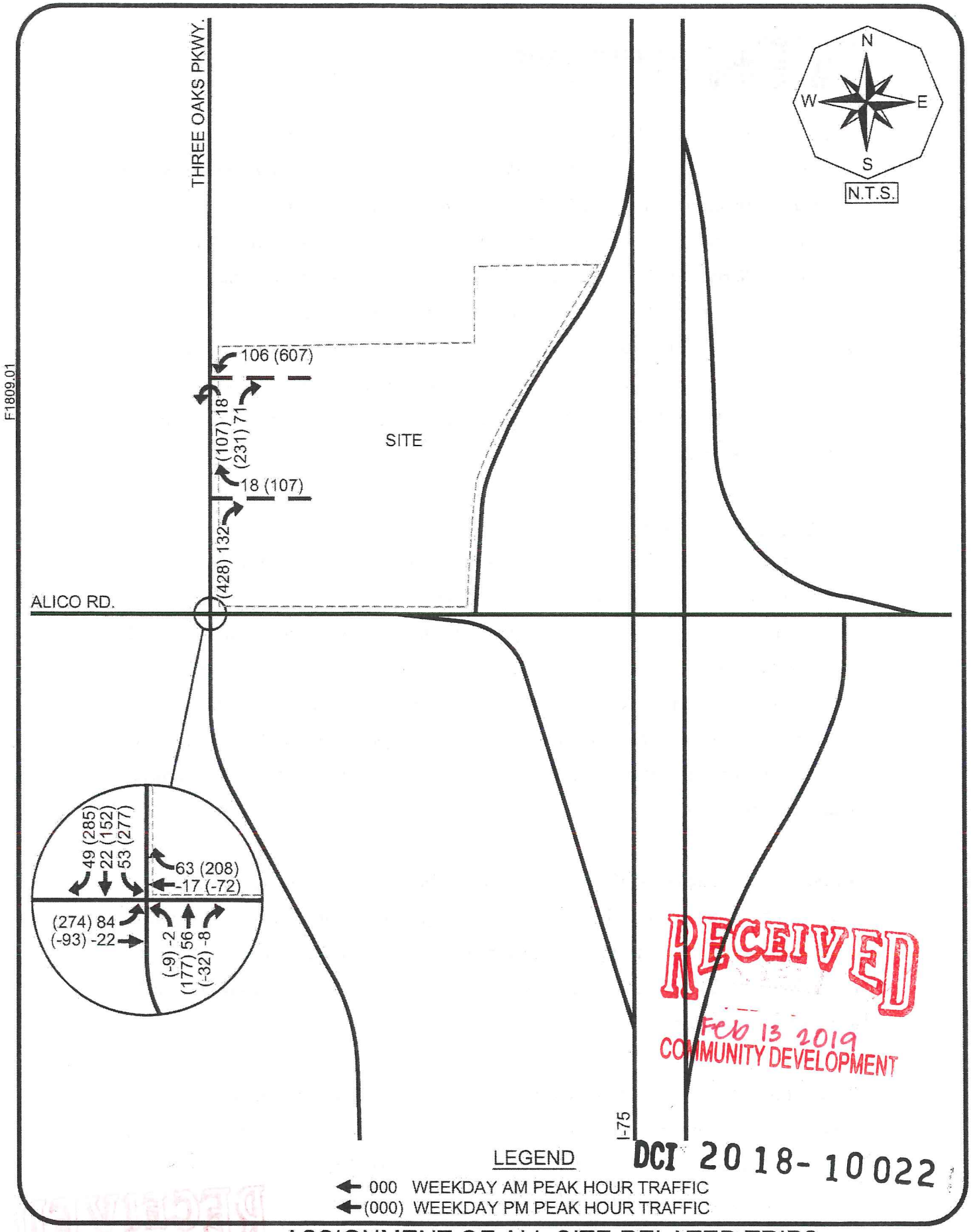
ASSIGNMENT OF ALL SITE RELATED TRIPS
NET NEW + PASS-BY TRIPS
VINTAGE COMMERCE CENTER CPD

Figure 2



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ASSIGNMENT OF ALL SITE RELATED TRIPS
NET NEW + PASS-BY TRIPS (W/O ALICO ACCESS)
VINTAGE COMMERCE CENTER CPD

Figure 3

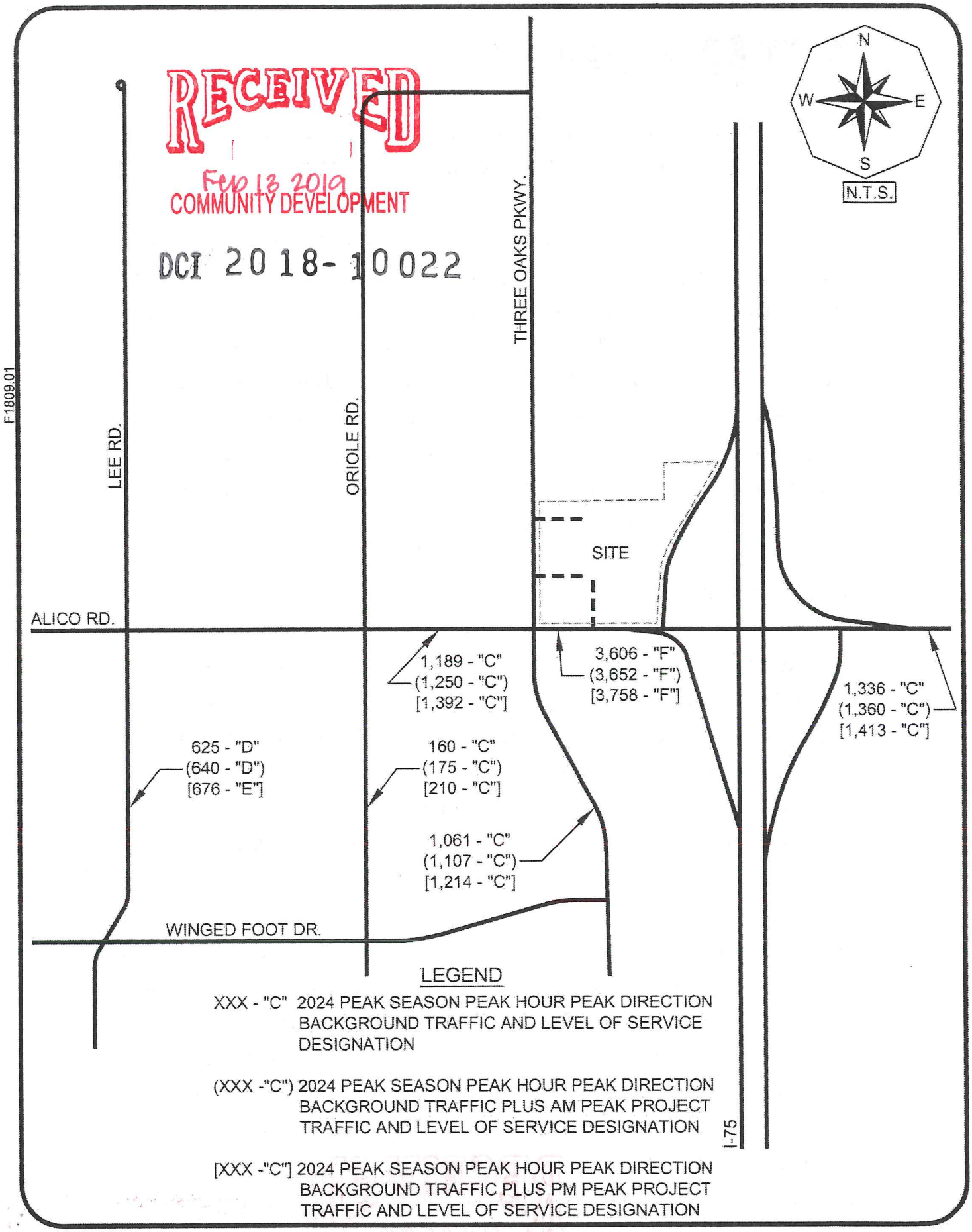
The Level of Service Threshold volumes for I-75 were obtained from the Florida Department of Transportation ***Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas***, Table 7. For all other roadways, the Level of Service Threshold volumes were obtained from the Lee County ***Generalized Peak Hour Directional Service Volumes*** table. Both aforementioned tables are attached to the Appendix of this report for reference. Based on the information contained within Table 5A, Oriole Road and Lee Road are shown to experience a significant impact due to the addition of the project traffic. Therefore, the Level of Service Analysis was conducted on Oriole Road and Lee Road as well as on the immediate adjacent roadways within the vicinity of the subject site.

Level of Service Analysis

The future Level of Service analysis was based on a 5-year horizon, or year 2024. Based on this horizon year analysis, the surrounding roadway network was analyzed under 2024 traffic conditions. A growth rate was applied to the existing traffic conditions for all roadway links and intersections that could be significantly impacted by this development. For the Alico Road and Three Oaks Parkway, the existing and historical traffic data was obtained from the 2017 ***Lee County Traffic Count Report***. For Oriole Road and Lee Road, the existing and historical traffic data was obtained from the 2017 FDOT ***Florida Traffic Online*** webpage.

Table 6A in the Appendix of the report indicates the methodology utilized to obtain the year 2024 build-out traffic volumes as well as the growth rate utilized for each roadway segment analyzed. The existing 2017 peak hour peak season peak direction volumes for all roadways were obtained from the 2018 ***Lee County Public Facilities Level of Service and Concurrency Report***.

Figure 4 indicates the year 2024 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 4 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service



LEGEND

XXX - "C" 2024 PEAK SEASON PEAK HOUR PEAK DIRECTION BACKGROUND TRAFFIC AND LEVEL OF SERVICE DESIGNATION

(XXX -"C") 2024 PEAK SEASON PEAK HOUR PEAK DIRECTION BACKGROUND TRAFFIC PLUS AM PEAK PROJECT TRAFFIC AND LEVEL OF SERVICE DESIGNATION

[XXX -"C"] 2024 PEAK SEASON PEAK HOUR PEAK DIRECTION BACKGROUND TRAFFIC PLUS PM PEAK PROJECT TRAFFIC AND LEVEL OF SERVICE DESIGNATION

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2024 LEVEL OF SERVICE ANALYSIS
VINTAGE COMMERCE CENTER CPD

Figure 4

for the weekday A.M and P.M. peak hours with the development traffic added to the roadways. Figure 4 is derived from Table 6A contained in the Appendix.

As can be seen from Figure 4, all analyzed roadway links except for Alico Road between Three Oaks Parkway and I-75 interchange, are anticipated to maintain their minimum recommended Level of Service standards as contained in the Lee County Comprehensive Plan. Alico Road, between Three Oaks Parkway and I-75 interchange, is shown to operate at a Level of Service "F" both with and without the addition of the project traffic in the year 2024. Therefore, this segment of Alico Road is considered as a future transportation deficiency that this project should not be responsible for mitigating. Hence, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed development.

V. INTERSECTION ANALYSIS

An intersection analysis was conducted utilizing the latest version of the program ***SYNCHRO***© to determine the operational characteristics of the signalized intersection of Alico Road with Three Oaks Parkway during the weekday A.M. and P.M. peak hours. Intersection analysis was also conducted at the proposed site access drives to Three Oaks Parkway during the weekday A.M. and P.M. peak hours utilizing the ***Highway Capacity Software*** (HCS®). As requested, an alternative intersection analysis without the proposed site access to Alico Road was also conducted at all aforementioned locations.

Peak hour turning movement counts were conducted by TR Transportation at the intersection of Alico Road with Three Oaks Parkway in January of 2019, after the start of Lee County public schools. The peak hour turning movements were adjusted for peak season conditions based on peak season factor data as provided by FDOT in their Traffic Information Online resource. The FDOT peak season correction factor is included in the Appendix of this report for reference. The existing peak season traffic volumes were then increased by a growth rate factor to determine the projected 2024 background turning movement volumes. Note, the intersection analysis was also conducted with a

conservative scenario as it included the future traffic that is projected to travel to/from north of Three Oaks Parkway as a result of this roadway being extended from Alico Road to Daniels Parkway. The through traffic projected to travel on the Three Oaks Parkway extension was obtained from the attached illustration titled ***Year 2027 E+C Network + Three Oaks Extension***, which was provided by the Lee County Staff. The turning volumes at the intersection of Three Oaks Parkway and Alico Road were then reasonably adjusted for this Three Oaks Parkway extension as shown in the attached spreadsheets titled *Development of Future Year Background Turning Volumes*. The total projected 2024 background turning movement volumes were then determined.

Figure 5 illustrates the total projected 2024 background turning volumes. The turning volumes projected to be added to the intersection as illustrated on Figure 2 were then added to the 2024 background volumes to estimate the future 2024 traffic volumes with the project. **Figure 6** illustrates the projected 2024 background plus project turning volumes (Figure 5 + Figure 2). As previously mentioned, the County Staff requested an additional analysis scenario without the proposed access to Alico Road. **Figure 7** illustrates the projected 2024 background plus project turning volumes without the proposed access to Alico Road scenario (Figure 5 + Figure 3). These figures were then used to evaluate intersections. The raw volumes utilized can be found in attached spreadsheets titled *Development of Future Year Background Turning Volumes*. Note, due to extension of Three Oaks Parkway, the existing signal timings were optimized by the SYNCHRO program. Additionally, the intersection analysis at the proposed northernmost site access drive also took into consideration the projected build-out traffic volumes as a result of the attached Three Oaks Marketplace MPD (DCI2015-00033).

The HCS summary sheets, attached to this report for reference, indicate that all of the major approaches at the proposed site access drives on Three Oaks Parkway will operate at an acceptable LOS in 2024 both with and without the proposed site access to Alico Road in the weekday A.M. and P.M. peak hours. Therefore, no intersection improvements will be warranted at the proposed site access drives to Three Oaks Parkway.

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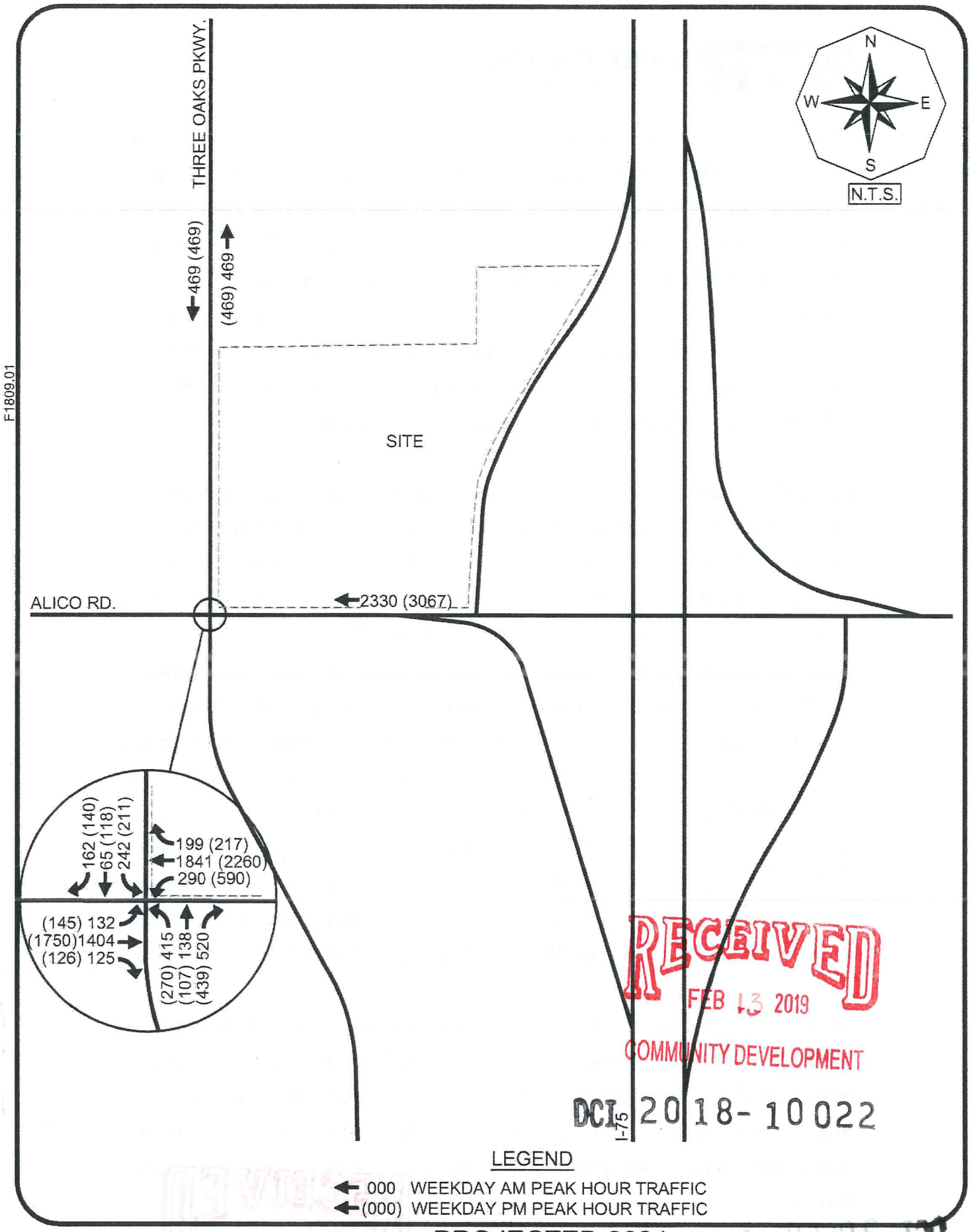

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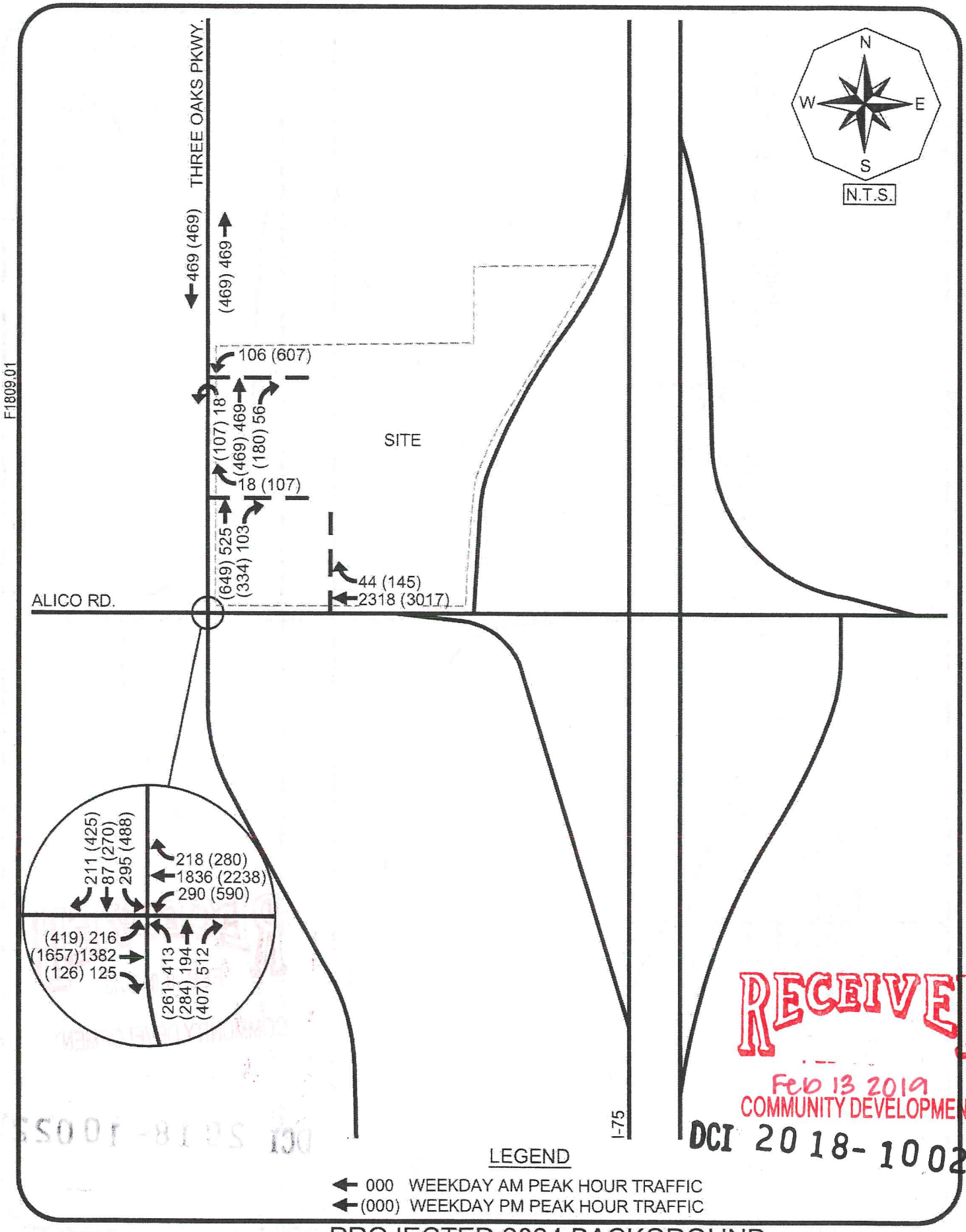
PROJECTED 2024
BACKGROUND TRAFFIC CONDITIONS
VINTAGE COMMERCE CENTER CPD

Figure 5



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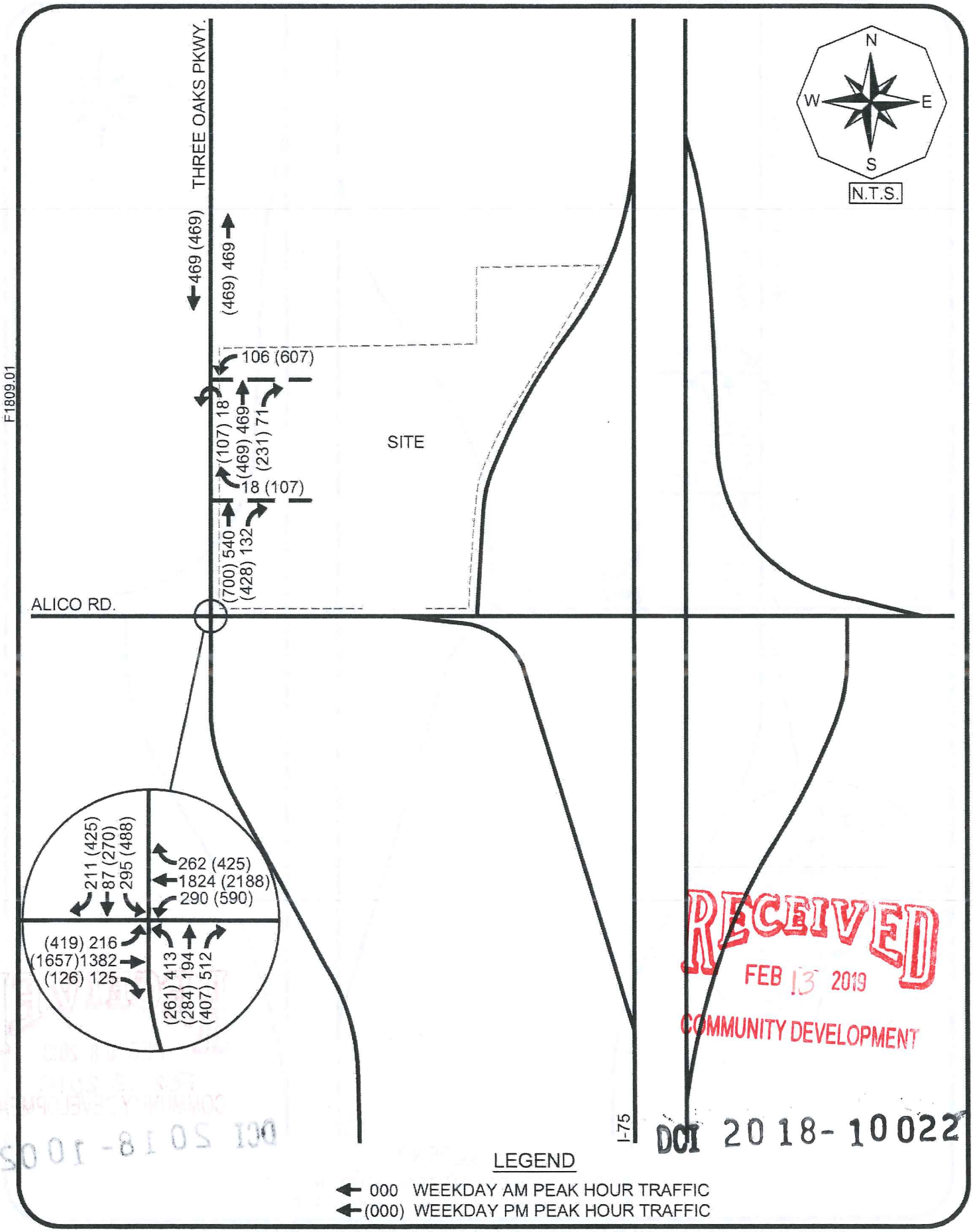
PROJECTED 2024 BACKGROUND
PLUS PROJECT TRAFFIC CONDITIONS
VINTAGE COMMERCE CENTER CPD

Figure 6



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PROJECTED 2024 BACKGROUND PLUS PROJECT TRAFFIC CONDITIONS (W/O ALICO ACCESS)
VINTAGE COMMERCE CENTER CPD

Figure 7

The ***SYNCHRO***© summary sheets, attached to this report for reference, indicate that the signalized intersection of Alico Road with Three Oaks Parkway will operate at an acceptable LOS in 2024 both with and without the project trips in the weekday A.M. peak hours regardless of the access to Alico Road being granted or not. In the P.M. peak hour conditions, the intersection is shown to operate at a LOS "E" without the project traffic added to the intersection. With the project traffic added to the intersection in the P.M. peak hour conditions, the intersection was shown to operate a LOS "F" both with and without the proposed site access to Alico Road. However, the intersection of Alico Road and Three Oaks Parkway is an off-site intersection. Hence this project will be responsible for the payment of the road impact fees, which will be used to mitigate any off-site impacts. Therefore, no intersection improvements will be warranted. Further analysis of the Alico Road with Three Oaks Parkway intersection as well as the turn lane improvements will be evaluated at the time the project seeks a Development Order approval.

VI. LAND USE CONVERSION TABLE

As previously mentioned, the proposed rezoning request would allow the approximately 34 acre subject site to be developed with up to 350,000 square feet of commercial uses. However, the proposed Zoning Schedule of Uses will also permit other uses such as multi-family residential, hotel and office uses. Therefore, should other options besides the retail be constructed on the subject site, the amount of commercial floor area would be reduced per land use conversions shown in **Table 4** below or based the most recent ITE Trip Generation Manual available at the time of each DO application on this site. Note, Table 4 was formulated using the average rates obtained from LUC 820 (Shopping Center), LUC 310 (Hotel) and LUC 220 (Multi-Family Low-Rise).

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Table 4
Land Use Conversion Table
Vintage Commerce Center CPD

Land Use Conversion Table			
	Retail (SF)	**General Office (SF)**	**Medical Office (SF)**
Retail (1,000 SF)	1,000	2,300	770
Hotel (1 Room)	270	630	210
Multi-Family (1 DU)	210	490	150

*Was formulated utilizing the average rates.

VII. CONCLUSION

The proposed project is located at the northeast corner of Alico Road and Three Oaks Parkway in Lee County, Florida. As discussed in the report, the existing future land use category of Industrial Commercial Interchange permits more intense uses in terms of trip generation potential than the proposed 400 multi-family residential development option as part of the requested land use change to General Interchange. Therefore, the 2040 Financially Feasible Roadway network and the short term 5-year Capital Improvement Program currently in place in Lee County will not require modification in order to accommodate the proposed Land Use change.

Based upon the roadway link Level of Service analysis conducted as a part of the proposed rezoning, all roadway links except for Alico Road between Three Oaks Parkway and I-75 interchange, are anticipated to maintain their minimum recommended Level of Service standards as contained in the Lee County Comprehensive Plan. Alico Road, between Three Oaks Parkway and I-75 interchange, is shown to operate at a Level of Service "F" prior to the addition of the project traffic in the year 2024. Therefore, this segment of Alico Road is considered as a future transportation deficiency that this project should not be responsible for mitigating. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

The proposed Zoning Schedule of Uses will also permit other uses such as multi-family residential, hotel and office uses. Should other options besides the retail be constructed on the subject site, the amount of commercial floor area would be reduced per land use conversions shown in Table 4 or based the most recent ITE Trip Generation Manual available at the time of each DO application on this site.

The results of the intersection analysis at the proposed site access drives to Three Oaks Parkway indicate that all of the major approaches on Three Oaks Parkway will operate at an acceptable LOS in 2024 both with and without the proposed site access to Alico Road in the weekday A.M. and P.M. peak hours. Therefore, no intersection improvements will be warranted at the proposed site access drives to Three Oaks Parkway.

The results of the analysis at the intersection of Alico Road with Three Oaks Parkway indicate that the intersection will operate at an acceptable LOS in 2024 both with and without the project trips in the weekday A.M. peak hours regardless of the access to Alico Road being granted or not. In the P.M. peak hour conditions, the intersection is shown to operate at a LOS "E" without the project traffic added to the intersection. With the project traffic added to the intersection in the P.M. peak hour conditions, the intersection was shown to operate a LOS "F" both with and without the proposed site access to Alico Road. However, the intersection of Alico Road and Three Oaks Parkway is an off-site intersection. Hence this project will be responsible for the payment of the road impact fees, which will be used to mitigate any off-site impacts. Therefore, no intersection improvements will be warranted.

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APPENDIX

TABLES 1A & 2A

20-YEAR (LONG RANGE)

LOS ANALYSIS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2040 LONG RANGE TRANSPORTATION ANALYSIS - VINTAGE COMMERCE CENTER CPD

ROADWAY SEGMENT			2040 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
					LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	FROM	TO	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Three Oaks Pkwy	Daniels Pkwy	Alico Rd	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	Alico Rd.	San Carlos Blvd	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	San Carlos Blvd	Estero Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Alico Rd	US 41	Gator Rd	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Gator Rd	Lee Blvd	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Lee Blvd	Oriole Rd	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Oriole Rd	Three Oaks Pkwy	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Three Oaks Pkwy	I-75	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	I-75	Ben Hill Griffin Pkwy	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Ben Hill Griffin Pkwy	Airport Haul Rd	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Ben Hill Griffin Pkwy	Terminal Access Rd.	Alico Rd.	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	Alico Rd.	College Club Dr.	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
I-75	Corkscrew Rd	Alico Rd	6LF	Freeway	0	3,360	5,030	6,240	6,500
	Alico Road	Daniels Parkway	6LF	Freeway	0	3,360	5,030	6,240	6,500
Oriole Rd.	Alico Rd	San Carlos Blvd	2LU	Major Collector	0	0	310	660	740
Lee Rd	Alico Rd	San Carlos Blvd	2LU	Major Collector	0	0	310	660	740
San Carlos Blvd	Three Oaks Pkwy	Oriole Rd	2LU	Major Collector	0	0	310	660	740
Michael G. Rippe Pkwy	Six Mile Cypress Pkwy	Alico Rd.	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
US 41	Six Mile Cypress Pkwy	Alico Rd.	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Alico Rd.	San Carlos Blvd	6LD	Class I - Arterial	0	400	2,840	2,940	2,940

[ ] - Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)
* Level of Service Thresholds for I-75 were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

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TABLE 2A
2040 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
VINTAGE COMMERCE CENTER CPD

ROADWAY	ROADWAY SEGMENT FROM	TO	2040 FSUTMS PSWDT	FDOT SITE #	MOCF FACTOR [1]	AADT BACKGROUND TRAFFIC	K-100 FACTOR	100TH HIGHEST HOUR PK DIR 2-WAY VOLUME	D FACTOR	PM PK HR PEAK DIRECTION	2040 PEAK DIRECTION TRAFFIC VOLUMES & LOS VOLUME	LOS
Three Oaks Pkwy	Daniels Pkwy	Alico Rd	14,316	124414	0.91	13,028	0.090	1,172	0.532	NORTH	624	C
	Alico Rd.	San Carlos Blvd	29,569	124414	0.91	26,908	0.090	2,422	0.532	SOUTH	1,133	C
	San Carlos Blvd	Estero Pkwy	32,355	124414	0.91	29,443	0.090	2,650	0.532	SOUTH	1,240	C
Alico Rd	US 41	Gator Rd	51,436	124177	0.91	46,807	0.090	4,213	0.549	WEST	1,900	C
	Gator Rd	Lee Blvd	54,154	124177	0.91	49,280	0.090	4,435	0.549	WEST	2,000	C
	Lee Blvd	Oriole Rd	58,978	124177	0.91	53,670	0.090	4,830	0.549	WEST	2,178	C
	Oriole Rd	Three Oaks Pkwy	68,239	124177	0.91	62,097	0.090	5,589	0.549	WEST	2,521	C
	Three Oaks Pkwy	I-75	70,983	126010	0.91	64,595	0.090	5,814	0.524	WEST	2,767	C
	I-75	Ben Hill Griffin Pkwy	32,599	126053	0.91	29,665	0.090	2,670	0.532	WEST	1,250	C
	Ben Hill Griffin Pkwy	Airport Haul Rd	30,369	120118	0.91	27,636	0.090	2,487	0.549	WEST	1,122	C
Ben Hill Griffin Pkwy	Terminal Access Rd.	Alico Rd.	18,172	126060	0.91	16,537	0.090	1,488	0.552	NORTH	821	C
	Alico Rd.	College Club Dr.	38,593	124514	0.91	35,120	0.090	3,161	0.532	NORTH	1,682	C
I-75	Corkscrew Rd	Alico Rd	85,420	120055	0.91	77,732	0.090	6,996	0.581	NORTH	4,065	C
	Alico Road	Daniels Parkway	121,226	120184	0.91	110,316	0.090	9,928	0.598	NORTH	5,937	D
Oriole Rd.	Alico Rd	San Carlos Blvd	11,318	120181	0.91	10,299	0.090	927	0.532	SOUTH	434	D
Lee Rd	Alico Rd	San Carlos Blvd	11,874	121219	0.91	10,805	0.090	972	0.532	SOUTH	455	D
San Carlos Blvd	Three Oaks Pkwy	Oriole Rd	7,627	124617	0.91	6,941	0.090	625	0.532	WEST	293	C
Michael G. Rippe Pkwy	Six Mile Cypress Pkwy	Alico Rd.	43,590	125036	0.91	39,667	0.090	3,570	0.532	NORTH	1,899	C
US 41	Six Mile Cypress Pkwy	Alico Rd.	69,016	120067	0.95	65,565	0.090	5,901	0.532	NORTH	3,139	F
	Alico Rd.	San Carlos Blvd	60,819	120066	0.95	57,778	0.090	5,200	0.532	NORTH	2,766	C

[1] Model Output Conversion Factor was utilized to obtain the AADT Volumes for all roadways.
[2] The K-100 and D factors for currently unconstructed segment of Three Oaks Pkwy from Alico Rd to Daniels Pkwy were obtained from FDOT station 124414, which represents Three Oaks Pkwy, south of Alico Rd.
[3] The K-100 and D factors for all roadways were obtained from Florida Traffic Online resource.

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TABLES 3A & 4A

5-YEAR (SHORT RANGE)

LOS ANALYSIS

TABLE 3A
LEVEL OF SERVICE THRESHOLDS
VINTAGE COMMERCE CENTER CPD

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME
Three Oaks Pkwy	S. of Alico Rd	4LD	0	250	1,840	1,960	1,960
	S. of San Carlos Blvd	4LD	0	250	1,840	1,960	1,960
Alico Rd	E. of US 41	6LD	0	400	2,840	2,940	2,940
	E. Gator Rd.	6LD	0	400	2,840	2,940	2,940
	E. of Lee Blvd.	6LD	0	400	2,840	2,940	2,940
	E. of Oriole Rd.	6LD	0	400	2,840	2,940	2,940
	E. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940
	E. of I-75	6LD	0	400	2,840	2,940	2,940
	E. of Ben Hill Griffin Pkwy	2LU	130	420	850	1,210	1,640
Ben Hill Griffin Pkwy	N. of Alico Rd.	4LD	0	250	1,840	1,960	1,960
	S. of Alico Rd.	6LD	0	400	2,840	2,940	2,940
I-75	N. of Alico Rd.	6LF	0	3,360	5,030	6,240	6,500
	S. of Alico Rd.	6LF	0	3,360	5,030	6,240	6,500
Oriole Rd.	S. of Alico Rd.	2LU	0	0	310	660	740
Lee Rd	S. of Alico Rd.	2LU	0	0	310	660	740
San Carlos Blvd	W. of Three Oaks Pkwy	2LU	0	0	310	660	740
Michael G. Rippe Pkwy	N. of Alico Rd.	6LD	0	400	2,840	2,940	2,940
US 41	N. of Alico Rd.	6LD	0	400	2,840	2,940	2,940
	S. of Alico Rd.	6LD	0	400	2,840	2,940	2,940

The Level of Service thresholds were for all roadways were obtained from the Lee County Generalized Service Volume Table.

The Level of Service thresholds for I-75 were obtained from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
VINTAGE COMMERCE CENTER CPD

FDOT Sta. #	K	D
120184	0.090	0.598
120055	0.090	0.581
125036	0.090	0.532
120067	0.090	0.532
120066	0.090	0.532

ROADWAY	SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2017 ADT	YRS OF GROWTH. [1]	ANNUAL RATE	2016/2017 PK HR PK SEASON PK SEASON PEAK DIR.[2]	2024 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio
Three Oaks Pkwy	S. of Alico Rd	414	9,500	14,100	7	5.80%	715	1,061	C	0.54
	S. of San Carlos Blvd	414	9,500	14,100	7	5.80%	715	1,061	C	0.54
Alico Rd	E. of US 41	204	19,500	22,100	8	2.00%	1,035	1,189	C	0.40
	E. Gator Rd.	204	19,500	22,100	8	2.00%	1,035	1,189	C	0.40
	E. of Lee Blvd.	204	19,500	22,100	8	2.00%	1,035	1,189	C	0.40
	E. of Oriole Rd.	204	19,500	22,100	8	2.00%	1,035	1,189	C	0.40
	E. of Three Oaks Pkwy.	10	26,600	44,800	8	6.73%	2,285	3,606	F	1.23
	E. of I-75	53	20,800	24,600	8	2.12%	1,154	1,336	C	0.45
	E. of Ben Hill Griffin Pkwy	205	7,500	8,500	2	6.46%	366	567	C	0.35
Ben Hill Griffin Pkwy	N. of Alico Rd.	126060	23,769	19,700	8	2.00%	1,033	1,187	C	0.61
	S. of Alico Rd.	124514	29,000	23,000	8	2.00%	1,101	1,265	C	0.43
I-75	N. of Alico Rd.	120184	54,500	102,014	8	8.15%	5,490	10,277	F	1.65
	S. of Alico Rd.	120055	70,000	101,500	8	4.75%	5,307	7,696	F	1.23
Oriole Rd.	S. of Alico Rd.	120181	3,100	2,900	2	2.00%	139	160	C	0.22
Lee Rd	S. of Alico Rd.	121219	7,100	7,100	2	2.00%	544	625	D	0.84
San Carlos Blvd	W. of Three Oaks Pkwy	124617	5,300	8,800	6	8.82%	421	761	F	1.03
Michael G. Rippe Pkwy	N. of Alico Rd.	125036	16,800	24,000	4	9.33%	1,149	2,145	C	0.73
US 41	N. of Alico Rd.	120067	56,500	52,000	8	2.00%	2,490	2,860	D	0.97
	S. of Alico Rd.	120066	42,500	49,500	8	2.00%	2,370	2,722	C	0.93

1 AGR for all roadways was calculated based the historical traffic data obtained from Lee County Traffic Count Report and Florida Traffic Online webpage.

2 Current peak hour peak season peak direction traffic volumes for all County roadways were obtained from the 2018 Lee County Public Facilities Level of Service and Concurrency Report.

2 Current peak hour peak season peak direction traffic volumes for all FDOT roadways were obtained by adjusting the 2017 AADT by the appropriate K and D factors.

TABLES 5A & 6A

REZONING

2024 LOS ANALYSIS

TABLE 5A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
VINTAGE COMMERCE CENTER CPD

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 229 VPH IN= 154 OUT= 75

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 961 VPH IN= 453 OUT= 508

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Alico Rd.	W. of Lee Rd.	6LD	0	400	2,840	2,940	2,940	20%	102	3.6%
	W. of Oriole Rd.	6LD	0	400	2,840	2,940	2,940	30%	152	5.4%
	W. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	40%	203	7.2%
	E. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	30%	152	5.4%
	E. of I-75	6LD	0	400	2,840	2,940	2,940	15%	76	2.7%
	E. of Ben Hill Griffin Pkwy.	2LU	130	420	850	1,210	1,640	1%	5	0.6%
Three Oaks Pkwy.	S. of Alico Rd.	4LD	0	250	1,840	1,960	1,960	30%	152	8.3%
	S. of San Carlos Blvd.	4LD	0	250	1,840	1,960	1,960	20%	102	5.5%
I-75	N. of Alico Rd.	6LF	0	3,660	5,030	6,240	6,500	10%	51	1.0%
	S. of Alico Rd.	6LF	0	3,660	5,030	6,240	6,500	5%	25	0.5%
Ben Hill Griffin Pkwy.	N. of Alico Rd.	4LD	0	250	1,840	1,960	1,960	5%	25	1.4%
	S. of Alico Rd.	6LD	0	400	2,840	2,940	2,940	10%	51	1.8%
Oriole Rd.	S. of Alico Rd.	2LU	0	0	310	660	740	10%	51	16.4%
Lee Rd.	S. of Alico Rd.	2LU	0	0	310	660	740	10%	51	16.4%
U.S. 41	N. of Alico Rd.	6LD	0	400	2,840	2,940	2,940	5%	25	0.9%
	S. of Alico Rd.	6LD	0	400	2,840	2,940	2,940	10%	51	1.8%

* Level of Service thresholds were obtained from the Lee County Generalized Level of Service Volumes on Arterials

For I-75, FDOT Q/LOS Handbook, Table 7 (3/14/2018) service volumes were utilized

TABLE 6A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
VINTAGE COMMERCE CENTER CPD

TOTAL PROJECT TRAFFIC AM = 229 VPH IN = 154 OUT= 75

TOTAL PROJECT TRAFFIC PM = 961 VPH IN= 453 OUT= 508

ROADWAY	SEGMENT	PCS#	BASE YR ADT	2017 ADT	YRS OF GROWTH	ANNUAL RATE	2017 PK HR PK SEASON PEAK DIR.[1]	2024 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2024 BCKGRND + AM PROJ VOLUME	LOS	2024 BCKGRND + PM PROJ VOLUME	LOS
Alico Rd.	W. of Three Oaks Pkwy.	204	19,500	22,100	8	2.00%	1,035	1,189	C	40%	62	203	1,250	C	1,392	C
	E. of Three Oaks Pkwy.	10	26,600	44,800	8	6.73%	2,285	3,606	F	30%	46	152	3,652	F	3,758	F
	E. of I-75	53	20,800	24,600	8	2.12%	1,154	1,336	C	15%	23	76	1,360	C	1,413	C
Three Oaks Pkwy.	S. of Alico Rd.	414	9,500	14,100	7	5.80%	715	1,061	C	30%	46	152	1,107	C	1,214	C
Oriole Rd.	S. of Alico Rd.	120181	3,100	2,900	2	2.00%	139	160	C	10%	15	51	175	C	210	C
Lee Rd.	S. of Alico Rd.	121219	7,100	7,100	2	2.00%	544	625	D	10%	15	51	640	D	676	E

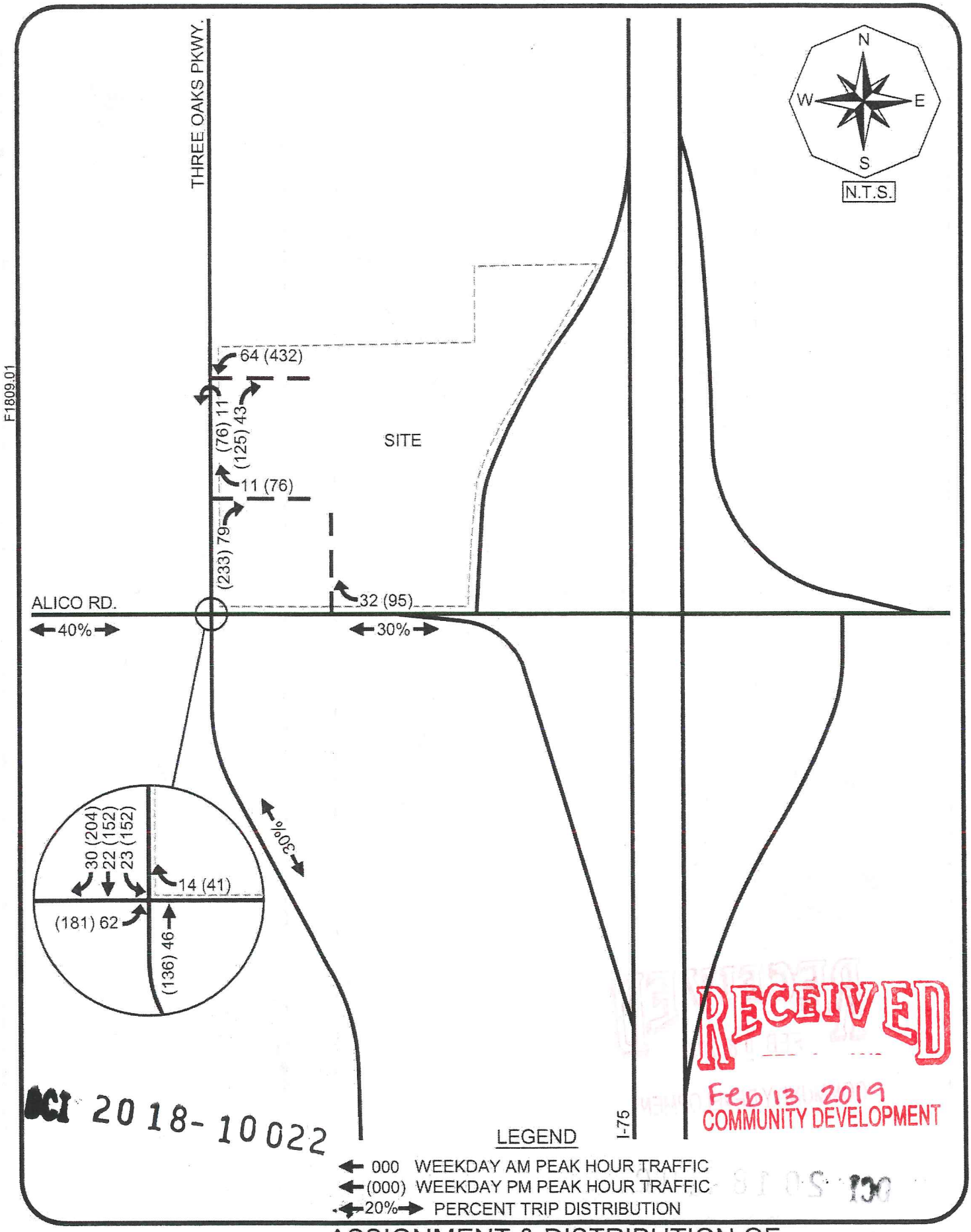
1 Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2018 Lee County Public Facilities Level of Service and Concurrency Report.

* AGR for Alico Road and Three Oaks Parkway was calculated based the historical traffic data obtained from 2017 Lee County Traffic Count Report.

* AGR for Oriole Road and Lee Road was calculated based the historical traffic data obtained from Florida Traffic Online webpage.

SUPPLEMENTAL FIGURES

A-1, A-2, A-3 & A-4



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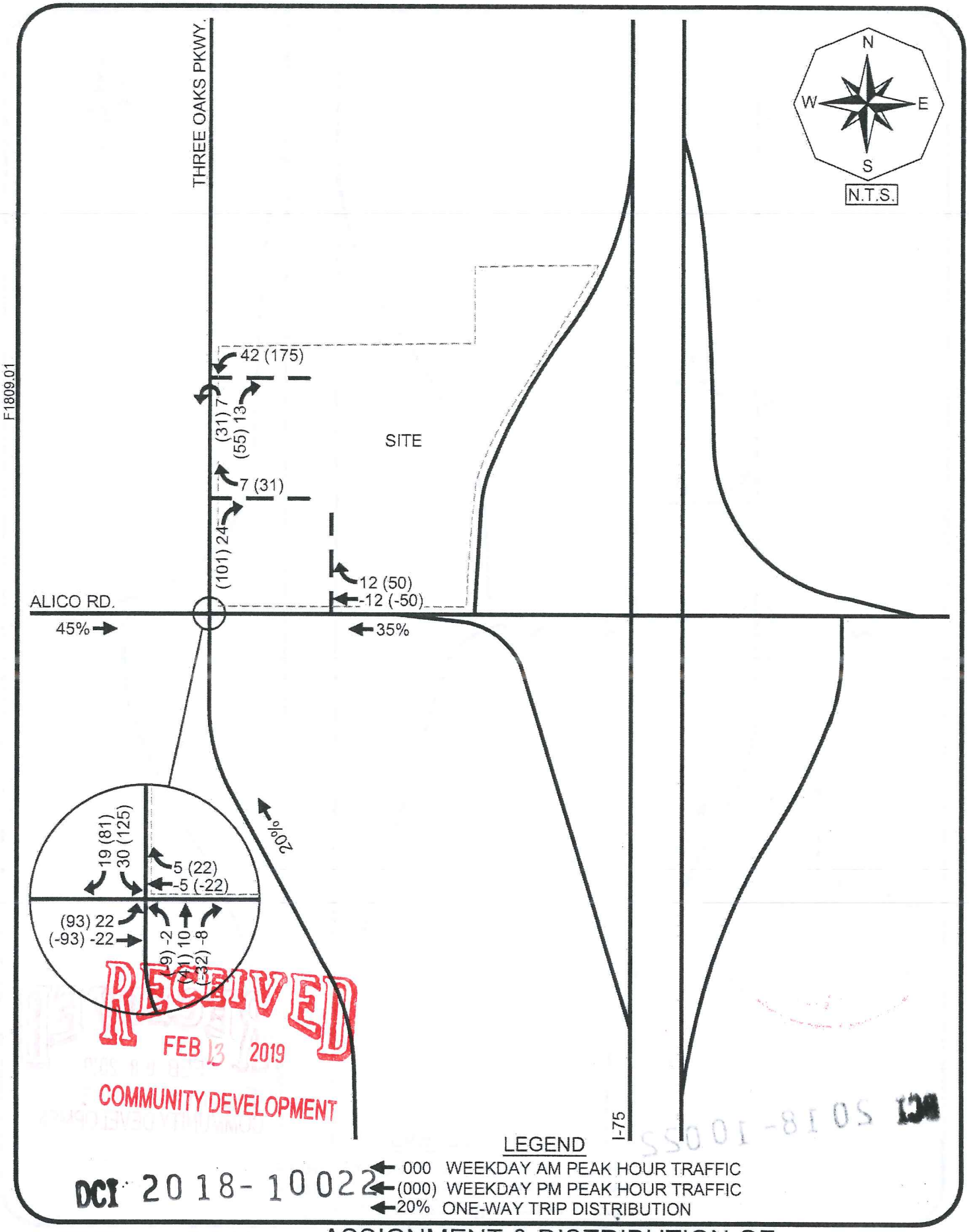
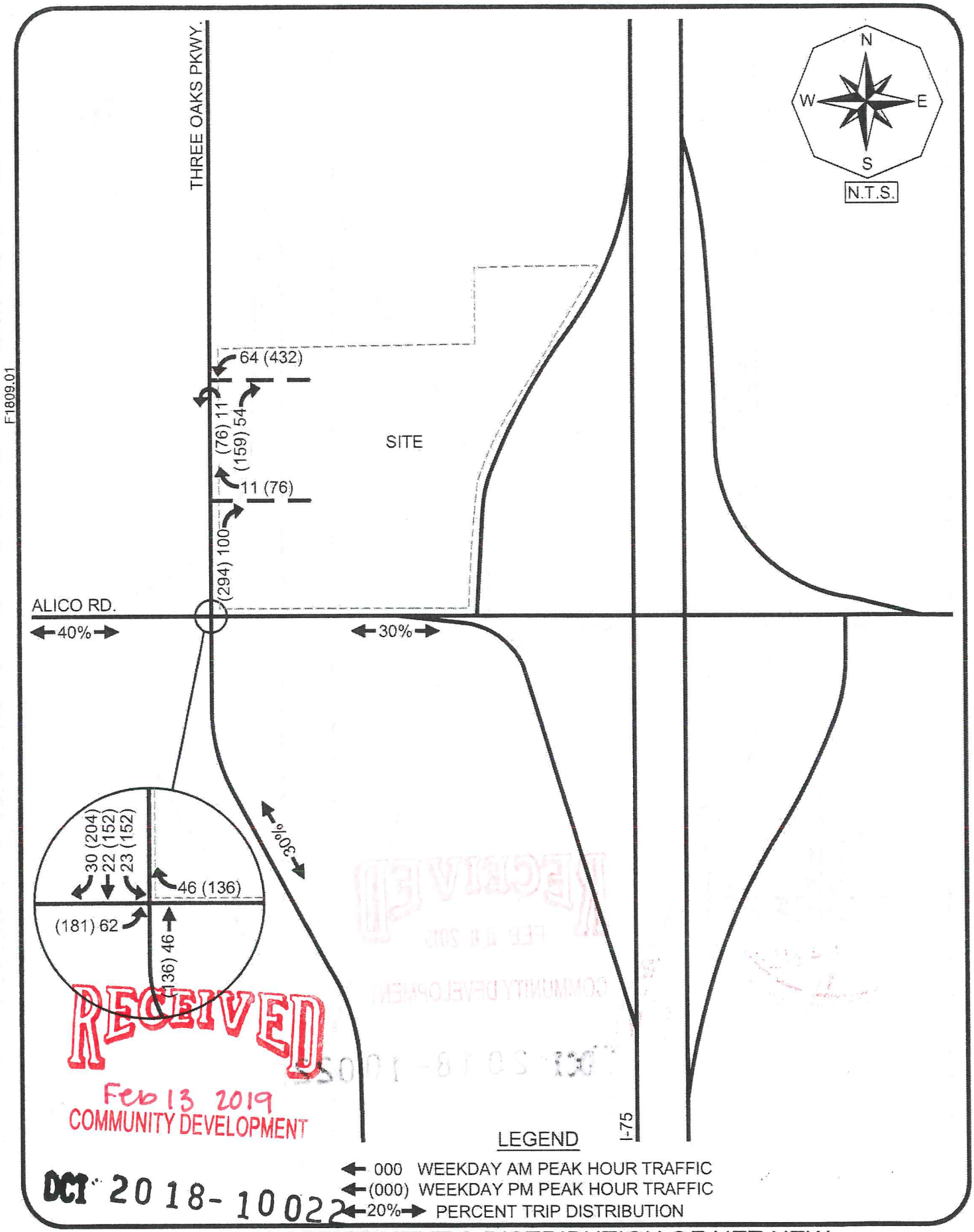
TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF
NET NEW PROJECT TRIPS
VINTAGE COMMERCE CENTER CPD Figure A-1



TR TRANSPORTATION CONSULTANTS, INC

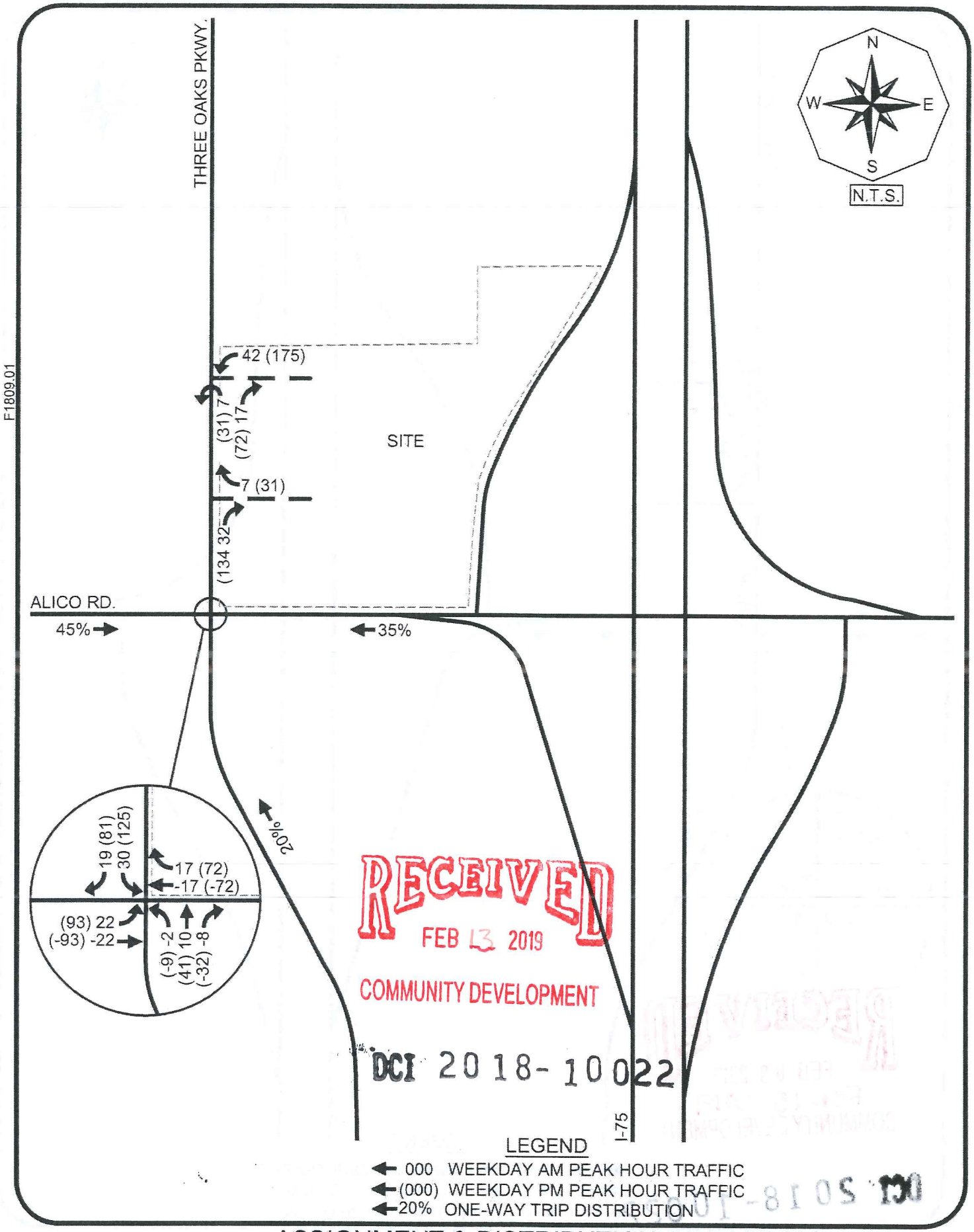
ASSIGNMENT & DISTRIBUTION OF
PASS-BY PROJECT TRIPS
VINTAGE COMMERCE CENTER CPD Figure A-2



TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF NET NEW PROJECT TRIPS (W/O ALICO ACCESS)
VINTAGE COMMERCE CENTER CPD

Figure A-3



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ASSIGNMENT & DISTRIBUTION OF PASS-BY PROJECT TRIPS (W/O ALICO ACCESS)
VINTAGE COMMERCE CENTER CPD

Figure A-4

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S URBANIZED AREAS

TABLE 7

TABLE 7

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

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	200	690	930
2	Divided	50	1,350	1,790	1,870
3	Divided	80	2,040	2,690	2,820

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	210	710
2	Divided	*	470	1,390	1,840
3	Divided	*	880	2,190	2,780

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,510	3,410	4,230	4,330
3	3,660	5,030	6,240	6,500
4	4,820	6,670	8,310	8,670
5	6,580	9,240	10,840	**
6	8,150	10,990	13,000	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,840	2,660	3,350	3,760
3	Divided	2,770	3,990	5,020	5,640

Uninterrupted Flow Highway Adjustments

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

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.

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

LEE COUNTY GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES TABLE

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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TRAFFIC DATA

FDOT FLORIDA TRAFFIC ONLINE

DCI 2018-10022

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0055 - SR 93/I 75, SOUTH OF ALICO ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	101500 C	N 50500	S 51000	9.00	58.10	9.90
2016	100500 C	N 50000	S 50500	9.00	58.10	9.10
2015	93000 C	N 46000	S 47000	9.00	56.80	11.20
2014	84500 C	N 42500	S 42000	9.00	56.40	9.40
2013	81500 C	N 41000	S 40500	9.00	57.70	8.00
2012	74000 C	N 37500	S 36500	9.00	56.40	10.50
2011	70000 C	N 35000	S 35000	9.00	55.80	9.50
2010	70500 C	N 35000	S 35500	9.64	55.58	9.70
2009	70000 S	N 35500	S 34500	9.40	55.84	13.60
2008	71000 F	N 36000	S 35000	9.07	55.79	17.00
2007	72000 C	N 36500	S 35500	9.29	52.37	17.00
2006	78000 C	N 39000	S 39000	8.72	54.35	17.00
2005	76000 C	N 38000	S 38000	8.90	52.90	13.10
2004	67500 C	N 33500	S 34000	9.20	51.40	13.10
2003	64500 C	N 32000	S 32500	9.60	52.50	13.10
2002	65500 F	N 32500	S 33000	9.80	55.70	13.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6060 - BEN HILL GRIFFIN PKWY, S OF MIDFIELD TERMINAL RD, PTMS 2060, LCPR 60 SIS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	19700 F	0	0	9.00	55.20	4.30
2016	19784 C	N 10512	S 9272	9.50	56.10	4.90
2015	25500 F	N 11613	S 0	9.50	53.40	5.20
2014	25322 C	N 13756	S 11566	9.50	53.40	3.00
2013	25076 C	N 13289	S 11787	9.50	53.40	4.20
2012	23983 C	N 12455	S 11528	9.50	53.70	3.90
2011	24144 C	N 12544	S 11600	9.50	54.70	3.10
2010	23565 C	N 12207	S 11358	10.70	54.88	3.40
2009	23769 C	N 12319	S 11450	11.41	56.94	4.30
2008	24426 C	N 12712	S 11714	11.06	58.89	3.30

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AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4514 - BEN HILL GRIFFIN PKWY, S OF ALICO RD LC 514

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	23000 C	N 11000	S 12000	9.00	53.20	3.20
2016	32000 S	N 18000	S 14000	9.00	56.10	2.10
2015	33500 F	N 19000	S 14500	9.00	55.50	2.10
2014	32000 C	N 18000	S 14000	9.00	52.00	2.10
2013	26000 S	N 15000	S 11000	9.50	54.60	1.90
2012	25000 F	N 14500	S 10500	9.50	52.80	1.90
2011	25000 C	N 14500	S 10500	9.50	53.20	1.90
2010	28000 S	N 16000	S 12000	10.28	55.69	2.10
2009	29000 F	N 16500	S 12500	10.29	55.14	2.10
2008	30000 C	N 17000	S 13000	10.77	53.61	2.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTORS STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0118 - ALICO RD, E OF BEN HILL GRIFFIN PKWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	7400 F	E 3700	W 3700	9.00	54.90	52.70
2016	7000 C	E 3500	W 3500	9.00	54.80	52.70
2015	4200 C	E 2100	W 2100	9.00	55.50	42.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0184 - SR-93/I-75, 1.7 MI S OF DANIELS PKWY U/P,LEE CO

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	102014 C	N 50580	S 51434	9.00	59.80	9.40
2016	98964 C	N 49086	S 49878	9.00	59.80	9.10
2015	89417 C	N 44274	S 45143	9.00	58.40	9.10
2014	77211 C	N 38722	S 38489	9.00	58.40	8.40
2013	71794 C	N 35681	S 36113	9.00	58.40	8.40
2012	71868 C	N 35966	S 35902	9.00	56.20	8.30
2011	70160 C	N 35176	S 34984	9.00	55.60	8.40
2010	67723 C	N 33359	S 34364	9.78	54.70	8.60
2009	54500 F	0	0	9.40	55.84	13.60
2008	54884 C	N 28740	S 26144	8.79	56.75	16.50
2007	55702 C	N 29310	S 26392	8.79	56.75	16.50
2006	56478 C	N 29511	S 26967	8.79	56.75	16.50
2005	54009 C	N 28021	S 25988	8.80	54.70	15.30
2004	50801 C	N 26584	S 24217	9.70	57.80	9.00
2003	48500 F	N 25500	S 23000	9.70	57.80	9.00
2002	46667 C	N 24674	S 21993	9.70	57.80	13.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6053 - ALICO RD, 1800' W OF BEN HILL GRIFFIN PKWY/E OF I-75, PTMS 2053, LCPR 53 SIS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	23500 F	0	0	9.00	53.20	4.30
2016	23925 C	E 12202	W 11723	9.50	56.10	4.90
2015	24802 C	E 12550	W 12252	9.50	52.40	5.20
2014	27924 C	E 14105	W 13819	9.50	52.40	3.00
2013	27139 C	E 13558	W 13581	9.50	52.40	4.20
2012	25846 C	E 12282	W 13564	9.50	54.50	3.90
2011	26264 C	E 12202	W 14062	9.50	55.30	3.10
2010	25233 C	E 11580	W 13653	10.08	54.76	3.40
2009	20800 F	0	0	10.29	55.14	4.30
2008	21150 C	E 10077	W 11073	10.77	53.61	7.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6010 - ALICO RD, 1000' W OF I-75 PTMS 2010 LCPR 10

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	44000 F	0	0	9.00	52.40	4.30
2016	43896 C	E 22423	W 21473	9.00	52.40	4.90
2015	37915 C	E 18433	W 19482	9.00	59.80	5.20
2014	28000 F	E	W	9.00	59.80	3.00
2013	29213 C	E 12064	W 17149	9.00	59.80	4.20
2012	27084 C	E 9725	W 17359	9.00	57.50	3.90
2011	25406 C	E 10942	W 14464	9.00	57.50	3.10
2010	26061 C	E 11693	W 14368	10.10	57.46	3.40
2009	27337 C	E 12407	W 14930	10.19	54.58	4.30
2008	25831 C	E 11650	W 14181	10.77	53.61	8.50

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AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4177 - ALICO ROAD, EAST OF S.R. 45 / U.S. 41

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	22500 T	E 11500	W 11000	9.00	54.90	4.40
2016	21500 S	E 11000	W 10500	9.00	54.80	8.30
2015	20500 F	E 10500	W 10000	9.00	55.50	8.30
2014	19700 C	E 10000	W 9700	9.00	55.20	8.30
2013	21500 S	E 10500	W 11000	9.00	55.00	4.00
2012	21500 F	E 10500	W 11000	9.00	55.30	4.20
2011	21500 C	E 10500	W 11000	9.00	55.20	4.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0067 - SR 45/US 41, NORTHWEST OF ALICO ROAD LC420

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	52000 C	N 25500	S 26500	9.00	53.20	4.60
2016	53000 C	N 26500	S 26500	9.00	56.20	4.30
2015	58500 C	N 29000	S 29500	9.00	54.50	3.70
2014	52000 C	N 25500	S 26500	9.00	54.60	3.50
2013	50000 C	N 24500	S 25500	9.00	59.70	4.20
2012	60500 C	N 30500	S 30000	9.00	54.30	4.80
2011	63000 C	N 31500	S 31500	9.00	55.00	4.40
2010	62000 C	N 31500	S 30500	10.32	57.60	4.00
2009	56500 C	N 28500	S 28000	10.24	54.47	4.60
2008	59000 C	N 30000	S 29000	10.37	58.94	5.10
2007	55000 C	N 28500	S 26500	10.16	54.76	5.40
2006	61500 C	N 31500	S 30000	10.23	54.38	5.40
2005	59500 C	N 30000	S 29500	10.30	54.10	8.20
2004	61500 C	N 31500	S 30000	9.90	54.30	8.20
2003	57500 C	N 29500	S 28000	9.80	55.60	8.20
2002	51500 C	N 26500	S 25000	10.20	57.20	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0066 - SR 45/US 41, SOUTHEAST OF ALICO ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	49500 C	N 24500	S 25000	9.00	53.20	4.00
2016	50000 C	N 25000	S 25000	9.00	56.20	4.60
2015	48000 C	N 24000	S 24000	9.00	54.50	4.30
2014	43000 C	N 21500	S 21500	9.00	54.60	3.50
2013	41000 C	N 20500	S 20500	9.00	59.70	4.50
2012	41000 C	N 20500	S 20500	9.00	54.30	5.10
2011	43000 C	N 21000	S 22000	9.00	55.00	3.90
2010	42500 C	N 21000	S 21500	10.32	57.60	3.60
2009	42500 C	N 21000	S 21500	10.24	54.47	4.40
2008	46500 C	N 23000	S 23500	10.37	58.94	4.80
2007	53000 F	N 26500	S 26500	10.16	54.76	4.60
2006	50000 C	N 25000	S 25000	10.23	54.38	4.60
2005	59000 F	N 29500	S 29500	10.30	54.10	6.20
2004	55000 C	N 27500	S 27500	9.90	54.30	6.20
2003	44500 C	N 22500	S 22000	9.80	55.60	6.20
2002	45000 C	N 22000	S 23000	10.20	57.20	8.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
5 = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4414 - THREE OAKES PKWY, S OF ALICO RD LC 414

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	13900 T					9.00	53.20	4.00
2016	14500 S	N	7800	S	6700	9.00	56.10	3.90
2015	15100 F	N	8100	S	7000	9.00	55.50	3.90
2014	14400 C	N	7700	S	6700	9.00	52.00	3.90
2013	11900 S	N	6300	S	5600	9.00	54.60	3.50
2012	11400 F	N	6000	S	5400	9.00	52.80	3.50
2011	11400 C	N	6000	S	5400	9.00	53.20	3.50
2010	11100 S	N	5700	S	5400	10.28	55.69	5.60
2009	11300 F	N	5800	S	5500	10.29	55.14	5.60
2008	11700 C	N	6000	S	5700	10.77	53.61	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4617 - E. CARLOS BLVD., EAST OF S.R. 45 / U.S. 41

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	8800 T	E 4300	W 4500	9.00	53.20	4.20
2016	8600 S	E 4200	W 4400	9.00	60.30	4.40
2015	9000 F	E 4400	W 4600	9.00	55.50	4.40
2014	8600 C	E 4200	W 4400	9.00	55.20	4.40
2013	5300 S	0	0	9.00	55.00	3.30
2012	5300 F	0	0	9.00	55.30	2.90
2011	5300 C	E 0	W 0	9.00	55.20	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 1219 - SANIBEL BLVD, BTWN PHLOX DR AND SUNFLOWER RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	7100 S	N 3500	S 3600	9.00	53.20	7.40
2016	6900 F	N 3400	S 3500	9.00	55.50	7.00
2015	7100 C	N 3500	S 3600	9.00	55.50	5.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0181 - ORIOLE RD, S OF ALICO RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	2900 S	N 1400	S 1500	9.00	53.20	4.20
2016	2900 F	N 1400	S 1500	9.00	60.30	4.00
2015	3100 C	N 1500	S 1600	9.00	55.50	2.50

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 5036 - SR-739/MICHAEL G RIPPE PKWY- S OF BRIARCLIFF RD - FT MYERS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	24000 C	N 13000	S 11000	9.00	53.20	5.20
2016	23500 C	N 12500	S 11000	9.00	57.90	6.70
2015	21500 C	N 11500	S 10000	9.00	58.40	6.10
2014	21000 C	N 11000	S 10000	9.00	56.40	6.70
2013	16800 C	N 8600	S 8200	9.00	64.00	5.60

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AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1275 LEE I75

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.96	1.05
2	01/08/2017 - 01/14/2017	0.96	1.05
3	01/15/2017 - 01/21/2017	0.96	1.05
* 4	01/22/2017 - 01/28/2017	0.94	1.03
* 5	01/29/2017 - 02/04/2017	0.93	1.02
* 6	02/05/2017 - 02/11/2017	0.91	1.00
* 7	02/12/2017 - 02/18/2017	0.89	0.98
* 8	02/19/2017 - 02/25/2017	0.89	0.98
* 9	02/26/2017 - 03/04/2017	0.88	0.97
*10	03/05/2017 - 03/11/2017	0.88	0.97
*11	03/12/2017 - 03/18/2017	0.88	0.97
*12	03/19/2017 - 03/25/2017	0.89	0.98
*13	03/26/2017 - 04/01/2017	0.91	1.00
*14	04/02/2017 - 04/08/2017	0.92	1.01
*15	04/09/2017 - 04/15/2017	0.94	1.03
*16	04/16/2017 - 04/22/2017	0.96	1.05
17	04/23/2017 - 04/29/2017	0.98	1.08
18	04/30/2017 - 05/06/2017	1.00	1.10
19	05/07/2017 - 05/13/2017	1.02	1.12
20	05/14/2017 - 05/20/2017	1.04	1.14
21	05/21/2017 - 05/27/2017	1.05	1.15
22	05/28/2017 - 06/03/2017	1.07	1.18
23	06/04/2017 - 06/10/2017	1.08	1.19
24	06/11/2017 - 06/17/2017	1.10	1.21
25	06/18/2017 - 06/24/2017	1.09	1.20
26	06/25/2017 - 07/01/2017	1.09	1.20
27	07/02/2017 - 07/08/2017	1.09	1.20
28	07/09/2017 - 07/15/2017	1.09	1.20
29	07/16/2017 - 07/22/2017	1.09	1.20
30	07/23/2017 - 07/29/2017	1.09	1.20
31	07/30/2017 - 08/05/2017	1.09	1.20
32	08/06/2017 - 08/12/2017	1.09	1.20
33	08/13/2017 - 08/19/2017	1.10	1.21
34	08/20/2017 - 08/26/2017	1.14	1.25
35	08/27/2017 - 09/02/2017	1.19	1.31
36	09/03/2017 - 09/09/2017	1.23	1.35
37	09/10/2017 - 09/16/2017	1.28	1.41
38	09/17/2017 - 09/23/2017	1.22	1.34
39	09/24/2017 - 09/30/2017	1.16	1.27
40	10/01/2017 - 10/07/2017	1.11	1.22
41	10/08/2017 - 10/14/2017	1.05	1.15
42	10/15/2017 - 10/21/2017	1.00	1.10
43	10/22/2017 - 10/28/2017	0.99	1.09
44	10/29/2017 - 11/04/2017	0.98	1.08
45	11/05/2017 - 11/11/2017	0.97	1.07
46	11/12/2017 - 11/18/2017	0.96	1.05
47	11/19/2017 - 11/25/2017	0.96	1.05
48	11/26/2017 - 12/02/2017	0.96	1.05
49	12/03/2017 - 12/09/2017	0.96	1.05
50	12/10/2017 - 12/16/2017	0.96	1.05
51	12/17/2017 - 12/23/2017	0.96	1.05
52	12/24/2017 - 12/30/2017	0.96	1.05
53	12/31/2017 - 12/31/2017	0.96	1.05

* PEAK SEASON

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1201 US41

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.97	1.02
2	01/08/2017 - 01/14/2017	0.98	1.03
3	01/15/2017 - 01/21/2017	0.98	1.03
* 4	01/22/2017 - 01/28/2017	0.97	1.02
* 5	01/29/2017 - 02/04/2017	0.96	1.01
* 6	02/05/2017 - 02/11/2017	0.94	0.99
* 7	02/12/2017 - 02/18/2017	0.93	0.98
* 8	02/19/2017 - 02/25/2017	0.93	0.98
* 9	02/26/2017 - 03/04/2017	0.93	0.98
*10	03/05/2017 - 03/11/2017	0.92	0.97
*11	03/12/2017 - 03/18/2017	0.92	0.97
*12	03/19/2017 - 03/25/2017	0.93	0.98
*13	03/26/2017 - 04/01/2017	0.95	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.01
*15	04/09/2017 - 04/15/2017	0.97	1.02
*16	04/16/2017 - 04/22/2017	0.98	1.03
17	04/23/2017 - 04/29/2017	0.99	1.04
18	04/30/2017 - 05/06/2017	0.99	1.04
19	05/07/2017 - 05/13/2017	1.00	1.05
20	05/14/2017 - 05/20/2017	1.01	1.06
21	05/21/2017 - 05/27/2017	1.03	1.08
22	05/28/2017 - 06/03/2017	1.06	1.12
23	06/04/2017 - 06/10/2017	1.08	1.14
24	06/11/2017 - 06/17/2017	1.10	1.16
25	06/18/2017 - 06/24/2017	1.10	1.16
26	06/25/2017 - 07/01/2017	1.09	1.15
27	07/02/2017 - 07/08/2017	1.09	1.15
28	07/09/2017 - 07/15/2017	1.08	1.14
29	07/16/2017 - 07/22/2017	1.07	1.13
30	07/23/2017 - 07/29/2017	1.06	1.12
31	07/30/2017 - 08/05/2017	1.06	1.12
32	08/06/2017 - 08/12/2017	1.05	1.11
33	08/13/2017 - 08/19/2017	1.04	1.09
34	08/20/2017 - 08/26/2017	1.07	1.13
35	08/27/2017 - 09/02/2017	1.11	1.17
36	09/03/2017 - 09/09/2017	1.14	1.20
37	09/10/2017 - 09/16/2017	1.17	1.23
38	09/17/2017 - 09/23/2017	1.13	1.19
39	09/24/2017 - 09/30/2017	1.09	1.15
40	10/01/2017 - 10/07/2017	1.04	1.09
41	10/08/2017 - 10/14/2017	1.00	1.05
42	10/15/2017 - 10/21/2017	0.96	1.01
43	10/22/2017 - 10/28/2017	0.96	1.01
44	10/29/2017 - 11/04/2017	0.97	1.02
45	11/05/2017 - 11/11/2017	0.97	1.02
46	11/12/2017 - 11/18/2017	0.97	1.02
47	11/19/2017 - 11/25/2017	0.97	1.02
48	11/26/2017 - 12/02/2017	0.97	1.02
49	12/03/2017 - 12/09/2017	0.97	1.02
50	12/10/2017 - 12/16/2017	0.97	1.02
51	12/17/2017 - 12/23/2017	0.97	1.02
52	12/24/2017 - 12/30/2017	0.98	1.03
53	12/31/2017 - 12/31/2017	0.98	1.03

* PEAK SEASON

02-MAR-2018 15:35:04 830UPD 1_1201_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	1.05	1.15
2	01/08/2017 - 01/14/2017	1.01	1.11
3	01/15/2017 - 01/21/2017	0.96	1.05
* 4	01/22/2017 - 01/28/2017	0.95	1.04
* 5	01/29/2017 - 02/04/2017	0.93	1.02
* 6	02/05/2017 - 02/11/2017	0.91	1.00
* 7	02/12/2017 - 02/18/2017	0.90	0.99
* 8	02/19/2017 - 02/25/2017	0.89	0.98
* 9	02/26/2017 - 03/04/2017	0.89	0.98
*10	03/05/2017 - 03/11/2017	0.88	0.97
*11	03/12/2017 - 03/18/2017	0.87	0.96
*12	03/19/2017 - 03/25/2017	0.89	0.98
*13	03/26/2017 - 04/01/2017	0.90	0.99
*14	04/02/2017 - 04/08/2017	0.91	1.00
*15	04/09/2017 - 04/15/2017	0.93	1.02
*16	04/16/2017 - 04/22/2017	0.94	1.03
17	04/23/2017 - 04/29/2017	0.96	1.05
18	04/30/2017 - 05/06/2017	0.97	1.07
19	05/07/2017 - 05/13/2017	0.99	1.09
20	05/14/2017 - 05/20/2017	1.00	1.10
21	05/21/2017 - 05/27/2017	1.02	1.12
22	05/28/2017 - 06/03/2017	1.04	1.14
23	06/04/2017 - 06/10/2017	1.07	1.18
24	06/11/2017 - 06/17/2017	1.09	1.20
25	06/18/2017 - 06/24/2017	1.08	1.19
26	06/25/2017 - 07/01/2017	1.08	1.19
27	07/02/2017 - 07/08/2017	1.08	1.19
28	07/09/2017 - 07/15/2017	1.08	1.19
29	07/16/2017 - 07/22/2017	1.08	1.19
30	07/23/2017 - 07/29/2017	1.08	1.19
31	07/30/2017 - 08/05/2017	1.08	1.19
32	08/06/2017 - 08/12/2017	1.08	1.19
33	08/13/2017 - 08/19/2017	1.08	1.19
34	08/20/2017 - 08/26/2017	1.13	1.24
35	08/27/2017 - 09/02/2017	1.19	1.31
36	09/03/2017 - 09/09/2017	1.24	1.36
37	09/10/2017 - 09/16/2017	1.29	1.42
38	09/17/2017 - 09/23/2017	1.25	1.37
39	09/24/2017 - 09/30/2017	1.22	1.34
40	10/01/2017 - 10/07/2017	1.18	1.30
41	10/08/2017 - 10/14/2017	1.15	1.26
42	10/15/2017 - 10/21/2017	1.11	1.22
43	10/22/2017 - 10/28/2017	1.10	1.21
44	10/29/2017 - 11/04/2017	1.09	1.20
45	11/05/2017 - 11/11/2017	1.07	1.18
46	11/12/2017 - 11/18/2017	1.06	1.16
47	11/19/2017 - 11/25/2017	1.06	1.16
48	11/26/2017 - 12/02/2017	1.06	1.16
49	12/03/2017 - 12/09/2017	1.05	1.15
50	12/10/2017 - 12/16/2017	1.05	1.15
51	12/17/2017 - 12/23/2017	1.02	1.12
52	12/24/2017 - 12/30/2017	0.99	1.09
53	12/31/2017 - 12/31/2017	0.96	1.05

* PEAK SEASON

02-MAR-2018 15:35:04 830UPD 1_1200_PKSEASON.TXT

DCI 2018-10022

RECEIVED
Feb 13 2019
COMMUNITY DEVELOPMENT

TRAFFIC DATA FROM THE 2017 LEE COUNTY TRAFFIC COUNT REPORT

UPDATED 18-Apr-2018			Daily Traffic Volume (AADT)											
STREET	LOCATION	Station #	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	PCS	Area
A & W BULB RD	N OF GLADIOLUS DR	215			6400	7700		6800		6600		7100	37	
ALABAMA RD	N OF IMMOKALEE RD	201	6100	5700	5700					6800		7100	6	
ALABAMA RD	S OF HOMESTEAD RD	200	8800	9000	9100	8800	11100	9000	9300	10300	11000		6	
ALICO RD	E OF US 41	204	18100	19500	21400	21800	21700	23400	19900	21900	24100	22100	10	
ALICO RD	E OF LEE RD	207	20100	19900	22700								10	
ALICO RD	W OF I - 75	10	28300	26600	26100	25800	27200	29100	38400	41100	43600	44800		
ALICO RD	E OF I - 75	53	12300	20800	25700	26200	26000	26900	28400	25600	24300	24600		
ALICO RD	E OF BEN HILL GRIFFIN PKWAY	205	5800	3600	2600				7500		8500		53	
ALICO RD	N OF CORKSCREW RD	206	2000	1400	1500								53	
ARROYAL ST	N OF BONITA BEACH RD	496	4700	4000									42	
BABCOCK RD	E OF US 41	461	1400	1300	1200								25	
BALLARD RD	W OF ORTIZ AV	504	4100	3500	3400								20	
BARRETT RD	S OF PINE ISLAND RD	509	2600	2300									49	
BASS RD	N OF SUMMERLIN RD	216	9100	10400	10000	8200		8400		8200		11500	36	

UPDATED 18-Apr-2018			Daily Traffic Volume (AADT)											
STREET	LOCATION	Station #	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	PCS	Area
SUNRISE BLVD	E OF BELL BLVD	480	800	700	900								6	
SUNSHINE BLVD	N OF IMMOKALEE RD	413	3600	2800	3000			3900	4000		3900		22	
SUNSHINE BLVD	S OF LEE BLVD	406	5300	5700	6500			6100	7100		7500		22	
SUNSHINE BLVD	N OF LEE BLVD (CR 884)	412	9100	8600	9600			10300	8300		10100		22	
SUNSHINE BLVD	N OF W 12TH ST	479	6200	5200									22	
TERMINAL ACCESS RD	E OF TREELINE AVE	59	23800	23400	23800	24000	23300	23500	26400					
THREE OAKS PKWY	S OF CORKSCREW RD	525	17700	15700	16700	16100	18700	18800		20900	21800	25100	25	
THREE OAKS PKWY	N OF CORKSCREW RD	415		15100	13200	14700	20200	19900					25	
THREE OAKS PKWY	S OF ESTERO PKWY	72						16000	16600	16500	16800	17900		
THREE OAKS PKWY	S OF ALICO RD	414			9500	9500	12700	13700	11800	12300	13100	14100	25	
TICE ST	W OF ORTIZ AV	417	2900	2500	2600								20	
TICE ST	W OF I 75	416	2600	2200	2400				3000		3500		20	
TREELINE AVE	S OF COLONIAL BLVD	453		8800	7300								61	
TREELINE AVE	S OF PELICAN COLONY BLVD	62	5600	6900	6600	7300	8200	8900	9700	10800	11600	11800		
TREELINE AVE	N OF DANIELS PKWY	454	5600	4500	5400								61	
TREELINE AVE	S OF DANIELS PKWY	502	23500	25900	22100								61	
TREELINE AVE	N OF AIRPORT TERMINAL	61	25500	25100	24000	23600	23800	24500	25500	23800	25000	23800		
12 ST W	E OF GUNNERY RD	472	3100	3200	3400					4100			22	
23RD ST SW	E OF GUNNERY RD	469	8700	9400	10100			10200	11000		11800	12700	22	

TRAFFIC DATA FROM 2018 LEE COUNTY PUBLIC FACILITIES LEVEL OF SERVICE AND CONCURRENCY REPORT

DCI 2018-10022

evaluate future state highway system needs in the LRTP. [18] 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		2017		2022		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXIST ING	LOS	FUTURE	NOTES
ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	387	C	406	
	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	C	424	D	445	
ALEX-ANDER BELL BLVD	SR 82	MILWAUKEE BLVD	2LN	E	990	D	545	D	572	
	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	545	D	638	Shadow Lakes
ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,035	B	1,106	
	DUSTY RD	LEE RD	6LD	E	2,960	B	1,035	B	1,396	Alico Business Park
	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,035	B	1,283	Three Oaks Regional Center
	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,285	B	2,401	v/c = 0.77/0.81
	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,154	B	1,301	
	BEN HILL GRIFFIN BLVD	AIRPORT HAUL RD	2LN/ 4LD	E	1,100/ 1,840	C	366	C	770	4 Ln constr 2018
	AIRPORT HAUL RD	GREEN MEADOW DR	2LN	E	1,100	C	366	C	384	
	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	
BEN HILL GRIFFIN PKWY	ESTERO PKWY	FGCU ENTRANCE	4LD	E	2,000	B	1,169	B	1,228	
	FGCU ENTRANCE	COLLEGE CLUB DR	4LD	E	2,000	B	1,169	B	1,275	
	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,101	B	1,193	
	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,033	A	1,086	
BUCKING-HAM RD	SR 82	GUNNERY RD	2LN	E	990	D	442	D	465	
	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	D	490	D	515	
	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	509	F	1,178	v/c = 0.51/1.19 Buckingham 345 & Portico
COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	v/c = 0.77/0.81
	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	1,998	D	2,099	
	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	1,998	D	2,099	
	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,772	D	1,862	
CORK-SCREW RD	BELLA TERRA BLVD	ALICO RD	2LN	E	1,140	B	235	E	628	Corkscrew Shores
	ALICO RD	6 L's FARMS RD	2LN	E	1,140	B	246	C	552	The Place
	6 L's FARMS RD	COUNTY LINE	2LN	E	1,140	B	182	C	509	

18 Op. Cit. MPO 2040 Long Range Transportation Plan

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

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2017		2022		NOTES
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	
SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	C	314	C	330	
	23RD ST SW	LEE BLVD	2LN	E	1,010	C	314	C	330	
	LEE BLVD	W 12TH ST	2LN	E	1,010	D	633	D	666	
	W 12TH ST	W 75TH ST	2LN	E	860	D	633	D	666	
THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	1,127	B	1,236	
	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	B	715	B	1,058	
TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,385	B	1,623	v/c = 0.70/0.82 Harley Davidson
	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	760	A	799	
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	C	348	C	366	
	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	759	D	798	old count projection
	COLLEGE PKWY	McGREGOR BLVD	2LN	E	800	B	350	B	395	old count projection

0.8< v/c <0.9 = 100th hour directional volume v/c ratio between 80 and 90 percent of capacity

0.9< v/c <1.0 = 100th hour directional volume v/c ratio between 90 and 100 percent of capacity

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

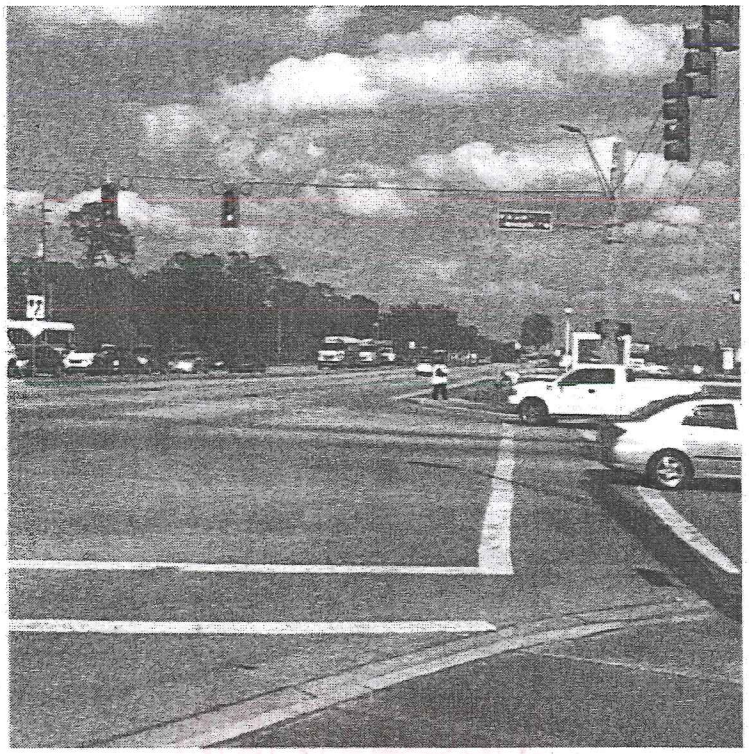

Table 19: Existing and Future Roadway LOS on County-Maintained Collectors in Unincorporated Areas

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2017		2022		
NAME	FROM	TO	TYPE	LOS	MAX	LOS	EXISTING	LOS	FUTURE	NOTES
A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	358	C	376	
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	612	C	870	
BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	408	D	610	
BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	249	C	262	
BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	148	C	169	
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	217	C	228	
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	F	889	F	935	v/c = 1.03/1.09
	METRO PKWY	PLANTATION RD	2LN	E	860	C	345	C	362	
DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	346	C	377	
DAVIS RD	McGREGOR BLVD	IONA RD	2LN	E	860	C	15	C	29	old count projection
EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	20	C	21	
FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	2LN	E	860	C	321	C	354	
GASPARILLA BLVD	FIFTH ST	COUNTY LINE	2LN	E	860	C	264	C	292	Constrained
GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	2LN	E	860	C	60	C	68	
HART RD	SR 78	TUCKER LANE	2LN	E	860	C	347	C	364	
IDLEWILD ST	METRO PKWY	RANCHETTE RD	2LN	E	860	C	196	C	206	
IONA RD	DAVIS RD	McGREGOR BLVD	2LN	E	860	C	366	C	445	
ISLAND PARK RD	PARK RD	US 41	2LN	E	860	C	89	C	261	
JOHN MORRIS RD	SUMMERLIN RD	IONA RD	2LN	E	860	C	250	C	263	
KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	255	C	268	
	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	324	C	340	
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	655	C	711	v/c = 0.76/0.83
LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	318	C	334	old count projection
MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	201	C	212	
	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	201	C	214	
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	73	C	77	
NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	141	C	161	old count projection
NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	130	C	136	

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

ROADWAY LINK				100TH HIGHEST HOUR DIRECTIONAL VOLUMES						
				STANDARD		2017		2022		
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	old count
	4 LANE END	HANCOCK B. PKWY	4LN	E	1,790	C	393	C	488	old count
	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	506	C	532	
ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	139	C	146	
PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	393	C	416	
PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	206	C	216	
PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	124	C	136	
PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	593	D	639	
	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	282	C	541	Heritage Isle
	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	262	C	276	
PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	350	C	479	Intermed Park
	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	723	D	760	v/c = 0.83/0.88 FDOT Metro Pkwy 6-laning
	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	760	C	799	
PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	73	C	541	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	74	C	86	
	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	74	C	78	
SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	421	C	443	
SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	340	C	357	
SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	269	C	283	
SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	C	565	C	594	
STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	189	C	215	
SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	D	655	D	688	v/c = 0.76/0.80
TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	163	C	171	old count
	ORTIZ AVE	STALEY RD	2LN	E	860	C	198	D	711	Elementary U.
WESTGATE BLVD	SW 23RD ST	LEE BLVD	2LN	E	860	C	618	C	674	
WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	340	C	357	
	SAUTERN DR	McGREGOR BLVD	2LD	E	910	C	340	C	357	
WILLIAMS AVE	LEE BLVD	W. 6TH ST	2LN	E	860	D	763	D	802	v/c = 0.89/0.93
WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	2LN	E	860	C	461	D	537	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	196	C	206	old count projection
W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	C	239	C	252	
	SUNSHINE BLVD	WILLIAMS AVE	2LN	E	860	C	76	C	168	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

0.8< v/c <0.9 = 100th hour directional volume v/c ratio between 80 and 90 percent of capacity

0.9< v/c <1.0 = 100th hour directional volume v/c ratio between 90 and 100 percent of capacity

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

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TRAFFIC STUDY FOR THREE OAKS MARKETPLACE MPD

(DCI2015-00033)

DCI 2015-00033

TR TRANSPORTATION CONSULTANTS, INC.

TRAFFIC IMPACT STATEMENT

FOR

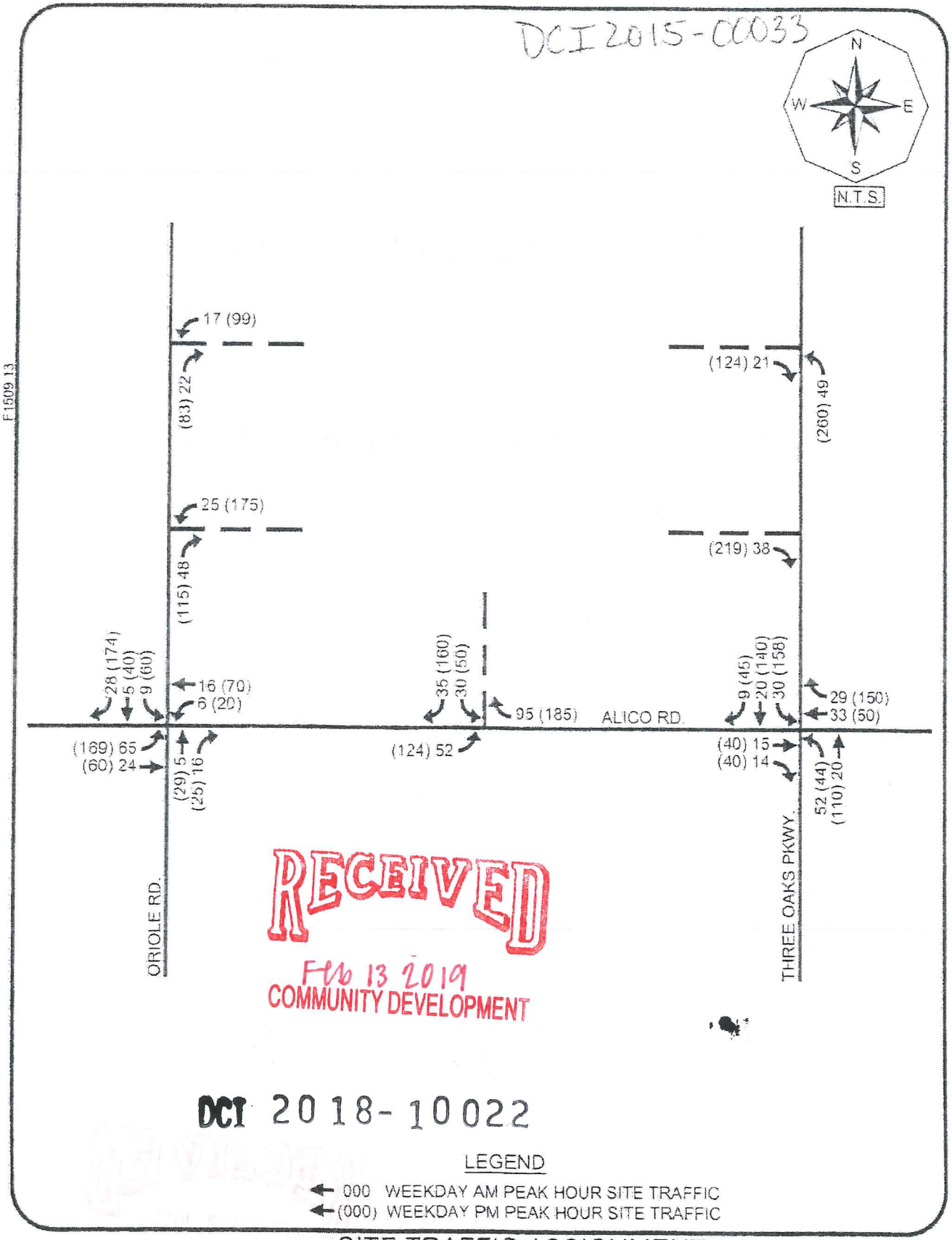
THREE OAKS MARKETPLACE MPD

(PROJECT NO. 1509.13)

PREPARED BY:
TR Transportation Consultants, Inc.
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901
239-278-3090

October 26, 2015

DCI 2015-00033



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LEGEND

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

TR TRANSPORTATION CONSULTANTS, INC.

SITE TRAFFIC ASSIGNMENT
NET NEW + PASS-BY TRIPS
THREE OAKS MARKETPLACE MPD

Figure 2

INTERSECTION TURNING
MOVEMENT TRAFFIC COUNT DATA

DCI 2018-10022

Alico Rd @ Three Oaks Pkwy 1-24-2019 (AM)

File Name: Alico Rd @ Three Oaks Pkwy 1-24-2019 (AM)
Location: Fort Myers
DCI 2018-10022

All Vehicles

Site Code:
Study Date: 01/24/2019

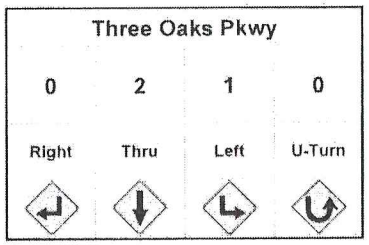
	Three Oaks Pkwy Southbound					Alico Rd Westbound					Three Oaks Pkwy Northbound					Alico Rd Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	0	1	0	0	1	1	314	38	0	353	67	0	66	0	133	19	281	0	0	300	787
07:15	0	1	0	0	1	0	317	59	0	376	100	1	84	0	185	28	279	1	0	308	870
07:30	0	0	0	0	0	1	338	72	0	411	110	0	91	0	201	24	317	1	0	342	954
07:45	0	0	1	0	1	0	324	56	0	380	141	0	95	0	236	34	347	0	0	381	998
Total	0	2	1	0	3	2	1293	225	0	1520	418	1	336	0	755	105	1224	2	0	1331	3609
08:00	0	1	0	0	1	1	299	50	0	350	93	1	65	0	159	35	280	1	0	316	826
08:15	0	0	1	0	1	0	304	77	0	381	87	0	64	0	151	39	266	1	0	306	839
08:30	0	0	0	0	0	0	261	54	0	315	91	0	68	0	159	33	324	1	0	358	832
08:45	0	0	0	0	0	1	279	58	0	338	84	0	71	0	155	28	295	1	0	324	817
Total	0	1	1	0	2	2	1143	239	0	1384	355	1	268	0	624	135	1165	4	0	1304	3314
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	2	0	5	4	2436	464	0	2904	773	2	604	0	1379	240	2389	6	0	2635	6923
Appr %	00.0	60.0	40.0	00.0		00.1	83.9	16.0	00.0		56.1	00.1	43.8	00.0		09.1	90.7	00.2	00.0		
Total %	00.0	00.0	00.0	00.0		00.1	35.2	06.7	00.0		11.2	00.0	08.7	00.0		03.5	34.5	00.1	00.0		
% Trucks	-	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0
AM Pk Hr	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15	07:15
AM Pk Vol	0	2	1	0	3	2	1278	237	0	1517	444	2	335	0	781	121	1223	3	0	1347	3648
AM PHF	NaN	0.500	0.250	NaN	0.750	0.500	0.945	0.823	NaN	0.923	0.787	0.500	0.882	NaN	0.827	0.864	0.881	0.750	NaN	0.884	0.914

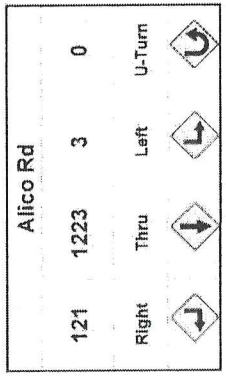
Alico Rd @ Three Oaks Pkwy 1-24-2019 (AM)

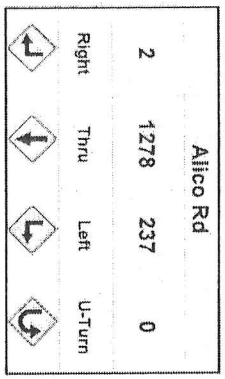
File Name: Alico Rd @ Three Oaks Pkwy 1-24-2019 (AM)
Location: Fort Myers

All Vehicles

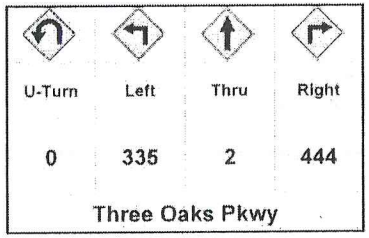
Site Code:
Study Date: 01/24/2019







AM Peak Hour Statistics
AM Peak Hour Begins: 07:15
AM Peak Hour Volume: 3648
AM Peak Hour Factor: 0.914



Alico Rd @ Three Oaks Pkwy 1-24-2019 (PM)

File Name: Alico Rd @ Three Oaks Pkwy 1-24-2019 (PM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 01/24/2019

Time	Three Oaks Pkwy Southbound					Alico Rd Westbound					Three Oaks Pkwy Northbound					Alico Rd Eastbound					
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	1	0	0	0	1	0	374	70	0	444	83	1	70	0	154	29	295	1	0	325	924
16:15	1	0	1	0	2	1	349	104	0	454	100	1	63	0	164	36	341	1	0	378	998
16:30	0	0	3	0	3	2	371	96	0	469	96	0	53	0	149	32	351	2	0	385	1006
16:45	0	0	1	0	1	1	410	112	0	523	90	0	50	0	140	35	346	2	0	383	1047
Total	2	0	5	0	7	4	1504	382	0	1890	369	2	236	0	607	132	1333	6	0	1471	3975
17:00	4	0	0	0	4	0	403	89	0	492	96	1	63	0	160	19	373	0	0	392	1048
17:15	0	0	0	0	0	0	406	135	0	541	97	0	55	0	152	35	425	1	0	461	1154
17:30	0	0	0	0	0	1	350	146	0	497	91	0	49	0	140	33	380	0	0	413	1050
17:45	2	0	0	0	2	1	344	104	0	449	77	0	50	0	127	44	327	1	0	372	950
Total	6	0	0	0	6	2	1503	474	0	1979	361	1	217	0	579	131	1505	2	0	1638	4202
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	8	0	5	0	13	6	3007	856	0	3869	730	3	453	0	1186	263	2838	8	0	3109	8177
Appr %	61.5	00.0	38.5	00.0		00.2	77.7	22.1	00.0		61.6	00.3	38.2	00.0		08.5	91.3	00.3	00.0		
Total %	00.1	00.0	00.1	00.0		00.1	36.8	10.5	00.0		08.9	00.0	05.5	00.0		03.2	34.7	00.1	00.0		
% Trucks	00.0	-	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0
PM Pk Hr	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol	4	0	1	0	5	2	1569	482	0	2053	374	1	217	0	592	122	1524	3	0	1649	4299
PM PHF	0.250	NaN	0.250	NaN	0.313	0.500	0.957	0.825	NaN	0.949	0.964	0.250	0.861	NaN	0.925	0.871	0.896	0.375	NaN	0.894	0.931

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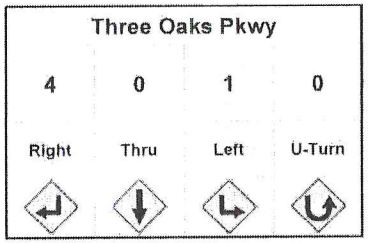
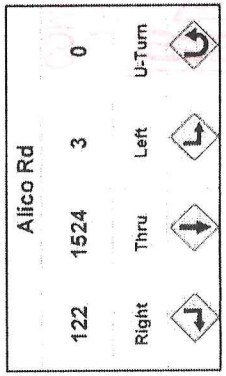
Alico Rd @ Three Oaks Pkwy 1-24-2019 (PM)

File Name: Alico Rd @ Three Oaks Pkwy 1-24-2019 (PM)
Location: Fort Myers

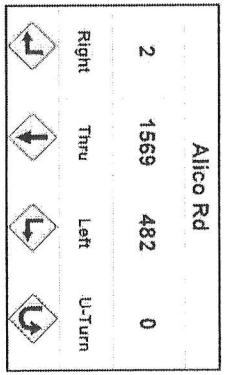
All Vehicles

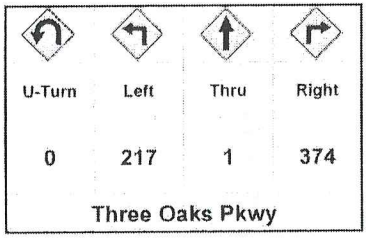
Site Code:
Study Date: 01/24/2019



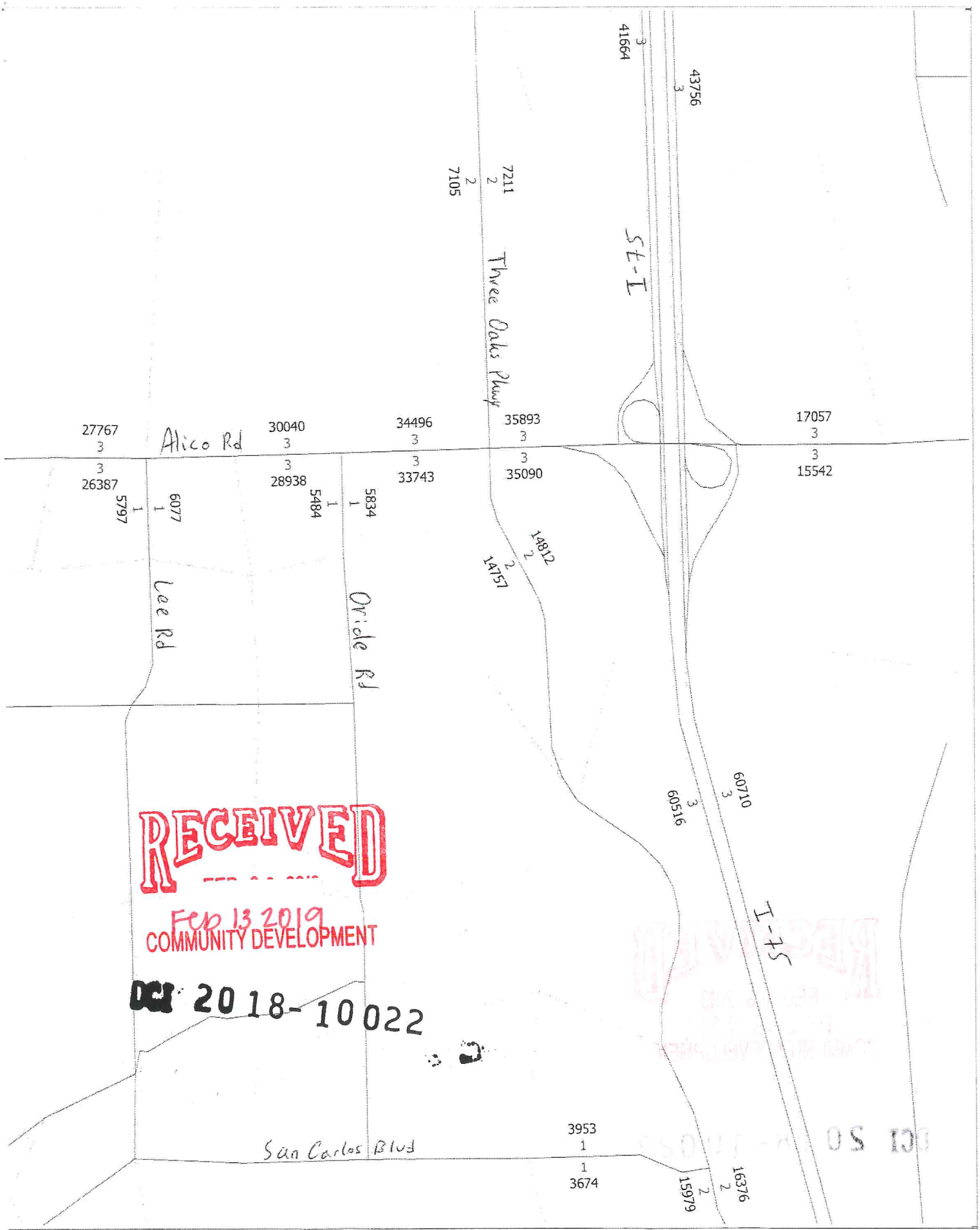


PM Peak Hour Statistics
PM Peak Hour Begins: 16:45
PM Peak Hour Volume: 4299
PM Peak Hour Factor: 0.931

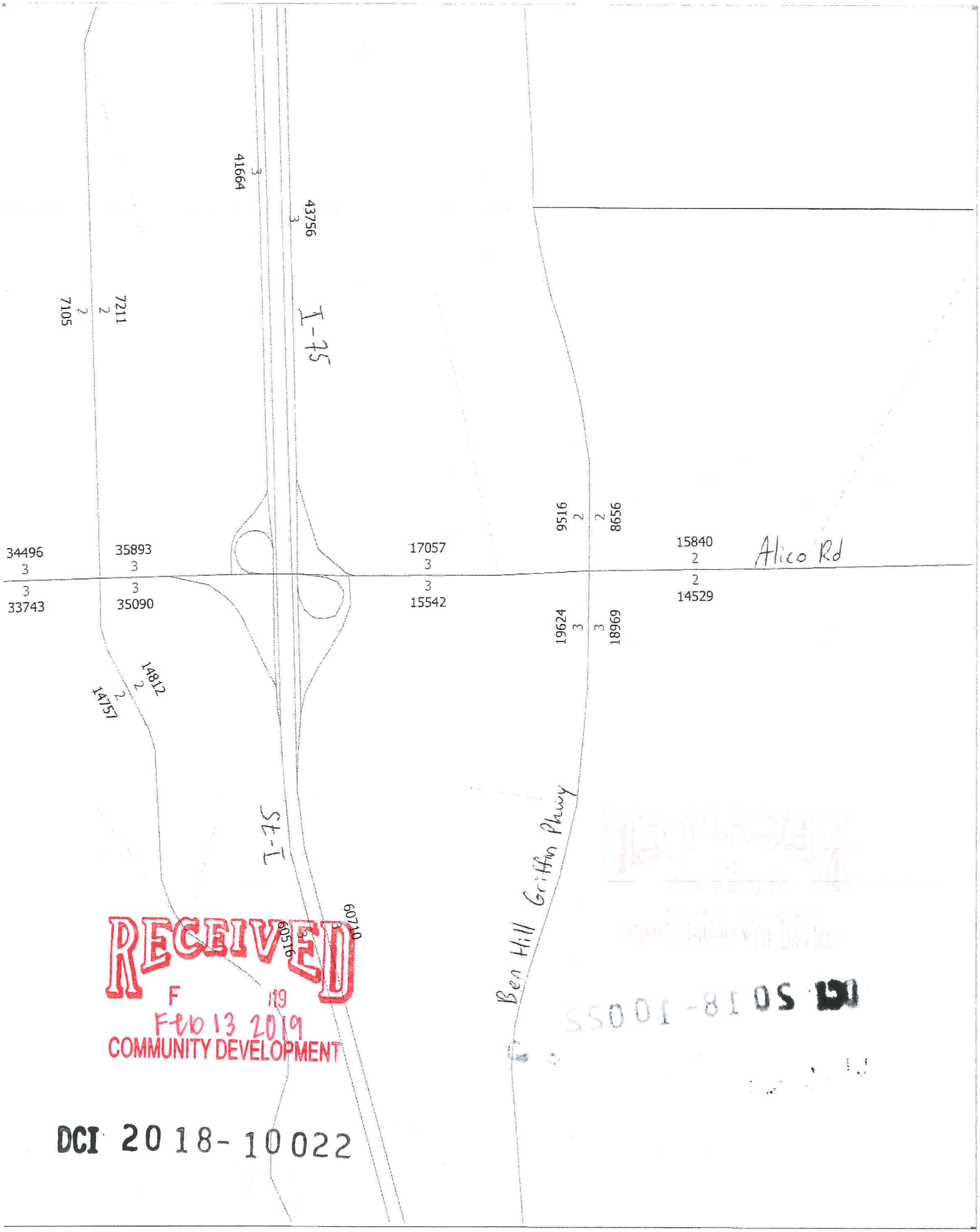




2040 E+C NETWORK VOLUMES



2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES (Pg. 1/3)



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Feb 13 2019
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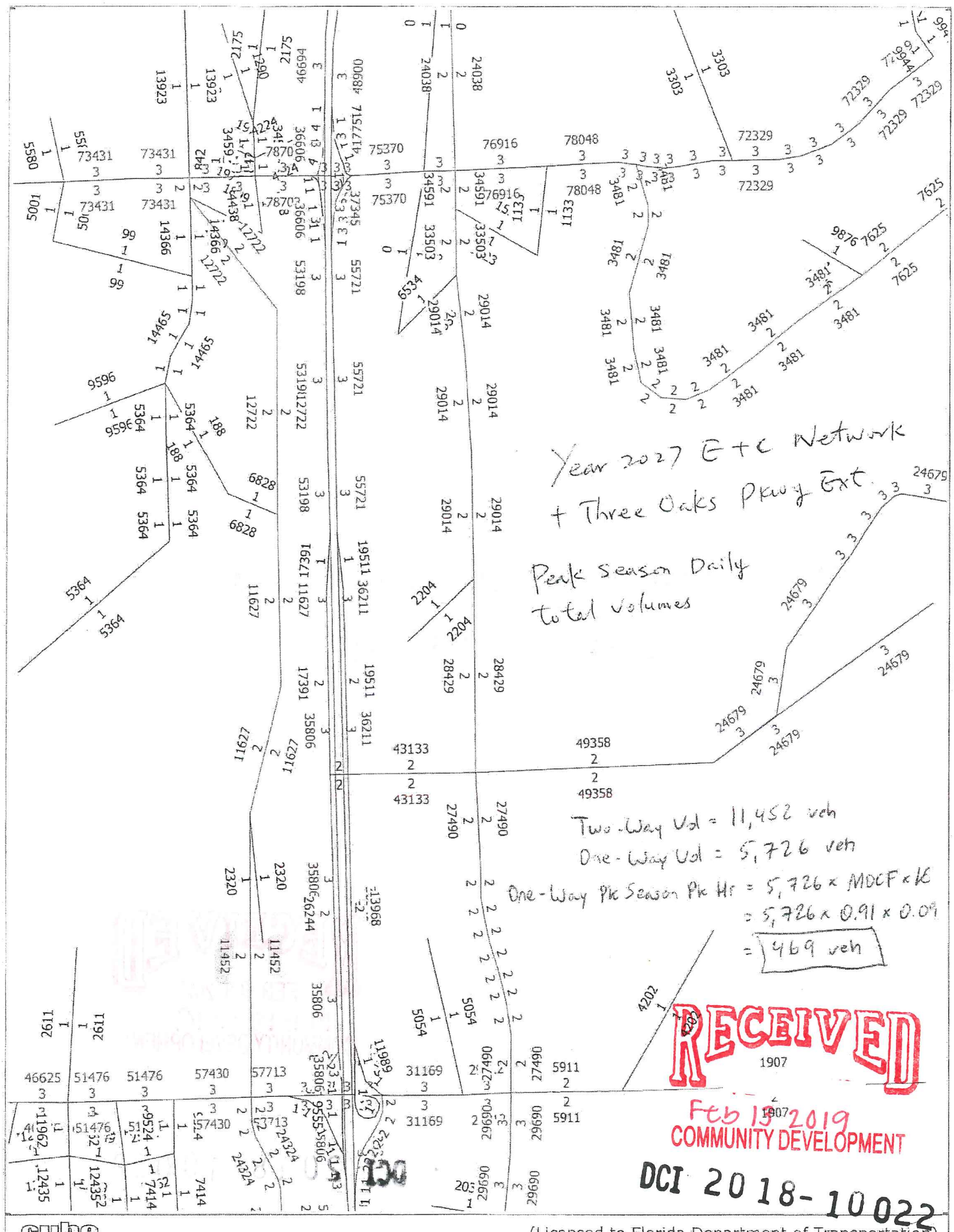
DCI 2018-10022

2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES (Pg. 2/3)

DCI 2018-10022

2040 LRTP COST FEASIBLE ROADWAY NETWORK LANES AND VOLUMES (Pg. 3/3)

YEAR 2027 E+C NETWORK + THREE OAKS PKWY EXTENSION PROVIDED BY LEE COUNTY



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DCI 2018-10022

DEVELOPMENT OF FUTURE YEAR TRAFFIC VOLUMES

Development of Future Year Background Turning Volumes (With Alico Access)

Intersection: **Alico Road at Three Oaks Parkway**
Count Date: January 24th, 2019
Build-Out Year: 2024

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	335	2	444	1	2	0	3	1,223	121	237	1,278	2
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	348	2	462	1	2	0	3	1,272	126	246	1,329	2
Growth Rate	5.80%	0.00%	5.80%	0.00%	0.00%	0.00%	0.00%	2.00%	2.00%	6.73%	6.73%	0.00%
Years to Build-out	5	0	5	0	0	0	0	5	5	5	5	5
2024 Background Turning Volumes	**461**	**2**	**612**	**1**	**2**	**0**	**3**	**1,404**	**139**	**341**	**1,841**	**2**
Turning Volumes Adjustment for 3 Oaks Ext.	-46	136	-92	241	63	162	129		-14	-51		197
2024 Total Background Turning Volumes	**415**	**138**	**520**	**242**	**65**	**162**	**132**	**1,404**	**125**	**290**	**1,841**	**199**
Project Turning Volumes	-2	56	-8	53	22	49	84	-22			-5	19
2024 Background + Project	**413**	**194**	**512**	**295**	**87**	**211**	**216**	**1,382**	**125**	**290**	**1,836**	**218**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	217	1	374	1	0	4	3	1,524	122	482	1,569	2
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	226	1	389	1	0	4	3	1,585	127	501	1,632	2
Growth Rate	5.80%	0.00%	5.80%	0.00%	0.00%	0.00%	0.00%	2.00%	2.00%	6.73%	6.73%	0.00%
Years to Build-out	5	0	5	0	0	0	0	5	5	5	5	5
2024 Background Turning Volumes	**300**	**1**	**516**	**1**	**0**	**4**	**3**	**1,750**	**140**	**694**	**2,260**	**2**
Turning Volumes Adjustment for 3 Oaks Ext.	-30	106	-77	210	118	136	142		-14	-104		215
2024 Total Background Turning Volumes	**270**	**107**	**439**	**211**	**118**	**140**	**145**	**1,750**	**126**	**590**	**2,260**	**217**
Project Turning Volumes	-9	177	-32	277	152	285	274	-93			-22	63
2024 Background + Project	**261**	**284**	**407**	**488**	**270**	**425**	**419**	**1,657**	**126**	**590**	**2,238**	**280**

Development of Future Year Background Turning Volumes (Without Alico Access)

Intersection: **Alico Road at Three Oaks Parkway**
Count Date: January 24th, 2019
Build-Out Year: 2024

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	335	2	444	1	2	0	3	1,223	121	237	1,278	2
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	348	2	462	1	2	0	3	1,272	126	246	1,329	2
Growth Rate	5.80%	0.00%	5.80%	0.00%	0.00%	0.00%	0.00%	2.00%	2.00%	6.73%	6.73%	0.00%
Years to Build-out	5	0	5	0	0	0	0	5	5	5	5	5
2024 Background Turning Volumes	**461**	**2**	**612**	**1**	**2**	**0**	**3**	**1,404**	**139**	**341**	**1,841**	**2**
Turning Volumes Adjustment for 3 Oaks Ext.	-46	136	-92	241	63	162	129		-14	-51		197
2024 Total Background Turning Volumes	**415**	**138**	**520**	**242**	**65**	**162**	**132**	**1,404**	**125**	**290**	**1,841**	**199**
Project Turning Volumes	-2	56	-8	53	22	49	84	-22			-17	63
2024 Background + Project	**413**	**194**	**512**	**295**	**87**	**211**	**216**	**1,382**	**125**	**290**	**1,824**	**262**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	217	1	374	1	0	4	3	1,524	122	482	1,569	2
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Current Peak Season Volumes	226	1	389	1	0	4	3	1,585	127	501	1,632	2
Growth Rate	5.80%	0.00%	5.80%	0.00%	0.00%	0.00%	0.00%	2.00%	2.00%	6.73%	6.73%	0.00%
Years to Build-out	5	0	5	0	0	0	0	5	5	5	5	5
2024 Background Turning Volumes	**300**	**1**	**516**	**1**	**0**	**4**	**3**	**1,750**	**140**	**694**	**2,260**	**2**
Turning Volumes Adjustment for 3 Oaks Ext.	-30	106	-77	210	118	136	142		-14	-104		215
2024 Total Background Turning Volumes	**270**	**107**	**439**	**211**	**118**	**140**	**145**	**1,750**	**126**	**590**	**2,260**	**217**
Project Turning Volumes	-9	177	-32	277	152	285	274	-93			-72	208
2024 Background + Project	**261**	**284**	**407**	**488**	**270**	**425**	**419**	**1,657**	**126**	**590**	**2,188**	**425**

SIGNAL TIMINGS

ALICO ROAD @ THREE OAKS PARKWAY

Lee County, FL

ECONOLITE
CONTROL PRODUCTS, INC.
Solutions that Move the World™

702 - Alico Rd & Three Oaks Pkwy - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	5	20	7	8	5	20	8	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	35	0	38	0	36	0	36	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	2.0	2.0	2.0	5.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	50	20	25	50	50	25	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.0	2.5	2.5	2.5	2.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Lee County, FL

ECONOLITE
CONTROL PRODUCTS, INC.
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702 - Alico Rd & Three Oaks Pkwy - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 41 - AM Peak Hour

Split Pattern	41	TS2 (Pat-Off)	13-2	Splits In	Percent
Cycle	120	Std (COS)	12	Offsets In	Percent
Offset Value	73%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 41)	12	58	12	18	25	45	18	12	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

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Coordinator Pattern # 43

Split Pattern	43	TS2 (Pat-Off)	14-1	Splits In	Percent
Cycle	120	Std (COS)	156	Offsets In	Percent
Offset Value	73%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 43)	12	58	12	18	25	45	18	12	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 61 ~ PM Peak Hour

Split Pattern	61	TS2 (Pat-Off)	0-0	Splits In	Percent
Cycle	130	Std (COS)	14	Offsets In	Percent
Offset Value	70%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 61)	11	60	11	18	26	45	18	11	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

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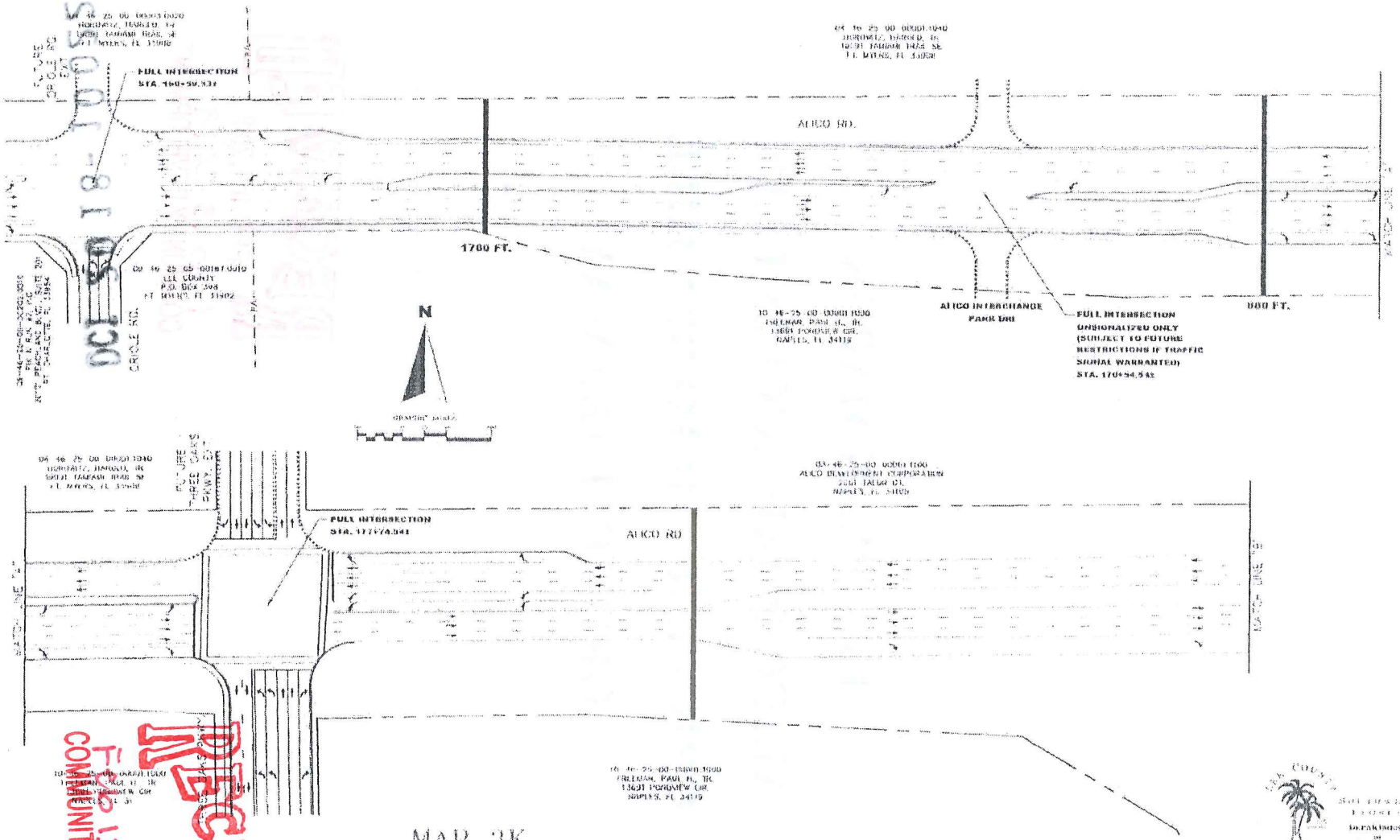
LEE PLAN MAP 3K

ALICO ROAD ACCESS PLAN

ORIOLE ROAD TO BEN HILL

GRIFFIN PARKWAY



MAP 3K

ALICO ROAD ACCESS PLAN

OLD ROAD TO BEN HILL GRIFFIN PARKWAY

DEPARTMENT OF TRANSPORTATION

Director: Scott M. Gilbertson P.E.

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HCS SUMMARY SHEETS

THREE OAKS PARKWAY

@

SOUTH SITE ACCESS

AM PEAK HOUR CONDITIONS

HCS7 Two-Way Stop-Control Report

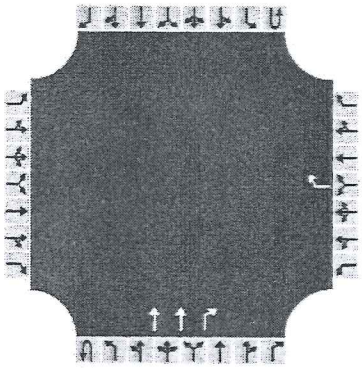
General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	AM Pk Hr (W/ Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pkwy/South Acc
Jurisdiction	Lee County
East/West Street	South Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	0	0
Configuration								R			T	R				
Volume, V (veh/h)								18			525	103				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9								
Critical Headway (sec)								6.96								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								20								
Capacity, c (veh/h)								706								
v/c Ratio								0.03								
95% Queue Length, Q_{95} (veh)								0.1								
Control Delay (s/veh)								10.2								
Level of Service, LOS								B								
Approach Delay (s/veh)								10.2								
Approach LOS								B								

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HCS7 Two-Way Stop-Control Report

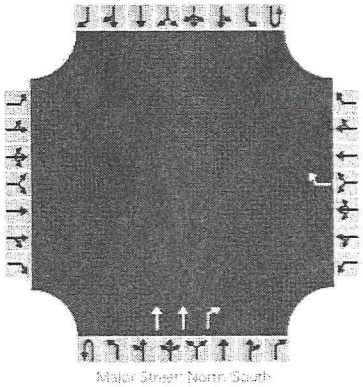
General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	AM Pk Hr (W/O Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pkwy/South Acc
Jurisdiction	Lee County
East/West Street	South Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	0	0
Configuration								R			T	R				
Volume, V (veh/h)								18			540	132				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9								
Critical Headway (sec)								6.96								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								20								
Capacity, c (veh/h)								697								
v/c Ratio								0.03								
95% Queue Length, Q_{95} (veh)								0.1								
Control Delay (s/veh)								10.3								
Level of Service, LOS								B								
Approach Delay (s/veh)						10.3										
Approach LOS						B										

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PM PEAK HOUR CONDITIONS

HCS7 Two-Way Stop-Control Report

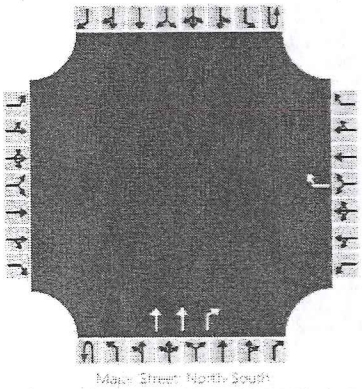
General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	PM Pk Hr (W/ Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pkwy/South Acc
Jurisdiction	Lee County
East/West Street	South Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	0	0
Configuration								R			T	R				
Volume, V (veh/h)								107			649	334				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9								
Critical Headway (sec)								6.96								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								115								
Capacity, c (veh/h)								644								
v/c Ratio								0.18								
95% Queue Length, Q_{95} (veh)								0.6								
Control Delay (s/veh)								11.8								
Level of Service, LOS								B								
Approach Delay (s/veh)						11.8										
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

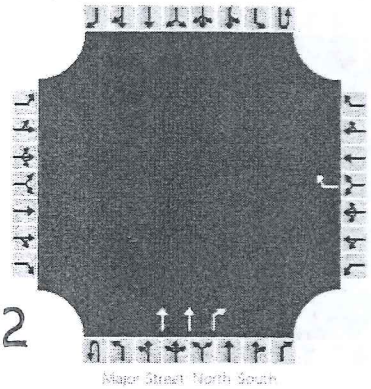
General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	PM Pk Hr (W/O Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pkwy/South Acc
Jurisdiction	Lee County
East/West Street	South Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	2	1	0	0	0	0
Configuration								R			T	R				
Volume, V (veh/h)								107			700	428				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9								
Critical Headway (sec)								6.96								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								115								
Capacity, c (veh/h)								619								
v/c Ratio								0.19								
95% Queue Length, Q_{95} (veh)								0.7								
Control Delay (s/veh)								12.1								
Level of Service, LOS								B								
Approach Delay (s/veh)						12.1										
Approach LOS						B										

THREE OAKS PARKWAY

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NORTH SITE ACCESS

AM PEAK HOUR CONDITIONS

HCS7 Two-Way Stop-Control Report

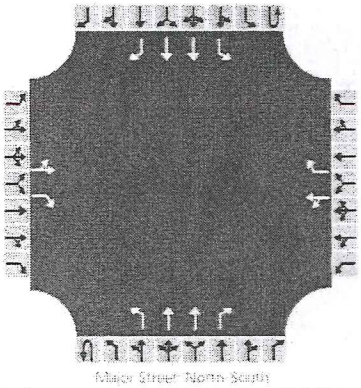
General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	AM Pk Hr (W/ Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pwky/North Acc
Jurisdiction	Lee County
East/West Street	North Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	1	0	1	2	1
Configuration		LT		R		LT		R		L	T	R		L	T	R
Volume, V (veh/h)		0	0	21		106	0	0	18	49	469	56		0	469	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96	6.46	4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33	2.53	2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		23		116		0		74				0		
Capacity, c (veh/h)		0		738		342		738		896				986		
v/c Ratio				0.03		0.34		0.00		0.08				0.00		
95% Queue Length, Q_{95} (veh)				0.1		1.5		0.0		0.3				0.0		
Control Delay (s/veh)		5.0		10.0		20.8		9.9		9.4				8.7		
Level of Service, LOS		A		B		C		A		A				A		
Approach Delay (s/veh)		10.0				20.8				1.1				0.0		
Approach LOS		B				C										

HCS7 Two-Way Stop-Control Report

General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	AM Pk Hr (W/O Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pwky/North Acc
Jurisdiction	Lee County
East/West Street	North Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

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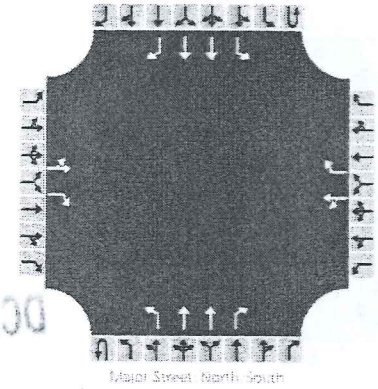
DCI 2018-10022

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	1	0	1	2	1
Configuration		LT		R		LT		R		L	T	R		L	T	R
Volume, V (veh/h)		0	0	21		106	0	0	18	49	469	71		0	469	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96	6.46	4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33	2.53	2.23				2.23		

Delay, Queue Length, and Level of Service

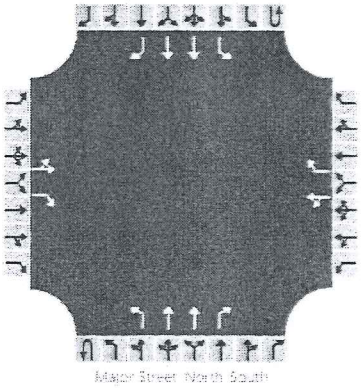
Flow Rate, v (veh/h)		0		23		116		0		74				0		
Capacity, c (veh/h)		0		738		342		738		896				972		
v/c Ratio				0.03		0.34		0.00		0.08				0.00		
95% Queue Length, Q_{95} (veh)				0.1		1.5		0.0		0.3				0.0		
Control Delay (s/veh)		5.0		10.0		20.8		9.9		9.4				8.7		
Level of Service, LOS		A		B		C		A		A				A		
Approach Delay (s/veh)		10.0				20.8				1.0				0.0		
Approach LOS		B				C										

PM PEAK HOUR CONDITIONS

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	YB	Intersection	Three Oaks Pwky/North Acc
Agency/Co.	TR Transportation Cons.	Jurisdiction	Lee County
Date Performed	1/28/2019	East/West Street	North Access
Analysis Year	2024	North/South Street	Three Oaks Pkwy
Time Analyzed	PM Pk Hr (W/ Alico Ac.)	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	F1809.01		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	1	0	1	2	1
Configuration		LT		R		LT		R		L	T	R		L	T	R
Volume, V (veh/h)		0	0	124		607	0	0	107	260	469	180		0	469	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96	6.46	4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33	2.53	2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		133		653		0		395				0		
Capacity, c (veh/h)		0		745		82		745		838				888		
v/c Ratio				0.18		7.94		0.0		0.47				0.00		
95% Queue Length, Q_{95} (veh)				0.6		74.6		0.0		2.6				0.0		
Control Delay (s/veh)		5.0		10.9		3220.7		9.8		13.1				9.1		
Level of Service, LOS		A		B		F		A		B				A		
Approach Delay (s/veh)		10.9				3220.7				4.7				0.0		
Approach LOS		B				F										

HCS7 Two-Way Stop-Control Report

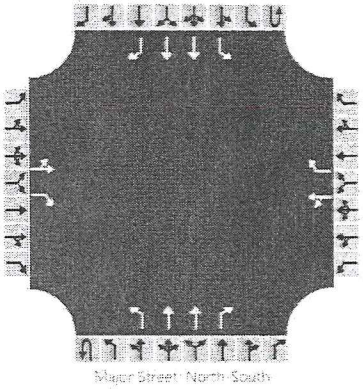
General Information

Analyst	YB
Agency/Co.	TR Transportation Cons.
Date Performed	1/28/2019
Analysis Year	2024
Time Analyzed	PM Pk Hr (W/O Alico Ac.)
Intersection Orientation	North-South
Project Description	F1809.01

Site Information

Intersection	Three Oaks Pwky/North Acc
Jurisdiction	Lee County
East/West Street	North Access
North/South Street	Three Oaks Pkwy
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	1	2	1	0	1	2	1
Configuration		LT		R		LT		R		L	T	R		L	T	R
Volume, V (veh/h)		0	0	124		607	0	0	107	260	469	231		0	469	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9	6.4	4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96	6.46	4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3	2.5	2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33	2.53	2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		133		653		0		395				0		
Capacity, c (veh/h)		0		745		82		745		838				847		
v/c Ratio				0.18		7.94		0.00		0.47				0.00		
95% Queue Length, Q_{95} (veh)				0.6		74.6		0.0		2.6				0.0		
Control Delay (s/veh)		5.0		10.9		3220.7		9.8		13.1				9.3		
Level of Service, LOS		A		B		F		A		B				A		
Approach Delay (s/veh)		10.9				3220.7				4.5				0.0		
Approach LOS		B				F										

DCI 2018-10022

RECEIVED
Feb 13 2019
COMMUNITY DEVELOPMENT

SYNCHRO SUMMARY SHEETS

ALICO ROAD

@

THREE OAKS PARKWAY

DCI 2018-10022

AM PEAK HOUR CONDITIONS

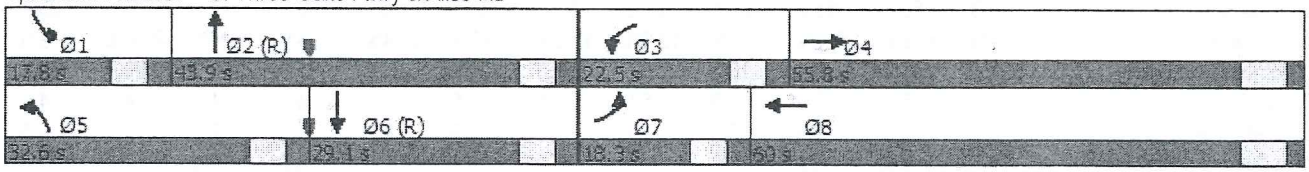
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	1404	125	290	1841	199	415	138	520	242	65	162
Future Volume (vph)	132	1404	125	290	1841	199	415	138	520	242	65	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	385		385	650		490	570		240	478		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			216			183			183
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1327			1351			1319			1127	
Travel Time (s)		20.1			20.5			20.0			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	1526	136	315	2001	216	451	150	565	263	71	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1526	136	315	2001	216	451	150	565	263	71	176
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	25.0	25.0	11.5	25.0	25.0	11.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	18.3	55.8	55.8	22.5	60.0	60.0	32.6	43.9	43.9	17.8	29.1	29.1
Total Split (%)	13.1%	39.9%	39.9%	16.1%	42.9%	42.9%	23.3%	31.4%	31.4%	12.7%	20.8%	20.8%
Maximum Green (s)	11.8	48.8	48.8	16.0	53.0	53.0	26.1	37.4	37.4	11.3	22.6	22.6
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.8	49.2	49.2	15.6	53.0	53.0	22.9	37.4	37.4	11.3	25.8	25.8
Actuated g/C Ratio	0.08	0.35	0.35	0.11	0.38	0.38	0.16	0.27	0.27	0.08	0.18	0.18
v/c Ratio	0.96	0.85	0.20	0.83	1.04	0.29	0.80	0.16	1.01	0.95	0.11	0.40
Control Delay	126.7	47.9	2.2	79.1	73.9	4.6	67.7	39.8	75.9	105.9	49.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.7	47.9	2.2	79.1	73.9	4.6	67.7	39.8	75.9	105.9	49.5	9.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	A	E	E	A	E	D	E	F	D	A
Approach Delay		50.7			68.6			68.1			64.6	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	132	472	0	146	~718	0	205	55	~399	125	28	0
Queue Length 95th (ft)	#273	537	19	#214	#812	53	261	85	#645	#213	53	61
Internal Link Dist (ft)		1247			1271			1239			1047	
Turn Bay Length (ft)	385		385	650		490	570		240	478		
Base Capacity (vph)	149	1788	672	392	1925	733	640	945	557	277	651	441
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.85	0.20	0.80	1.04	0.29	0.70	0.16	1.01	0.95	0.11	0.40

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 62.8 Intersection LOS: E
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Three Oaks Pkwy & Alico Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1382	125	290	1836	218	413	194	512	295	87	211
Future Volume (vph)	216	1382	125	290	1836	218	413	194	512	295	87	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	385		385	650		490	570		240	478		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193			237			229			224
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1327			1351			1319			1127	
Travel Time (s)		20.1			20.5			20.0			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	1502	136	315	1996	237	449	211	557	321	95	229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1502	136	315	1996	237	449	211	557	321	95	229
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	25.0	25.0	11.5	25.0	25.0	11.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	23.0	55.2	55.2	21.8	54.0	54.0	26.6	34.6	34.6	18.4	26.4	26.4
Total Split (%)	17.7%	42.5%	42.5%	16.8%	41.5%	41.5%	20.5%	26.6%	26.6%	14.2%	20.3%	20.3%
Maximum Green (s)	16.5	48.2	48.2	15.3	47.0	47.0	20.1	28.1	28.1	11.9	19.9	19.9
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	16.5	48.7	48.7	14.8	47.0	47.0	19.6	28.1	28.1	11.9	20.4	20.4
Actuated g/C Ratio	0.13	0.37	0.37	0.11	0.36	0.36	0.15	0.22	0.22	0.09	0.16	0.16
v/c Ratio	1.05	0.79	0.19	0.80	1.09	0.33	0.87	0.28	1.07	1.02	0.17	0.52
Control Delay	127.6	39.9	1.4	72.2	88.1	4.7	72.0	43.6	87.8	114.1	48.7	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.6	39.9	1.4	72.2	88.1	4.7	72.0	43.6	87.8	114.1	48.7	11.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	A	E	F	A	E	D	F	F	D	B
Approach Delay		48.1			78.3			74.3			68.0	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	~215	410	0	135	~690	0	192	78	~357	~147	37	4
Queue Length 95th (ft)	#383	472	11	#198	#786	55	#274	116	#585	#244	64	79
Internal Link Dist (ft)		1247			1271			1239			1047	
Turn Bay Length (ft)	385		385	650		490	570		240	478		
Base Capacity (vph)	224	1903	713	404	1838	723	530	764	521	314	556	438
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.79	0.19	0.78	1.09	0.33	0.85	0.28	1.07	1.02	0.17	0.52

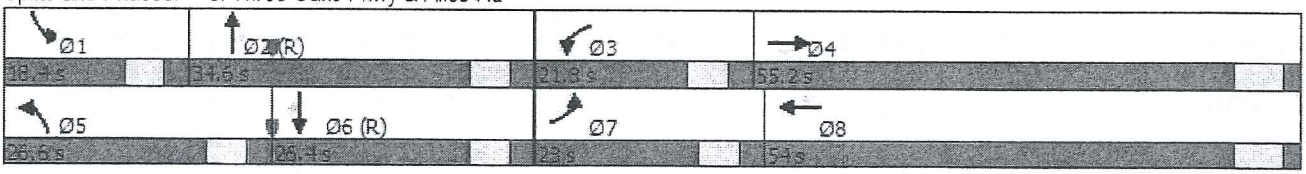
Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 67.5 Intersection LOS: E
Intersection Capacity Utilization 85.5% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Three Oaks Pkwy & Alico Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1382	125	290	1824	262	413	194	512	295	87	211
Future Volume (vph)	216	1382	125	290	1824	262	413	194	512	295	87	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	385		385	650		490	570		240	478		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			167			285			248			229
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1327			1351			1319			1127	
Travel Time (s)		20.1			20.5			20.0			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	1502	136	315	1983	285	449	211	557	321	95	229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	1502	136	315	1983	285	449	211	557	321	95	229
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	25.0	25.0	11.5	25.0	25.0	11.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	26.5	62.2	62.2	27.3	63.0	63.0	29.9	39.7	39.7	20.8	30.6	30.6
Total Split (%)	17.7%	41.5%	41.5%	18.2%	42.0%	42.0%	19.9%	26.5%	26.5%	13.9%	20.4%	20.4%
Maximum Green (s)	20.0	55.2	55.2	20.8	56.0	56.0	23.4	33.2	33.2	14.3	24.1	24.1
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	20.0	57.6	57.6	18.4	56.0	56.0	22.5	33.2	33.2	14.3	25.0	25.0
Actuated g/C Ratio	0.13	0.38	0.38	0.12	0.37	0.37	0.15	0.22	0.22	0.10	0.17	0.17
v/c Ratio	1.00	0.77	0.19	0.75	1.04	0.37	0.87	0.27	1.03	0.98	0.16	0.50
Control Delay	121.2	44.0	2.5	75.1	78.7	4.7	80.2	49.5	76.5	111.9	54.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.2	44.0	2.5	75.1	78.7	4.7	80.2	49.5	76.5	111.9	54.9	10.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D	A	E	E	A	F	D	E	F	D	B
Approach Delay		50.6			70.1			73.2			67.5	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	234	471	0	155	~768	0	223	91	~378	164	42	0
Queue Length 95th (ft)	#416	543	25	206	#861	61	#303	130	#614	#267	72	79
Internal Link Dist (ft)		1247			1271			1239			1047	
Turn Bay Length (ft)	385		385	650		490	570		240	478		
Base Capacity (vph)	236	1954	711	476	1898	769	535	783	543	327	589	454
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.77	0.19	0.66	1.04	0.37	0.84	0.27	1.03	0.98	0.16	0.50

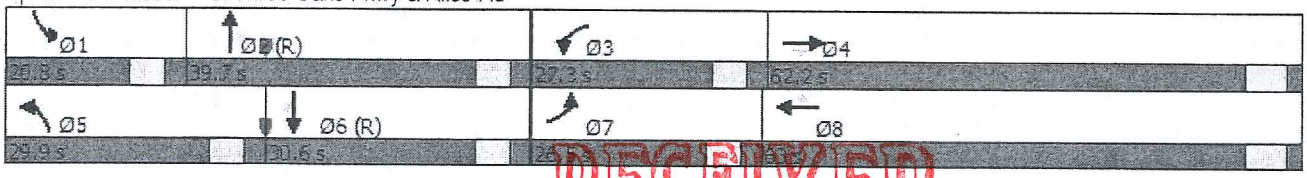
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 64.7 Intersection LOS: E
Intersection Capacity Utilization 85.2% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Three Oaks Pkwy & Alico Rd



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PM PEAK HOUR CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1750	126	590	2260	217	270	107	439	211	118	140
Future Volume (vph)	145	1750	126	590	2260	217	270	107	439	211	118	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	385		385	650		490	570		240	478		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			236			267			183
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1327			1351			1319			1127	
Travel Time (s)		20.1			20.5			20.0			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	1902	137	641	2457	236	293	116	477	229	128	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1902	137	641	2457	236	293	116	477	229	128	152
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	25.0	25.0	11.5	25.0	25.0	11.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	19.4	59.4	59.4	33.0	73.0	73.0	21.4	31.2	31.2	16.4	26.2	26.2
Total Split (%)	13.9%	42.4%	42.4%	23.6%	52.1%	52.1%	15.3%	22.3%	22.3%	11.7%	18.7%	18.7%
Maximum Green (s)	12.9	52.4	52.4	26.5	66.0	66.0	14.9	24.7	24.7	9.9	19.7	19.7
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	12.9	52.4	52.4	26.5	66.0	66.0	14.5	24.7	24.7	9.9	20.1	20.1
Actuated g/C Ratio	0.09	0.37	0.37	0.19	0.47	0.47	0.10	0.18	0.18	0.07	0.14	0.14
v/c Ratio	0.97	1.00	0.19	0.99	1.03	0.27	0.82	0.19	0.96	0.95	0.25	0.40
Control Delay	125.3	64.1	2.0	88.6	61.6	3.3	80.4	50.0	55.7	109.5	55.0	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.3	64.1	2.0	88.6	61.6	3.3	80.4	50.0	55.7	109.5	55.0	6.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	A	F	E	A	F	D	E	F	D	A
Approach Delay		64.6			62.6			63.1			65.1	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	146	631	0	303	~871	0	136	47	212	108	55	0
Queue Length 95th (ft)	#294	#752	19	#430	#958	46	#204	77	#438	#193	88	38
Internal Link Dist (ft)		1247			1271			1239			1047	
Turn Bay Length (ft)	385		385	650		490	570		240	478		
Base Capacity (vph)	163	1903	704	649	2397	871	365	624	499	242	506	384
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	1.00	0.19	0.99	1.03	0.27	0.80	0.19	0.96	0.95	0.25	0.40

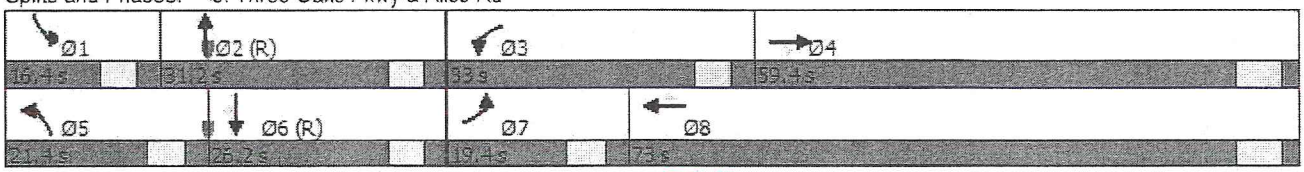
Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 63.5 Intersection LOS: E
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Three Oaks Pkwy & Alico Rd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	1657	126	590	2238	280	261	284	407	488	270	425
Future Volume (vph)	419	1657	126	590	2238	280	261	284	407	488	270	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	385		385	650		490	570		240	478		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			265			327			328
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1327			1351			1319			1127	
Travel Time (s)		20.1			20.5			20.0			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	455	1801	137	641	2433	304	284	309	442	530	293	462
Shared Lane Traffic (%)												
Lane Group Flow (vph)	455	1801	137	641	2433	304	284	309	442	530	293	462
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	25.0	25.0	11.5	25.0	25.0	11.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	36.0	62.5	62.5	35.5	62.0	62.0	19.4	27.0	27.0	25.0	32.6	32.6
Total Split (%)	24.0%	41.7%	41.7%	23.7%	41.3%	41.3%	12.9%	18.0%	18.0%	16.7%	21.7%	21.7%
Maximum Green (s)	29.5	55.5	55.5	29.0	55.0	55.0	12.9	20.5	20.5	18.5	26.1	26.1
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	29.5	55.5	55.5	29.0	55.0	55.0	12.9	20.5	20.5	18.5	26.1	26.1
Actuated g/C Ratio	0.20	0.37	0.37	0.19	0.37	0.37	0.09	0.14	0.14	0.12	0.17	0.17
v/c Ratio	1.31	0.96	0.21	0.97	1.31	0.41	0.96	0.64	0.89	1.25	0.48	0.85
Control Delay	203.6	58.9	6.4	87.1	180.0	7.5	110.9	68.0	37.2	183.4	58.7	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	203.6	58.9	6.4	87.1	180.0	7.5	110.9	68.0	37.2	183.4	58.7	32.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	A	F	F	A	F	E	D	F	E	C
Approach Delay		83.4			146.9			66.6			100.6	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~570	627	4	324	~1115	25	145	152	118	~332	137	136
Queue Length 95th (ft)	#791	#734	50	#448	#1200	98	#240	206	#317	#452	187	#325
Internal Link Dist (ft)		1247			1271			1239			1047	
Turn Bay Length (ft)	385		385	650		490	570		240	478		
Base Capacity (vph)	348	1881	667	663	1864	748	295	483	498	423	615	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	0.96	0.21	0.97	1.31	0.41	0.96	0.64	0.89	1.25	0.48	0.85

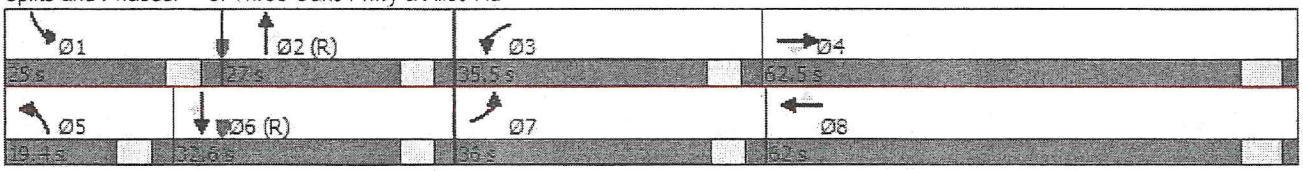
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 110.5 Intersection LOS: F
Intersection Capacity Utilization 110.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Three Oaks Pkwy & Alico Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	1657	126	590	2188	425	261	284	407	488	270	425
Future Volume (vph)	419	1657	126	590	2188	425	261	284	407	488	270	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	385		385	650		490	570		240	478		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			265			327			328
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1327			1351			1319			1127	
Travel Time (s)		20.1			20.5			20.0			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	455	1801	137	641	2378	462	284	309	442	530	293	462
Shared Lane Traffic (%)												
Lane Group Flow (vph)	455	1801	137	641	2378	462	284	309	442	530	293	462
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	25.0	25.0	11.5	25.0	25.0	11.5	24.5	24.5	11.5	24.5	24.5
Total Split (s)	36.0	62.5	62.5	35.5	62.0	62.0	19.4	27.0	27.0	25.0	32.6	32.6
Total Split (%)	24.0%	41.7%	41.7%	23.7%	41.3%	41.3%	12.9%	18.0%	18.0%	16.7%	21.7%	21.7%
Maximum Green (s)	29.5	55.5	55.5	29.0	55.0	55.0	12.9	20.5	20.5	18.5	26.1	26.1
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	6.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	29.5	55.5	55.5	29.0	55.0	55.0	12.9	20.5	20.5	18.5	26.1	26.1
Actuated g/C Ratio	0.20	0.37	0.37	0.19	0.37	0.37	0.09	0.14	0.14	0.12	0.17	0.17
v/c Ratio	1.31	0.96	0.21	0.97	1.28	0.62	0.96	0.64	0.89	1.25	0.48	0.85
Control Delay	203.6	58.9	6.4	87.1	167.7	19.6	110.9	68.0	37.2	183.4	58.7	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	203.6	58.9	6.4	87.1	167.7	19.6	110.9	68.0	37.2	183.4	58.7	32.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	A	F	F	B	F	E	D	F	E	C
Approach Delay		83.4			133.2			66.6			100.6	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~570	627	4	324	~1074	156	145	152	118	~332	137	136
Queue Length 95th (ft)	#791	#734	50	#448	#1160	280	#240	206	#317	#452	187	#325
Internal Link Dist (ft)		1247			1271			1239			1047	
Turn Bay Length (ft)	385		385	650		490	570		240	478		
Base Capacity (vph)	348	1881	667	663	1864	748	295	483	498	423	615	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	0.96	0.21	0.97	1.28	0.62	0.96	0.64	0.89	1.25	0.48	0.85

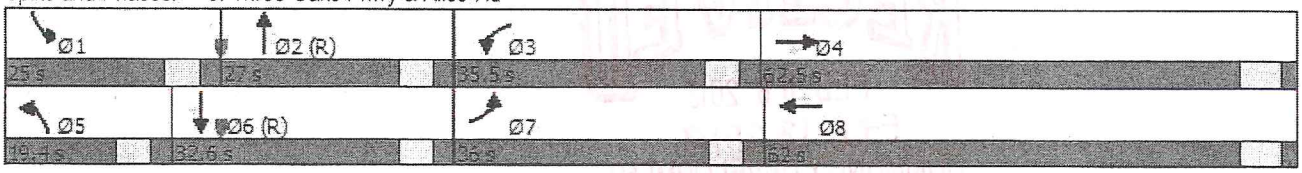
Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 105.1 Intersection LOS: F
Intersection Capacity Utilization 109.3% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Three Oaks Pkwy & Alico Rd



TRIP GENERATION EQUATIONS

Shopping Center
(820)

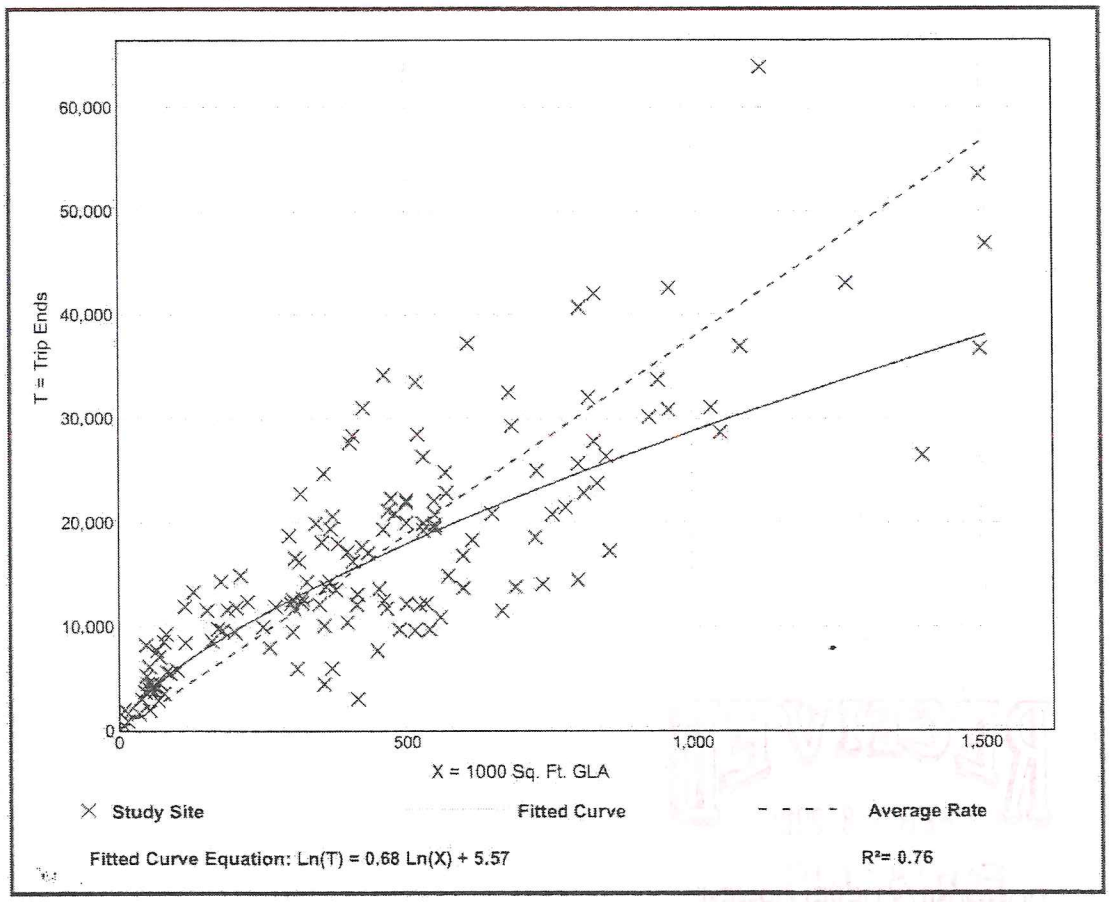
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



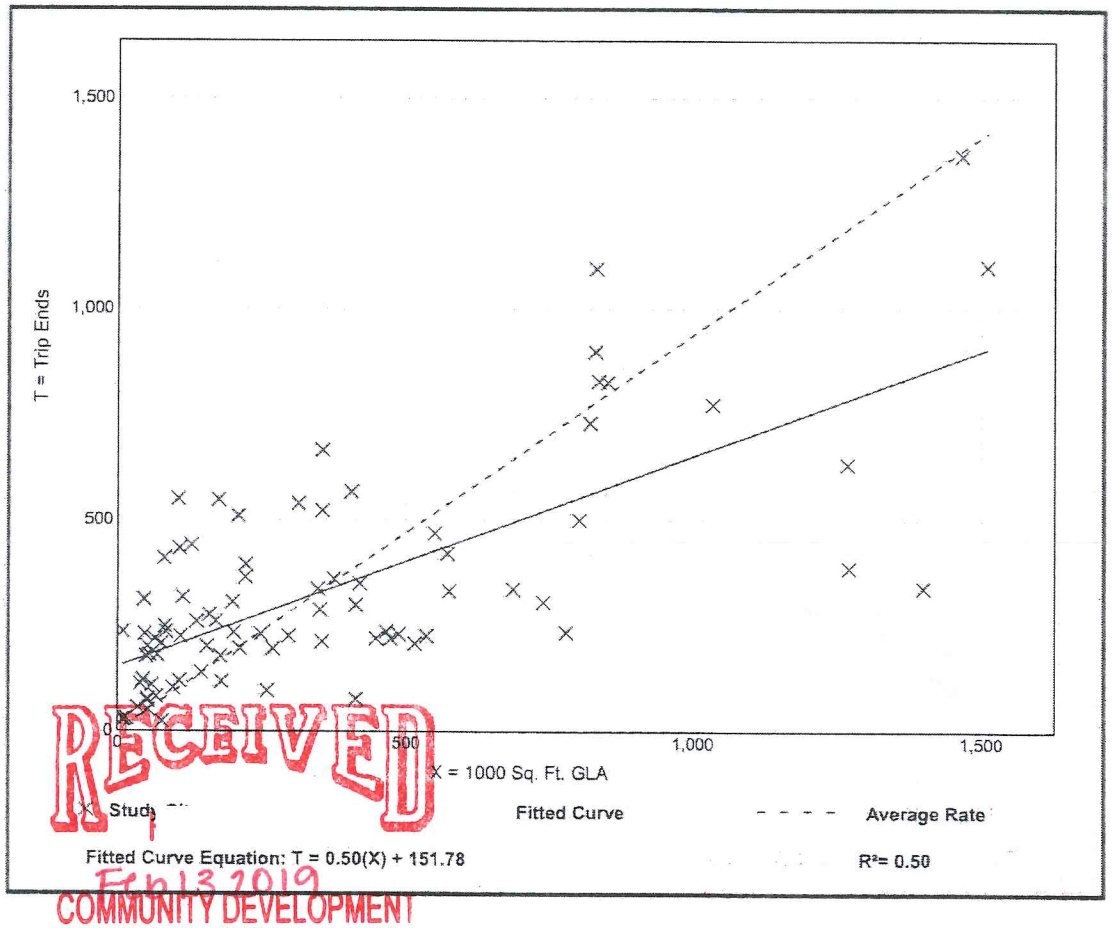
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
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:	84
1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



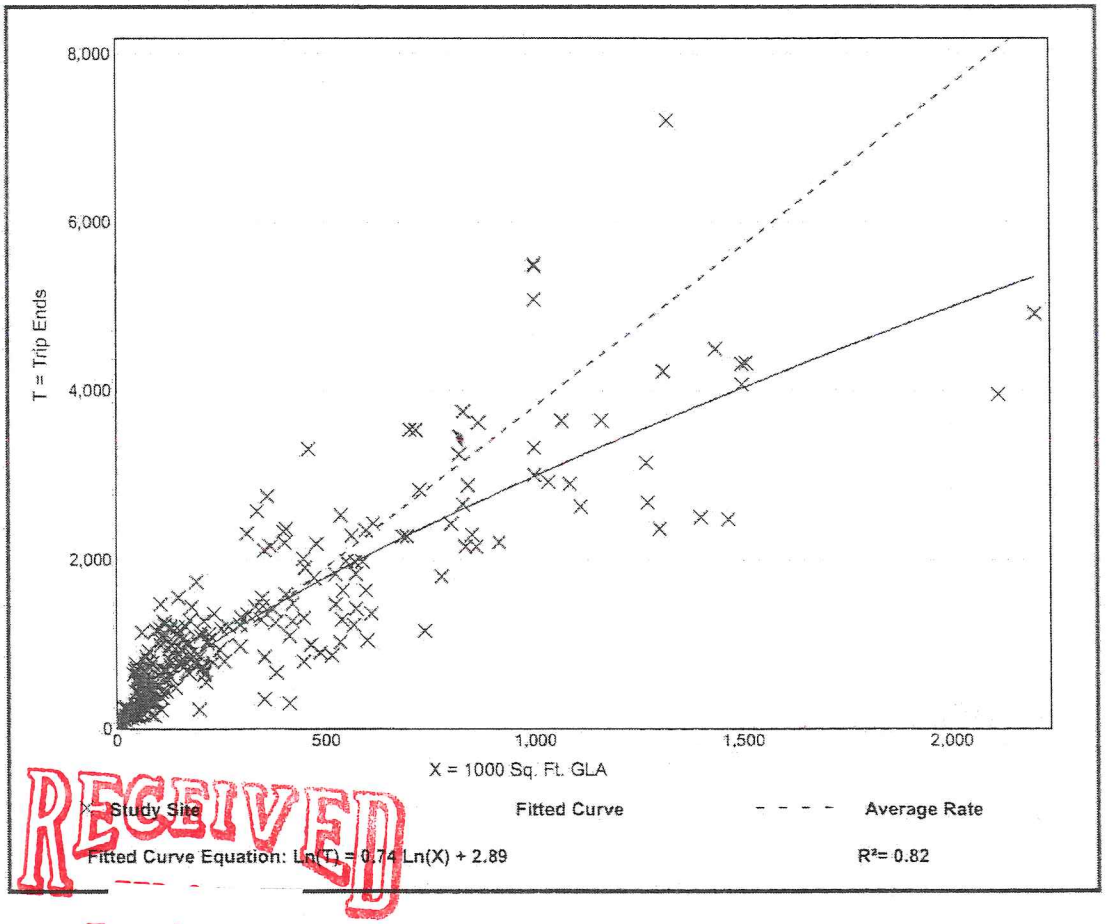
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
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:	261
1000 Sq. Ft. GLA:	327
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



STOP **This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.**

February 5, 2019

Florida Master Site File

Sharon Umpenhour
Senior Planning Technician
Q. Grady Minor and Associates, P.A.
3800 Via Del Rey
Bonita Springs, FL 34134
Phone - 239.947.1144
Fax - 239.947.0375
Email - sumpenhour@gradyminor.com
Web - http://www.gradyminor.com

In response to your inquiry on February 5th, 2019; the Florida Master Site File lists no previously recorded cultural resources within the following parcels of Lee County:

Parcel ID:
03462500000011100
03462500000011090

When interpreting the results of this search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Federal, state and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

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Sincerely,

Kelly L. Ledford

Kelly Ledford, M.S.
Archaeological Data Analyst
Florida Master Site File
Kelly.Ledford @dos.myflorida.com

DCI 2018-10022

Florida Master Site File

Created: 2/5/2019

Manuscript Roster

Total=3

MS#	Title	Publication Information	Year
5939	A Cultural Resources Assessment Survey of Interstate 75 at Alico Road Interchange Modification Report and Project Development and Environment Study, Lee County, Florida	ARCHAEOLOGICAL CONSULTANTS, INC., SARASOTA. Submitted TO FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT 1, BARTOW	2000
12175	Cultural Resources Assessment Proposed Pond Sites Technical Memorandum, SR 93 (I-75) from South of Corkscrew Road to South of Daniels Parkway in Lee County, Florida	Archaeological Consultants, Inc, Sarasota. Submitted to Volkert and Associates, Inc	2005
15053	A Cultural Resource Reconnaisance Survey Three Oaks Parkway & Oriole Road Extension Lee County, Florida	Archaeological Consultants, Inc., Sarasota. Performed for North Alico Property Owners Association, Inc., Fort Myers	2008

T 46S, R25E, Section 03
Lee County

Legend

Project Area

0 0.0275 0.055 0.11 0.165 0.22 Miles

N

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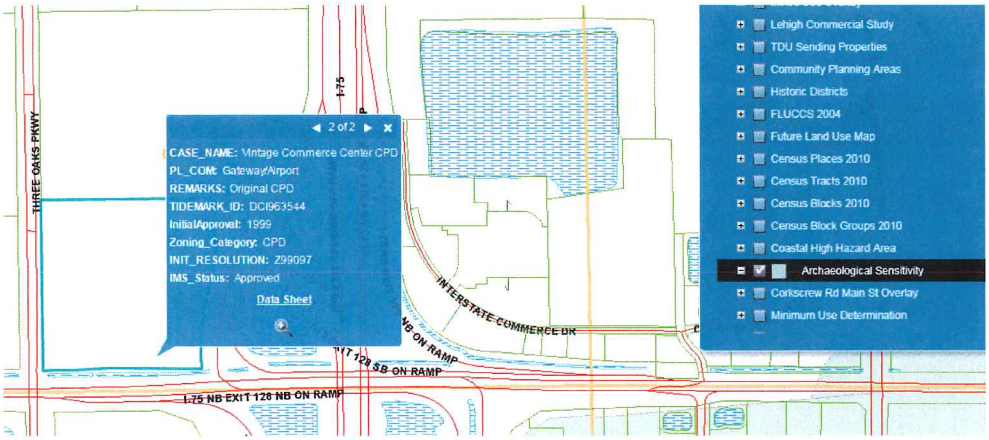
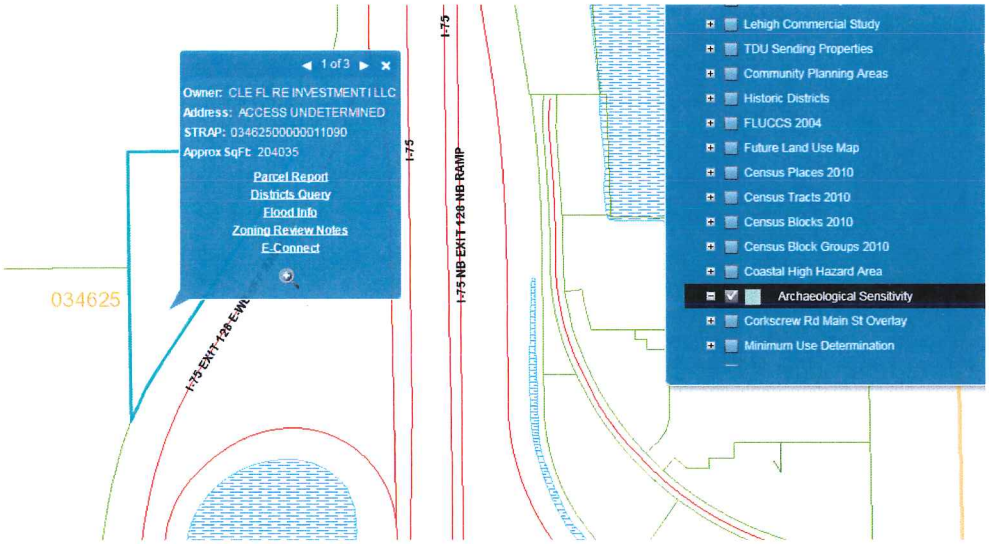
Vintage Commerce Center CPD

Archaeological Sensitivity

The subject property is not located within Sensitivity Level 1 or 2.





Spatial District Query Report

STRAP Number: 03-46-25-00-00001.1100

District Name	District Value	Pct of Parcel in District (if fractional)
Archaeological Sensitivity		NOT FOUND

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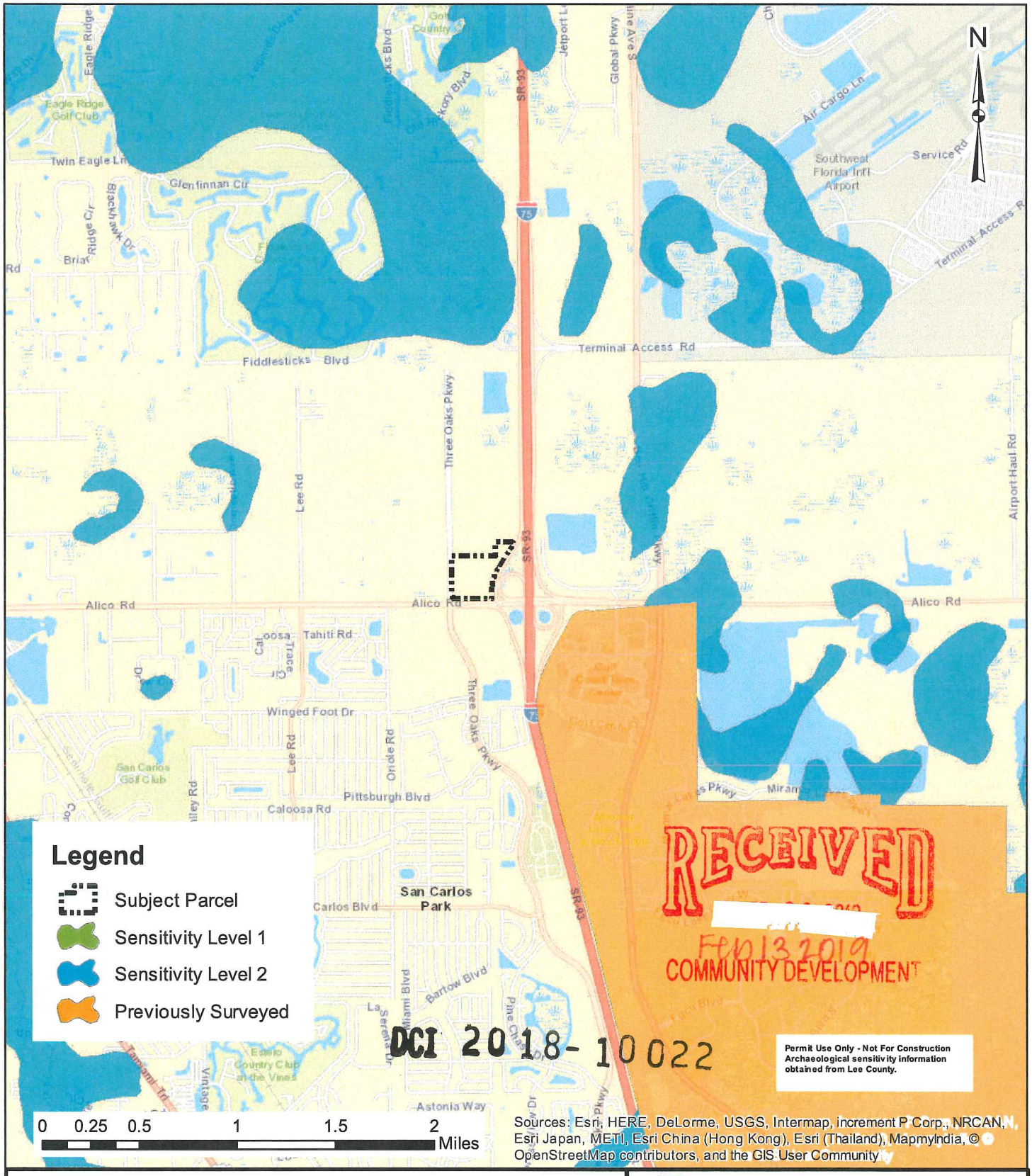
DCI 2018-10022

GradyMinor
Civil Engineers • Land Surveyors • Planners • Landscape Architects
Q. Grady Minor & Associates, P.A.
3800 Via Del Rey, Bonita Springs, FL 34134 • 239-947-1144 • engineering@gradyminor.com • www.gradyminor.com

Section: 3
Township: 46
Range: 25

Vintage Commerce Center CPD
PD Amendment



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Feb 13 2019
COMMUNITY DEVELOPMENT

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Permit Use Only - Not For Construction
Archaeological sensitivity information obtained from Lee County.

Exhibit M13 - Lee County Archaeological Sensitivity Map

DexBender Environmental Consulting
Fort Myers (239) 334-3680

1/30/2019 2:54:34 PM Y:\CRM-1\GIS_GPS\ArchSensitivity.mxd