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RECEIVED
DEC 17 2021
COMMUNITY DEVELOPMENT

December 17, 2021

Mr. Earl Hahn
Planning Manager
Lee County Community Development, Zoning Section
1500 Monroe Street
Fort Myer, FL 33908

Re: 3640 SW Pine Island Road CPA
INSUFFICIENCY COMMENT LETTER
DCI2021-00010 - Minor CPA

Dear Mr. Hahn:

Enclosed please find responses to your insufficiency letter dated *November 4, 2021*. The following information has been provided to assist with the approval process:

1. Revised Exhibit M1-Cover Letter as Insufficiency Comment Response Letter
2. Revised Exhibit M1-Application Map
3. Revised Exhibit M11-Lee Plan Analysis
4. Revised Exhibit M7-Boundary Survey
5. Revised Exhibit M4-Future Land Use Map Proposed
6. Exhibit M15-TIS Report
7. Exhibit M17-Letter of Availability-Water Service Verification from GPIWA
8. Exhibit M4-Map 7 Amendment Map-sanitary Sewer Service Area
9. USGS 7.5 Quadrangle Topo Map
10. FEMA Map

The following is a list of staff comments with our responses in **bold**:

Planning Review:
1. Please provide a Transportation Impact Statement, as required by Exhibit M15.

RESPONSE: Attached

2. Environmental Review.
a. Please provide a topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).

RESPONSE: Attached

b. Please provide a map delineating the property boundaries on the most recent Flood Insurance Rate Map.

RESPONSE: Attached

c. The Environmental Review submitted by the applicant describes 1.26 acres of wetland impacts but supporting evidence of a permit was not provided. Please provide the appropriate State permit consistent with Lee Plan policy 124.1.2.

RESPONSE: The revised environmental report shows the 1.4 acres consistent with the survey.

The site was assessed to determine the presence of rare and unique uplands, aquifer recharge areas, and the presence of wetlands on the site. There is a wetland strip of 10-15 feet on the western border that corresponds to the ditch/swale. This area will not be impacted. It will be part of the required buffer.

In assessing the parcel boundary of the site from the Lee County Property Appraisers office as well as the attached Survey of the Property, the boundaries of the lot extend to the east into an exotic monoculture of Australian pine and to the south to a lesser degree also into an exotic monoculture of Australian pine. These areas commonly represent "overflow spoil "areas that become exotic infested and idle. There are a couple of on-site drainage ditches associated with the site in the parking lot adjacent to Pine Island Road and towards the southern end of the property. Both of inconsequential significance. The western property boundary extends into wetlands to the west approximately 10 to 15 feet which should be considered in any proposed development plan. Other than the wetland strip on the western boundary, there were none of the above noted on this site as the site is a 1.40-acre area of historic filled wetlands, Circa unknown, with spill over spoil that supports the growth of the Australian pine.

3. Lee Plan Analysis.
a. Please provide an analysis of Lee Plan policies 60.1.1 and 123.2.10.

RESPONSE: Lee Plan Analysis revised to include these sections.

b. Please provide an updated Lee Plan analysis based on the Lee Plan in effect, through Ordinance #21-09.

RESPONSE: The sections and references have been checked against the revised Lee Plan (November).

4. The proposed Future Land Use Map is not consistent with the application. The request is to amend the FLU of a 1.4 acre parcel while the proposed FLUM depicts approximately 14 acres being amended. Please address.

RESPONSE: Proposed Future Land Use Map has been revised.

If you have questions, please contact me directly at (239) 318-6707 or fred.drovdlic@waldropengineering.com.

Thank you,

WALDROP ENGINEERING, P.A.

Fred Drovdlic, AICP
Planning Manager – Fort Myers

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - MAP

ProjectName: **3640 SW Pine Island Road CPA**

Project Description: **Amending the future land use designation the property from Rural to Commercial and the Map 4-B – Future Sanitary Sewer Service Area.**

Map(s) to Be Amended: **Lee Plan Map 1 – Future Land Use Map; Map 4-B – Future Sewer Service Areas**

State Review Process: ☐ **X Small-Scale Review** ☐ State Coordinated Review ☐ Expedited State Review

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1. **Name of Applicant:** **Ted Allen**
   Address: 141 W Wexford Ave
   City, State, Zip: Buckley, MI 49620
   Phone Number: 231-269-3210 E-mail: Ted@storyroofing.com

2. **Name of Contact:** **Fred Drovdlic, AICP, Waldrop Engineering**
   Address: 1514 Broadway, Suite 201
   City, State, Zip: Fort Myers, FL 39901
   Phone Number: 239-318-6707 E-mail: fred.drovdlic@waldropengineering.com

3. **Owner(s) of Record:** **Ted Allen**
   Address: 141 W Wexford Ave
   City, State, Zip: Buckley, MI 49620
   Phone Number: 231-269-3210 E-mail: Ted@storyroofing.com

RECEIVED
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COMMUNITY DEVELOPMENT

4. **Property Location:**
   1. Site Address: 3640 SW Pine Island Road, Cape Coral, FL33991
   2. STRAP(s): 19-44-23-00-00007.0010

5. **Property Information:**
   Total Acreage of Property: 1.4 acres Total Acreage Included in Request: 1.4 acres
   Total Uplands: 1.4 acres Total Wetlands: N/A Current Zoning: AG-2
   Current Future Land Use Category(ies): Rural
   Area in Each Future Land Use Category: 1.4 acres
   Existing Land Use: Office

6. **Calculation of maximum allowable development under current Lee Plan:**
   Residential Units/Density: 1 du Commercial Intensity: per LDC for commercial that supports the rural area
   Industrial Intensity: None

7. **Calculation of maximum allowable development with proposed amendments:**
   Residential Units/Density: 0 Commercial Intensity: per LDC (2,000 square feet and vehicle dealership per zoning requested)
   Industrial Intensity: None

Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on the maximum development.

1. **Traffic Circulation Analysis**: The analysis is intended to determine the affect of the land use change on the Financially Feasible Highway Plan Map 3A (20-year plus horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit a Traffic Impact Statement (TIS) consistent with Lee County Administrative Code (AC)13-17.

   a. Proposals affecting less than 10 acres, where development parameters are contained within the Traffic Analysis Zone (TAZ) or zones planned population and employment, or where there is no change in allowable density/ intensity, may be eligible for a TIS requirement waiver as outlined in the Lee County TIS Guidelines and AC-13-17. Identification of allowable density/intensity in order to determine socio-economic data for affected TAZ(s) must be coordinated with Lee County Planning staff. Otherwise a calculation of trip generation is required consistent with AC-13-17 and the Lee County TIS Guidelines to determine required components of analysis for:

      i. Total peak hour trip generation less than 50 total trip ends – trip generation.

      ii. Total peak hour trip generation from 50 to 300 total trip ends – trip generation, trip distribution and trip assignment (manual or Florida Standard Urban Transportation Modeling Structure (FSUTMS) analysis consistent with AC-13-17 and TIS Guidelines), short-term (5 year) and long-range (to current Lee Plan horizon year) segment LOS analysis of the nearest or abutting arterial and major collector segment(s) identified in the Transportation Inventory based on the trip generation and roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is recommended prior to submittal of the application to discuss use of FSUTMS, any changes to analysis requirements, or a combined CPA and Zoning TIS short term analysis.

      iii. Total peak hour trip generation is over 300 total trip ends - trip generation, mode split, trip distribution and trip assignment (manual or FSUTMS analysis consistent with AC-13-17 and TIS Guidelines), short-term (five-year) and long-range (to current Lee Plan horizon year) segment LOS analysis of arterial and collector segments listed in the Transportation Inventory. LOS analysis will include any portion of roadway segments within an area three miles offset from the boundary of the application legal description metes and bounds survey. LOS analysis will also include any additional segments in the study area based on the roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is required prior to submittal of the application.

   b. Map amendment - greater than 10 acres -Allowable density/intensity will be determined by Lee County Planning staff.

2. **Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space
   e. Public Schools

   Analysis for each of the above should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

   a. Franchise Area, Basin, or District in which the property is located
   b. Current LOS, and LOS standard of facilities serving the site
   c. Projected 2030 LOS under existing designation
   d. Projected 2030 LOS under proposed designation
   e. Existing infrastructure, if any, in the immediate area with the potential to serve the subject property
   f. Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements
   g. Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water

In addition to the above analysis, provide the following for potable water:

a. Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
b. Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
c. Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
d. Include any other water conservation measures that will be applied to the site (see Goal 54).

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:

a. Fire protection with adequate response times
b. Emergency medical service (EMS) provisions
c. Law enforcement
d. Solid Waste
e. Mass Transit
f. Schools

In reference to above, the applicant must supply the responding agency with the information from application items 5, 6, and 7 for their evaluation. This application must include the applicant's correspondence/request to the responding agency.

Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed change based upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating the property boundaries on the most recent Flood Insurance Rate Map.
5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archaeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites listed on the Florida Master Site File which are located on the subject property or adjacent properties.
2. A map showing the subject property location on the archaeological sensitivity map for Lee County.

Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment or that affect the subject property. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

State Policy Plan and Regional Policy Plan

List State Policy Plan and Regional Policy Plan goals, strategies and actions, and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

Support all conclusions made in this justification with adequate data and analysis.

Planning Communities/Community Plan Area Requirements

If located within a planning community/community plan area, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

Sketch and Legal Description

The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.

SUBMITTAL REQUIREMENTS

Clearly label all submittal documents with the exhibit name indicated below.

For each map submitted, the applicant will be required to submit a 24"x36" version and 8.5"x11" reduced map for inclusion in public hearing packets.

MINIMUM SUBMITTAL ITEMS (3 Copies)

☒	Completed Application (Exhibit – M1)
☐	Filing Fee (Exhibit – M2)
☒	Disclosure of Interest (Exhibit – M3)
☒	Surrounding Property Owners List, Mailing Labels, and Map For All Parcels Within 500 Feet of the Subject Property (Exhibit – M3)
☒	Future Land Use Map - Existing and Proposed (Exhibit – M4)
☒	Map and Description of Existing Land Uses (Not Designations) of the Subject Property and Surrounding Properties (Exhibit – M5)
☒	Map and Description of Existing Zoning of the Subject Property and Surrounding Properties (Exhibit – M6)
☒	Signed/Sealed Legal Description and Sketch of the Description for Each FLUC Proposed (Exhibit – M7)
☒	Copy of the Deed(s) of the Subject Property (Exhibit – M8)
☒	Aerial Map Showing the Subject Property and Surrounding Properties (Exhibit – M9)
☒	Authorization Letter From the Property Owner(s) Authorizing the Applicant to Represent the Owner (Exhibit – M10)
☒	Lee Plan Analysis (Exhibit – M11)
☒	Environmental Impacts Analysis (Exhibit – M12)
☒	Historic Resources Impact Analysis (Exhibit – M13)
☒	Public Facilities Impacts Analysis (Exhibit – M14)
☒	Traffic Circulation Analysis (Exhibit – M15)
☒	Existing and Future Conditions Analysis - Sanitary Sewer, Potable Water, Surface Water/Drainage Basins, Parks and Rec, Open Space, Public Schools (Exhibit – M16)
☒	Letter of Determination For the Adequacy/Provision of Existing/Proposed Support Facilities - Fire Protection, Emergency Medical Service, Law Enforcement, Solid Waste, Mass Transit, Schools (Exhibit – M17)
☒	State Policy Plan and Regional Policy Plan (Exhibit – M18)
☒	Justification of Proposed Amendment (Exhibit – M19)
☒	Planning Communities/Community Plan Area Requirements (Exhibit – M20)

APPLICANT – PLEASE NOTE:

Once staff has determined the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency hearings, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

If you have any questions regarding this application, please contact the Planning Section at (239)533-8585.

AFFIDAVIT

I, Theodore Allen, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

Theodore Allen — 9/01/2021

Signature of Applicant — Date

Theodore Allen

Printed Name of Applicant

STATE OF ~~FLORIDA~~ Michigan
COUNTY OF ~~LEE~~ Grand Traverse

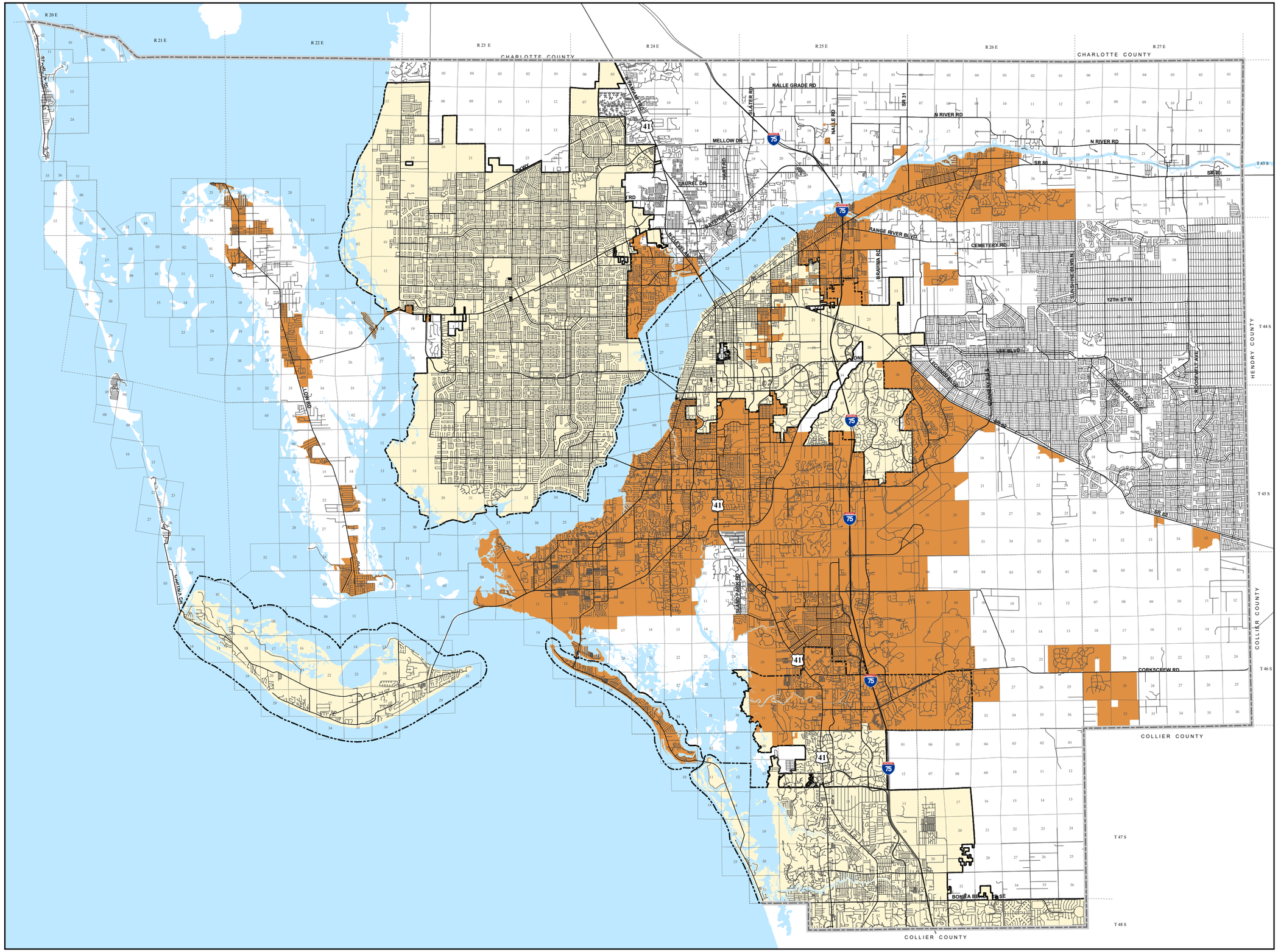
The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ onlinenotarization on September 14, 2021 (date) by (name of person providing oath or affirmation), who is personally known to me or who has produced Drivers License (type of identification) as identification.

Nancy Morairty
Signature of Notary Public

(Name typed, printed or stamped)

NANCY MORAIRTY
NOTARY PUBLIC, STATE OF MICHIGAN
GRAND TRAVERSE COUNTY
My Commission Exp. Dec. 18, 2023
Acting in the County of Wexford

LEE COUNTY UTILITIES FUTURE SEWER SERVICE AREAS



Future Sewer Service Areas

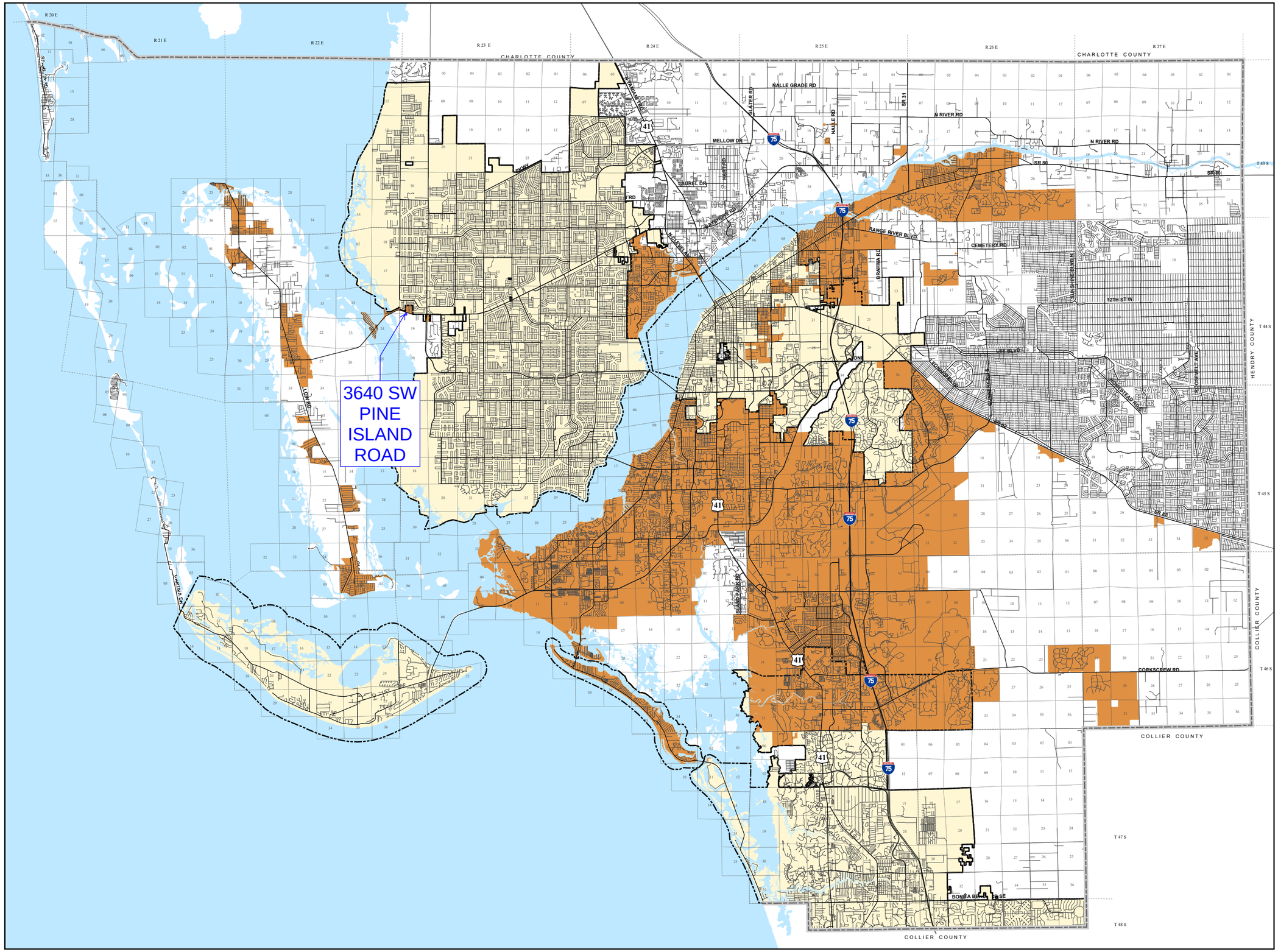
City Limits

Ord. No. 89-02, 00-22, 03-19, 10-07, 10-40, 10-43, 13-16, 12-24, 14-21, 15-13, 15-14, 17-06, 17-23, 19-25

Map Generated: November 2021
City limits current to date of map generation

Lee Plan Map 4-B

LEE COUNTY UTILITIES FUTURE SEWER SERVICE AREAS



Future Sewer Service Areas

City Limits

Ord. No. 89-02, 00-22, 03-19, 10-07, 10-40, 10-43, 13-16, 12-24, 14-21, 15-13, 15-14, 17-06, 17-23, 19-25

Lee County
Southwest Florida

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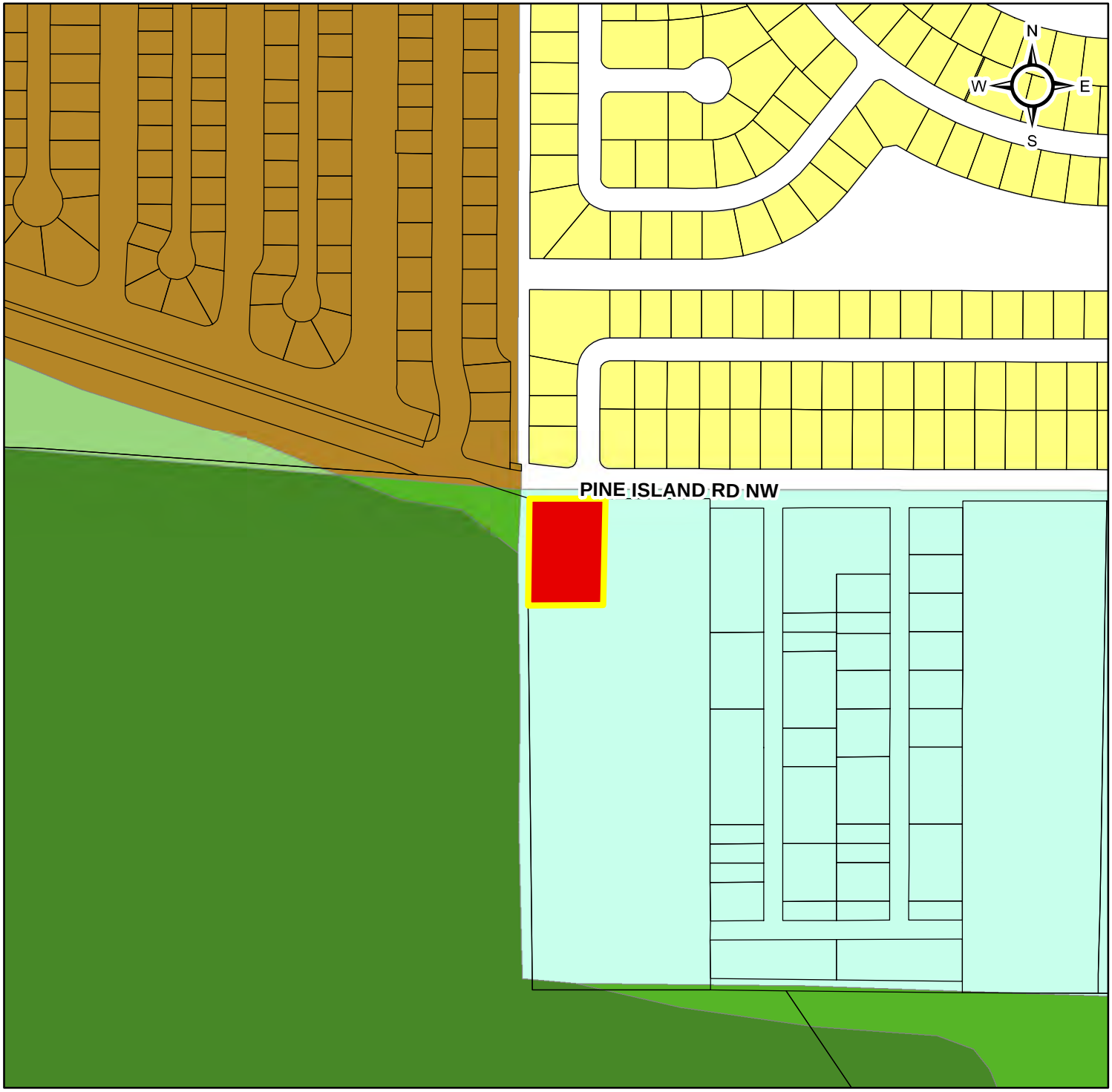
Map Generated: November 2021
City limits current to date of map generation

Lee Plan Map 4-B



3640 SW PINE ISLAND ROAD

PROPOSED
FUTURE LAND
USE MAP

Prepared For:

TED ALLEN

LEGEND

- Subject Property
- Commercial

Lee County Future Land Use

- Conservation Lands Upland
- Conservation Lands Wetland
- Rural
- Urban Community
- Wetlands

Cape Coral Future Land Use

- Single Family Residential

Feet
0 195 390 780

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3640 SW PINE ISLAND CPA

Request Statement and Lee Plan Analysis

I. REQUEST

Property owner Ted Allen ("Applicant") is requesting to rezone a 1.4+/- acre parcel on the south side of SW Pine Island Road approximately ½ mile west of the SW Pine Island Road and Veteran's Parkway intersection from AG-2 to Commercial Planned Development (CPD).

The intent is to zone it for office, small retail and similar uses but the primary use will be a vehicle dealership to sell used cars and rent vehicles for tourist use. The intent is to use the existing structure for the sales and administrative office and allow for slight expansion requesting 2,000 sf maximum building.

The request is accompanied by a Comprehensive Plan Amendment (CPA2021-00010) to change the land use category from Rural to Commercial in order to permit the office, retail and vehicle dealership.

II. PROPERTY HISTORY

The Property has never been rezoned since Lee County first established zoning and designated the Property Agricultural (AG-2). It was used as the Pine Sland Chamber of Commerce office for years but has not been in operation or occupied for over a year. The current owner is dealing with and cooperating with the Chamber to address violations and release the lien from the property for the violation regarding improper landscaping on Pine Island Road. The client also created a violation by filling a small portion of the property behind the existing building and paving a portion without a permit. Waldrop has been contracted to address the violations by amending LDO2019-00520. The submittal for the LDO amendment has been made and is due for comment/approval in December 2021.

Below are the violations and process:

- VIO2019-07706: Protected trees have been removed without a permit. Exotic vegetation has not been removed. Vehicle stops for the required parking spaces are missing. Lien recorded 02/06/2020.
- LDO2019-00520: Greater Pine Island Chamber of Commerce landscape plans to correct violations VIO2019-07706, VIO2019-10913. Issued, never finalized.
- VIO2019-10913: Missing required ROW buffer shrubs. Lien recorded 03/17/2020.
- VIO2021-00679: LDC Chapter #10-7 and 10-101A, Work Without Development Order. Consisting of but not limited to repaving parking lot without obtaining an approved issued developmental order. No lien, no hearing. Resulted from CPL2021-00320.

II. EXISTING CONDITIONS

The property is located south of SW Pine Island Road, south of the intersection of SW 35th Place and SW Pine Island Road. The STRAP number is 19442300000070010. The 1.4 acre property is zoned AG-2 located and is outside of the boundary of a planning community. The Property has historically been used by the Pine Island Chamber of Commerce as an office location and has been unused for over a year.

The property is surrounded on the east and south sides by a vacant 12.56 acre parcel zoned C-1A, Commercial. The property is bordered on the north by SW Pine Island Road right-of-way and across the road is SW 35th Place and R1 zoned properties in the City of Cape Coral. One of the parcels to the north has an existing home and the remaining properties are part of Florida DOT as drainage for Pine Island Road. To the west is a large tract of land zoned AG-2 and designated as Conservation Lands Wetland and Upland future land use in the Lee Plan dedicated to the State of Florida.

Table 1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING DISTRICT	EXISTING LAND USE
NORTH	SF (Single Family Residential)	R-1 (Cape Coral)	Vacant; Single-Family Residential
SOUTH	Conservation Lands Wetland	AG-2 (Agricultural)	Conservation (FL)
EAST	Rural	C-1A	Vacant
WEST	Conservation Lands Wetland and Upland	AG-2	Conservation (FL)

The general area contains is scattered development with residential lots and homes north while west is vacant land, a fire station, some homes and a nursery. The property is part of a stretch of land on the southside of Pine Island Road that abuts an intensely zoned large parcel at the SW corner of Veteran's and Pine Island that will likely be developed as a mixed-use property.

The Property has two existing access point onto SW Pine Island Road and it is the desire and significant part of the functionality of the site to keep both access points During the pre-application meeting Lee County DOT mentioned removing the western entrance and aligning the eastern entrance with SW 35th Place as well as allowing for an interconnection to the 12.56 acre property to the west.

<u>Currently the site has an exemption to be a real estate office while this zoning is taking place (as approved by Anthony Rodriguez on October 14 ,2021 applying LDC 34-173).</u>

IV. SITE PLAN OVERVIEW

The MCP shows a commercial development that uses the existing building as office and sales center. The current building is a little less than 1,250 sf and the request allows for a small expansion to 2,000 sf but the initial DO will be to use the existing building as it stands.

The lot will be designed for the vehicle dealership. The parking for the use will include the 7 required spaces for the use plus ample parking for deliveries and display of vehicles for sale.

Access to the site is important that both entrances from Pine Island Road remain. Delivery trucks will need to arrive and enter the widest western access and circle the building and exit the eastern access.

The site is small and constrained by a large buffer on Pine Island Road as required for vehicle sales (LDC 34-1352) and a required Type "F" buffer abutting the State Conservation lands to the west. Additionally, the site is dealing with

There are five deviations:

1. LDC §34-1352(g)(1)a. requiring landscaping in addition to the requirements of section 10-416 for right-of-way buffers easement that is a minimum of 25 feet in width; to allow an 18-foot right-of-way buffer easement between the entrance drives that otherwise meets all requirements of this section.
2. LDC §34-1352(g)(2)b. requiring the rear property boundaries to be planted with a single hedge row a minimum of 24 inches in height at planting; to allow no hedge row on the rear boundary.
3. LDC §34-1352(c)(2) requiring all items covered by this section which are displayed or offered for sale or rent must be set back a minimum of 20 feet from any property line; to allow items displayed or offered for sale or rent to be setback 5 feet from the eastern property line.
4. LDC §10-416(d)(3) requiring a 30-foot Type "F" buffer abutting public preserve lands for conservation (PRE); to allow a 20-foot Type "F" buffer on the western boundary that otherwise meets all buffer requirements.
5. LDC §10-285(a) requiring a separation of 660 feet on an arterial roadway in a future non-urban area; to allow a minimum 98-foot intersection separation for the existing driveways.

V. PUBLIC INFRASTRUCTURE

As outlined in the enclosed application, potable water and sanitary sewer services are available to service the development as outlined in the attached Availability Letter provided by Lee County Utilities and the Greater Pine Island Water Association. The water service exists to the site as serviced by GPIWA. Sanitary sewer is currently by an onsite system. Connection to Lee County sewer service is possible with service across SW Pine Island Road. Connection would need to be made at developer's expense.

The Comp Plan Amendment with this zoning is amending the Lee County Sewer Service Areas map to include this property.

It is understood the developer will provide a transportation analysis and a transportation mitigation plan in accordance with Chapter 10 of the Land Development Code as part of the development order application. There are adequate public facilities and services in the immediate vicinity of the project to serve the proposed development in terms of fire, EMS and Sheriff's protection.

IV. LEE PLAN CONSISTENCY

The following is an analysis of the Comprehensive Plan Amendment and the companion Commercial Planned Development's (DCI2021-00029) consistency with goals, objectives and policies of the Lee County Comprehensive Plan (Lee Plan).

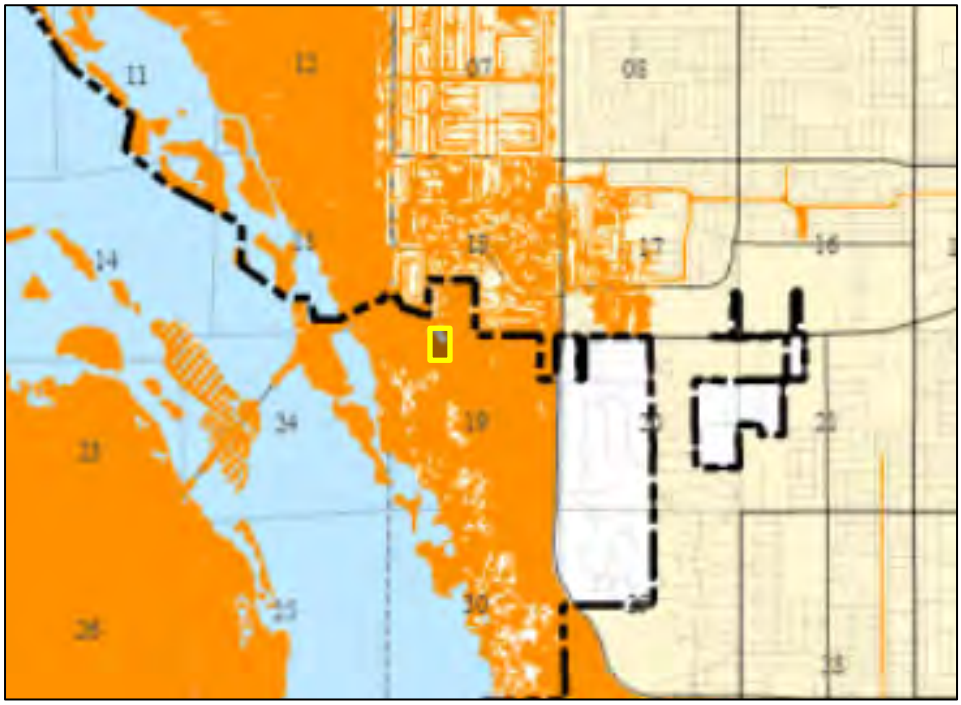
POLICY 1.4.1: The Rural areas are to remain predominantly rural – that is, low density residential, agricultural uses, and minimal non-residential land uses that are needed to serve the rural community. Natural resource extraction may be permitted in accordance with Policy 10.1.4. These areas are not to be programmed to receive urban-type capital improvements, and they can anticipate a continued level of public services below that of the urban areas. Maximum density in the Rural area is one dwelling unit per acre (1 du/acre).

The Property is located in the Rural FLUC and in the Coastal High Hazard area (Lee Plan Map 5-A below). The zoning request and proposed uses such as office, medical office, business services and vehicle dealership are not consistent with this land use category. The zoning application will have a companion Comprehensive Plan Amendment seeking a change from Rural to Commercial.

The amendment from Rural to Commercial FLUC is consistent with the desire of the County to reduce density in the Coastal High Hazard area.

The area is also a transitional corridor that is in close proximity to denser residential and commercial zoning both north across SW Pine Island Road in the City of Cape Coral and to the west abutting a large parcel (12.5+/- acres) zoned C-1A. Continuing west is a fire station, nursery, several vacant larger parcels and then large parcels in the City of Cape Coral on the SW corner of Veteran's and Pine Island that is zoned and in a future land use category that permits intense mixed-use development all less than ½ mile from the subject property.

This corridor in the Commercial FLUC can provide needed non-residential services to Cape Coral and those on Pine Island where commercial development is very restricted.



POLICY 1.1.10: The Commercial future land use category is located in close proximity to existing commercial areas or corridors accommodating employment centers, tourist oriented areas, and where commercial services are necessary to meet the projected needs of the residential areas of the county. These areas are specifically designated for commercial uses.

The property is within ½ mile of the Veteran's and Pine Island Road intersection where intense commercial development will occur in the future. The property is south of commercially zoned property in Lee County across SW Pine Island Road. Both Pine Island and this section of the City of Cape Coral are growing rapidly, particularly in the City because

of demand and that sewer and water services have been completed in the last year. Upon completion dozens of homes have begun construction in the immediate area.

The City of Cape Coral was developed as part of a lot sales scheme by the Rosen Brothers. It was platted, the canals dug, and homes went up. There was no planning or designation of non-residential services for the people who would move into the City. As such the need for non-residential land is important to provide needed services for the projected needs of the residential areas in this region.

Residential uses, other than bona fide caretaker residences, are not permitted in this future land use category. The Commercial future land use category is in areas where residential uses are not expected or compatible due to the nature of the surrounding land uses and their location along major travel corridors. The commercial category is intended for use where residential development would increase densities in areas such as the <u>Coastal High Hazard Areas</u> (Lee Plan Map 5-A) of the county or areas such as Lehigh Acres where residential uses are abundant and existing commercial areas serving the residential needs are extremely limited.

The property abuts large swaths of conservation lands dedicated to the State of Florida (TIFF). The conservation lands are tidal and designated as Coastal High Hazard. Local and statewide policies restrict and even prohibit increases in density due to homesites being construction in these areas. In response the amending of the FLUC from Rural to Commercial is consistent with this policy as residential development is not permitted in the Commercial FLUC.

The stormwater management system will be consistent with the rules and regulations governing the SFWMD Environmental Resource Permitting requirements. Conceptual the stormwater management system will provide a detention system to meet water quality and then discharge along the natural surface water flow to the west southwest area of the site. This is into the adjacent TIFF property. Since this is an Outstanding Florida Water way an additional 50% of water quality storage is required. The discharge may be a point or spreader swale requirement.

The requisite infrastructure needed for commercial development is generally planned or in place. New developments in this category must connect to a potable water and sanitary sewer system. Commercial retail developments, hotels and motels, banks, all types of office development, research and development, public, and other similar development will be predominant in the Commercial future land use category. Limited light industrial uses are also permitted, excluding outdoor storage type uses. Any redesignation of land to the Commercial land use category should occur along major travel corridors and at road intersections. The planned development rezoning process must be used to prevent adverse impacts to the surrounding areas and to ensure that appropriate site development regulations are incorporated into the development plans of each site.

Water service is available from the Greater Pine Island Water Association. A letter of service account is included in the submittal package. There is current water service to the site.

Sanitary sewer is available from LCU. A letter of service availability is included. The service is on the north side of SW Pine Island Road. The service will need to be extended to the site by developer expense as required by the LDC. The Sewer Service Area map is being amended to include this parcel in the Comp Plan amendment CPA2021-00010.

The redesignation to the Commercial FLUC is consistent as it is along a major transportation corridor – a 2-lane arterial.

OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities.

The proposed rezoning will allow for the property to continue as a commercial parcel with expansion that will better serve the dense residential population of the City of Cape Coral. The Pine Island Chamber of Commerce housed its office in this location for years. It has been over a year since a business has occupied the location.

The rezoning wishes to allow for business services such as real estate and other office uses as well as a vehicle dealership and reuse the existing building and limit the total footprint of commercial uses to 2,000 sf. Currently the site has an exemption to be a real estate office while this zoning is taking place (as approved by Anthony Rodriguez on October 14 ,2021 applying LDC 34-173).

OBJECTIVE 2.2: DEVELOPMENT TIMING. Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance.

The Applicant has provided letters of availability from Lee County for wastewater and Great Pine Island Water Association as part of the service franchise to this corridor.

The sewer will have to be extended from the north side of SW Pine Island Road by developer expense and the Comp Plan Map for Future Sewer Service is being requested to be amended through CPA2021-0010.

There is active water service to the site by GPIWA- an account verification letter has been included in the response.

POLICY 2.2.1: Rezonings and Development of Regional Impact proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare.

The roadway has capacity, and the commercial development will be required to connect to sewer and water services. Fire protection is ¼ of mile east.

GOAL 4

Standard 4.1.1 & 4.1.2: Water & Sewer

Potable water and sanitary sewer services are available to service the development as outlined in the attached Availability Letter provided by Lee County Utilities and the Greater Pine Island Water Association. The water service exists to the site as serviced by GPIWA. Sanitary sewer is currently by an onsite system. Connection to Lee County sewer service is possible with service across SW Pine Island Road. Connection would need to be made at developer's expense.

The Comp Plan Amendment with this zoning is amending the Lee County Sewer Service Areas map to include this property.

GOAL 6 (Commercial and Uses)

POLICY 6.1.1: All applications for commercial development will be reviewed and evaluated as to:

a. Traffic and access impacts;

The current building will be used for the offices and sales center for business services and ultimately a vehicle dealership. The trips associated with the use will increase slightly over past use as a Chamber of Commerce office, but many trips have already been included in SW Pine Island capacity studies.

c. Screening and buffering;

The vehicle dealership requires and enhanced buffer abutting SW Pine Island Road. The site plan has requested a deviation on the roadway buffer of 7 feet of depth between the entranceways to accommodate two rows of parking in front of the existing building. Otherwise, all required buffering will be met according to the LDC.

d. Availability and adequacy of services and facilities;

This property is on an arterial roadway with capacity. It has operated as an office for the Chamber of Commerce for Pine Island in the past so some trips are vested. There will be additional trips based on the vehicle dealership retail use but the roadway has capacity.

e. Impact on adjacent land uses and surrounding neighborhoods;

The impacts to adjacent land uses associated with runoff from used cars stored with extensive pavement areas adjacent to conservation lands are a concern raised by staff. The rear of the property will be used for surface water management. All dry retention areas will be planted with native clump grasses rather than sod or seeding to filter and clean the water. All plant species in the buffers and planted areas will be 100 native species. All stormwater management systems will be designed in accordance with South Florida Water Management District (SFWMD) requirements and provide for the attenuation/retention of stormwater from the site.

f. Proximity to other similar centers; and

This property represents the westernmost boundary of a future commercial development corridor. Beginning at the southwest corner of Veteran's and SW Pine Island the south side of SW Pine Island is moving towards commercial transition from a rural development pattern. The corner is annexed into the City of Cape Coral with Commercial Corridor zoning and Pine Island Road District future land use that allows up to 25 units per acre and great commercial intensity. Abutting the corner property that is over 12 acres are several lots that have been

developed with a greenhouse/nursery but is now under interest with a letter of intent by a national multi-family apartment developer and is looking to annex the property into the City in early 2022. We have been in close contact as the planning and engineering firm. Continuing west are some homes and then the Matlacha Fire Station. Abutting the subject property is commercially zoned property.

g. Environmental considerations.

The site was assessed to determine the presence of rare and unique uplands, aquifer recharge areas, and the presence of wetlands on the site. There is a wetland strip of 10-15 feet on the western border that corresponds to the ditch/swale. This area will not be impacted. It will be part of the required buffer.

In assessing the parcel boundary of the site from the Lee County Property Appraisers office as well as the attached Survey of the Property, the boundaries of the lot extend to the east into an exotic monoculture of Australian pine and to the south to a lesser degree also into an exotic monoculture of Australian pine. These areas commonly represent "overflow spoil "areas that become exotic infested and idle. There are a couple of on-site drainage ditches associated with the site in the parking lot adjacent to Pine Island Road and towards the southern end of the property. Both of inconsequential significance. The western property boundary extends into wetlands to the west approximately 10 to 15 feet which should be considered in any proposed development plan. Other than the wetland strip on the western boundary, there were none of the above noted on this site as the site is a 1.40-acre area of historic filled wetlands, Circa unknown, with spill over spoil that supports the growth of the Australian pine.

All plant species in the buffers and planted areas will be 100% native species. The stormwater management system will be consistent with the rules and regulations governing the SFWMD Environmental Resource Permitting requirements. Conceptual the stormwater management system will provide a detention system to meet water quality and then discharge along the natural surface water flow to the west southwest area of the site. This is into the adjacent TIFF property. Since this is an Outstanding Florida Water way an additional 50% of water quality storage is required. The discharge may be a point or spreader swale requirement.

POLICY 6.1.4: Commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

This was addressed in policy 6.1.1 in detail.

POLICY 6.1.5: The land development regulations will require that commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include, but are not limited to: frontage roads; clustering of activities; limiting access; sharing access; setbacks from existing rights-of-way; acceleration, deceleration and right-turn-only lanes; and, signalization and intersection improvements.

The request is for a 2,000 sf commercial operation. A 1,250 sf building exists which will be used as an office and sales center. *Initial development plans are to use the building as is.* The traffic created will be limited due to the small size of the operation. Turn-lanes have not be required for the previous operation and will not be required for this small operation.

Interconnection between the subject property and the abutting 12-acre parcel that is zoned C-1A was proposed during the pre-application meeting to meet LDC34-2015.f. We opine that the subject property is unnecessarily burdened by a potentially 12-acre commercial development emptying traffic through a 1.4 acre site. However, a potential interconnect would minimize the impacts to the small site with an interconnection aligning at the drive isle behind the building as shown on the MCP.

POLICY 6.1.7: Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.

The site has already existed as a small commercial operation.

POLICY 39.1.2: Developments within municipalities will be subject to Lee County roadway design standards, including provision of site-related improvements within the right-of-way, as a condition of permit approval for modifications to county maintained transportation facilities.

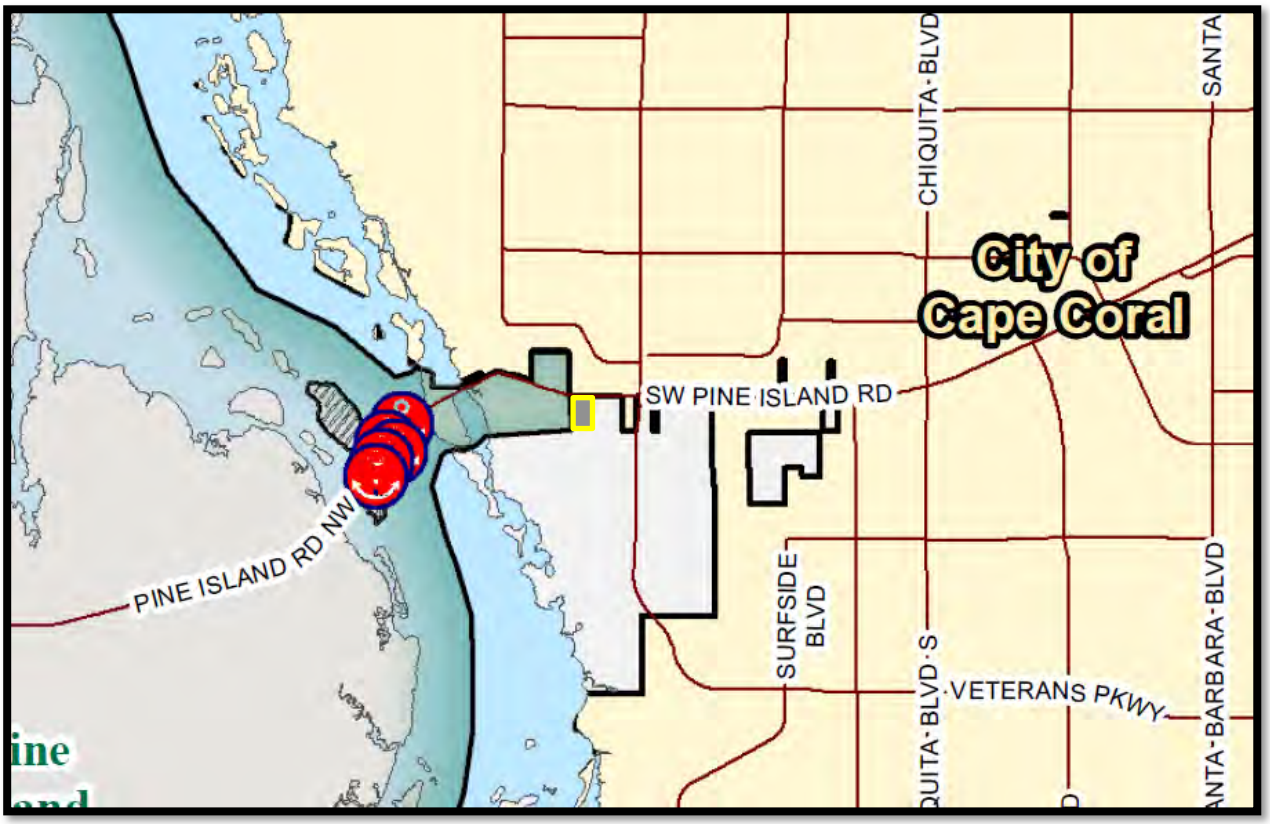
Understood.

OBJECTIVE 42.1: PLANNING. Coordinate planning efforts with municipalities, surrounding counties, the Port Authority, and FDOT.

The objective refers to transportation related improvements. The SW Pine Island Road west of Veteran's is a Lee County maintained roadway so coordination is being completed via this application. A letter of service coordination has been received from Lee Transit in reference to the CPA2021-00010.

Lee Plan Goal 17

Lee Plan Map 1 (page 2 of 7) – Special Treatment Areas – shows the parcel abutting but outside of the Greater Pine Island planning community (Goal 24). The parcel is not in a planning community so it does not have to met the requirements of Lee Plan Goal 17.



Lee Plan Goal 54

To ensure that future populations have access to potable water supplies and services at a reasonable price by using and encouraging conservation and resource management measures to reduce consumption of potable water.

POLICY 54.1.2: In developing and implementing local landscape regulations including the preservation, reforestation, and wetlands restoration requirements, preference will be given to native species which are adapted to the region's climatic regime.

The development will be required to bring the landscaping up to current code and will comply with all native vegetation requirements as agreed to in conditions for the Commercial Planned Development.

POLICY 54.1.6: Maintain development regulations that require new development to connect to a reuse water system if a system is near the development and has sufficient capacity.

Reuse is not available at this location according to the Greater Pine Island Water Association.

POLICY 60.1.1: Require design of surface water management systems to protect or enhance the groundwater.

The current site is largely undeveloped with a small building and pavement. The site was developed years ago and has had some violations with fill and removal of landscaping. The redevelopment of this site will bring all water management up to current code and in compliance with the requirements for Coastal High Hazard areas and the SFWMD.

The rear of the site will be used for pr-treatment. The stormwater management system will be consistent with the rules and regulations governing the SFWMD Environmental Resource Permitting requirements. Conceptual the stormwater management system will provide a detention system to meet water quality and then discharge along the natural surface water flow to the west southwest area of the site. This is into the adjacent TIFF property. Since this is an Outstanding Florida Water way an additional 50% of water quality storage is required. The discharge may be a point or spreader swale requirement.

The treatment area will be planted with native clump grasses to improve water quality.

POLICY 61.1.1: Lee County recognizes that all fresh waters are a resource to be managed and allocated wisely, and will support allocations of the resource on the basis 1) of ensuring that sufficient water is available to maintain or restore valued natural systems, and 2) of assigning to any specified use or user the lowest quality freshwater compatible with that use, consistent with financial and technical constraints.

The property has been agriculturally zoned releasing many responsibilities that will now need to be met through the LDC requirements of a development order.

POLICY 95.1.3: LOS standards will be the basis for planning and provision of required public facilities and services within Lee County. Regulatory LOS standards will be the basis for determining the adequacy of public facilities for the purposes of permitting new development. Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes. The LOS will be the basis for facility design, for setting impact fees, and (where applicable) for the operation of the Concurrency Management System (CMS).

a. Sanitary Sewer – The site has been historically been on a septic system. Policy 1.1.10 of the Lee Plan requires properties in the Commercial FLUC to connect to sanitary sewer. Lee County Utilities has stated in a letter of availability that they have capacity to service the project. The developer will need to extend service to the LCU lines on the north side of SW Pine Island Road. The Lee County Future Sanitary Sewer Service are Map is requested to be amended as part of this application.

b. Potable Water – The Greater Pine Island Water Association currently serves the site and the past office use. The GPIWA has stated in a letter of availability that they have capacity to continue service. There is a current, active account to the property.

c. Surface Water/Drainage Basins – The property is being redeveloped as part of a Commercial Planned Development. The project will be required to meet all LDC provisions for surface water management, pre-treatment, storage and treatment including the System Requirement: Prevent the flooding of designated evacuation routes on The Lee Plan Map 15 from the 25-year, 3-day storm event (rainfall) for more than 24 hours.

d. Parks, Recreation, and Open Space – The density is being eliminated as the Commercial FLUC does not allow for residential dwelling units so there is no provision needed for parks, recreation or open space. Regardless, the County exceeds the available capacity needs:

- Required Capacity - 5,202 acres of regional parks and 289 acres of community parks.
- Available Capacity - 7,051 acres of regional parks and 832 acres of community parks.

e. Public Schools – The density is being eliminated as the Commercial FLUC does not allow for residential dwelling units so there is no provision needed for public schools in the West Zone.

Policy 101.1.1 Require that development within the Coastal High Hazard Area be compatible with natural systems, such as, water retention and purification, wildlife habitat, primary productivity, and defense against coastal flooding.

Currently the site is zoned agriculturally and used as a low impact office. The rezoning will move it into a formal commercial category that will increase the LDC requirements for water runoff and other environmental regulations compared to agricultural uses which are exempt from many of the more stringent requirements. The stormwater management system will be consistent with the rules and regulations governing the SFWMD Environmental Resource Permitting requirements. Conceptual the stormwater management system will provide a detention system to meet water quality and then discharge along the natural surface water flow to the west southwest area of the site. This is into the adjacent TIFF property. Since this is an Outstanding Florida Water way an additional 50% of water quality storage is required. The discharge may be a point or spreader swale requirement.

POLICY 101.3.2: Restrict development in the Coastal High Hazard Area to uplands except as needed for the provision of public facilities.

The site was assessed to determine the presence of rare and unique uplands, aquifer recharge areas, and the presence of wetlands on the site. There is a wetland strip of 10-15 feet on the western border that corresponds to the ditch/swale. This area will not be impacted. It will be part of the required buffer. The rest of the site was filled at sometime, most likely when Cape Coral was first drained and preplatted in the late 1950's or 1960's.

In assessing the parcel boundary of the site from the Lee County Property Appraisers office as well as the attached Survey of the Property, the boundaries of the lot extend to the east into an exotic monoculture of Australian pine and to the south to a lesser degree also into an exotic monoculture of Australian pine. These areas commonly represent "overflow spoil "areas that become exotic infested and idle. There are a couple of on-site drainage ditches associated with the site in the parking lot adjacent to Pine Island Road and towards the southern end of the property. Both of inconsequential significance. The western property boundary extends into wetlands to the west approximately 10 to 15 feet which should be considered in any proposed development plan. Other than the wetland strip on the western boundary, there were none of the above noted on this site as the site is a 1.40-acre area of historic filled wetlands, Circa unknown, with spill over spoil that supports the growth of the Australian pine.

Again, the site has already been developed commercially. The MCP shows no change to the existing structure, only expansion of paved areas that will now have to be graded and control runoff according to modern codes. It is currently zoned agriculturally which allows little

protection compared to the request for a commercial zoning and use such as a car dealership with its additional requirements.

POLICY 123.2.10 Require that development adjacent to aquatic and other nature preserves, wildlife refuges, and recreation areas be designed to protect the natural character and public investment in these areas.

The redevelopment of this site will bring it into compliance with modern LDC regulations for water runoff, treatment and purification. The requested use has additional buffers abutting the road and preserve area to the west that serve to protect the expansive preserve area to a greater degree than it is protected today as agriculturally zoned property.

We are requesting a small distance deviation on some of the western border but will meet the intent of the Type F buffer plantings. We are offering all native plantings and clump grasses planted in water detention areas.

POLICY 125.1.2: New development and additions to existing development must not degrade surface and ground water quality.

As mentioned, because it is being rezoned to a commercial planned development the site will now have to comply with water quality requirements according to the LDC at the time of local development order.

POLICY 125.1.3: The design, construction, and maintenance of artificial drainage systems must provide for retention or detention areas and vegetated swale systems that minimize nutrient loading and pollution of freshwater and estuarine systems.

As mentioned, because it is being rezoned to a commercial planned development the site will now have to comply with water quality requirements according to the LDC at the time of local development order. The stormwater management system will be consistent with the rules and regulations governing the SFWMD Environmental Resource Permitting requirements. Conceptual the stormwater management system will provide a detention system to meet water quality and then discharge along the natural surface water flow to the west southwest area of the site. This is into the adjacent TIFF property. Since this is an Outstanding Florida Water way an additional 50% of water quality storage is required. The discharge may be a point or spreader swale requirement.

V. CONCLUSION

The use of this site will bring the former Chamber of Commerce office up to current code while reusing the existing building as an office and sales center for business services and a small vehicle dealership. The use will require a land use change from Rural to Commercial and will only be able to be approved if the comprehensive plan amendment is granted. The site has current violations that are being address by the owner and the redevelopment of this property will bring the site into compliance with code and be a significant improvement to this corridor. The site is agriculturally zoned and in the Rural land use which allows for residential density in a Coastal High Hazard area. The requested Commercial FLUC and commercial will prohibit residential density therefore supporting the Lee Plan's intent to reduce residential density in these areas. It abuts a commercially zoned property of 12.5+/- acres and is less than ½ mile from a major potential commercial corner at Veteran's Parkway and SW Pine Island Road. The redevelopment of this property to commercial uses will serve the dense City of Coral residential development that is quickly growing in this area.

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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

3640 SW PINE ISLAND ROAD SMALL SCALE COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. F2110.12)

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
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October 11, 2021

TRANSPORTATION CONSULTANTS, INC

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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking a small-scale amendment to the Comprehensive Land Use Plan and re-zoning approval. The subject site is located at 3640 SW Pine Island Road 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 on the approximately 1.4 acre subject site from Rural to Commercial as well as a zoning amendment to permit the development of up to approximately 2,000 square feet of commercial uses. The transportation related impacts of the proposed Comprehensive Plan amendment will be assessed based on evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure. 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 will continue be provided to Pine Island Road via two existing full site access drives.

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.

II. EXISTING CONDITIONS

The subject site is currently occupied by an approximately 1,250 square foot vacated building that was previously used as the Pine Island Chamber of Commerce office. This subject site is bordered by Pine Island Road to the north, wetlands to the west, and by vacant land to the south and east.

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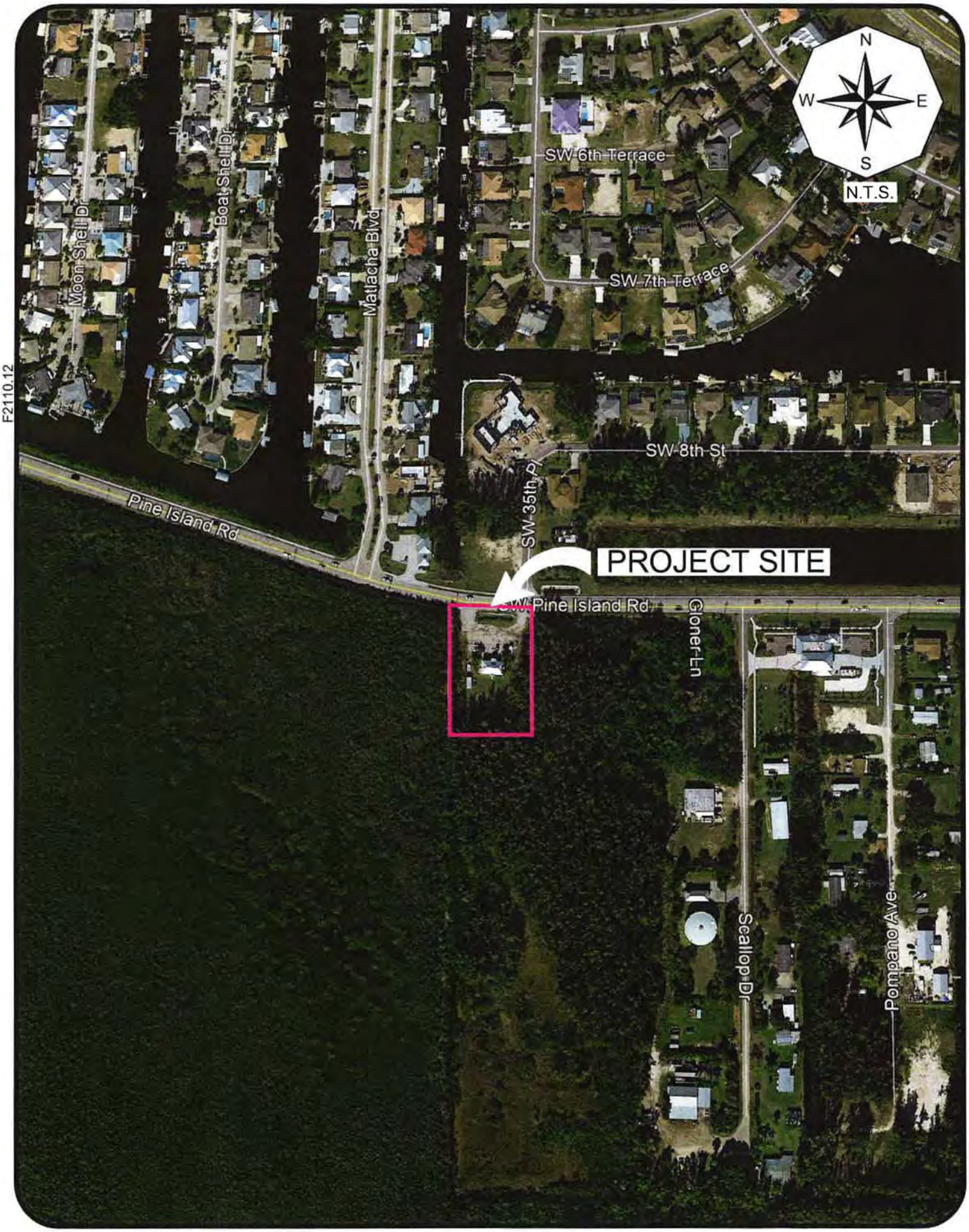


TR TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
3640 SW PINE ISLAND RD

Figure 1

Pine Island Road is a two lane undivided arterial roadway that borders the site to the north. Pine Island Road has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation. Based on Table 2(a) of the Lee County's Comprehensive Plan, Pine Island Road from Shoreview Drive to Little Pine Island is designated as a constrained roadway.

III. PROPOSED SMALL SCALE COMPREHENSIVE PLAN AMENDMENT

The proposed Map Amendment would change the future land use designation on the approximate 1.4 acre subject site from Rural to Commercial. Under the existing Rural land use category the site could be developed with various non-residential land uses that are needed to serve the rural community such as a Tractor Supply store or a nursery use. For the trip generation purposes, the permitted development under the existing land use category was assumed to consist of a 16,800 square foot Tractor Supply store based on a density of 12,000 square feet/acre. Under the proposed land use change, the site would be allowed to be developed with up to 16,800 square feet of commercial uses based on a density of 12,000 square feet/acre. **Table 1** summarizes the land uses that could be constructed under the existing land use designation and the intensity of uses under the proposed land use designation.

Table 1
Small Scale Comprehensive Plan Amendment
Land Uses

Existing/ Proposed	Land Use Category	Intensity
Existing	Rural	16,800 Sq. Ft. Tractor Supply Store
Proposed	Commercial	16,800 Sq. Ft. Commercial

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 11th Edition. Land Use Code 810 (Tractor Supply Store) was utilized for the trip generation

purposes of the currently permitted development under the existing Rural land use category. Land Use Code 822 (Strip Retail Plaza) was utilized for the generation purposes of the proposed development under the proposed Commercial land use category. The equations from these land uses are included in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday AM and PM peak hour trip generation based on the existing land use category. **Table 3** outlines the anticipated weekday AM and PM peak hour trip generation based on the proposed land use category. The daily trip generation is also indicated in both tables.

Table 2
Small Scale Comprehensive Plan Amendment
Trip Generation Based on Existing Land Use

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Tractor Supply Store (16,800 Sq. Ft.)	N/A	N/A	N/A	11	13	24	N/A

Table 3
Small Scale Comprehensive Plan Amendment
Trip Generation Based on Proposed Land Use

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Strip Retail Plaza (16,800 Sq. Ft.)	25	16	41	56	57	113	939

Table 4 indicates the trip generation difference between the proposed and existing land use categories.

Table 4
Small Scale Comprehensive Plan Amendment
Trip Generation – Resultant Trip Change

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed Land Uses	25	16	41	56	57	113	939
Existing Land Uses	N/A	N/A	N/A	-11	-13	-24	N/A
Resultant Trip Change	**+25**	**+16**	**+41**	**+45**	**+44**	**+89**	**+939**

The positive number shown as the resultant trip change in Table 4 indicates that the trip generation will be **increased** as a result of this land use change action.

V. SMALL SCALE COMPREHENSIVE PLAN AMENDMENT ANALYSIS

As mentioned previously, the proposed Map Amendment would change the future land use designation on the approximate 1.4 acre subject site from Rural to Commercial. The transportation related impacts of the proposed Small Scale Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, Burnt Store Road north of Pine Island Road was shown to be widened to a four-lane facility. There are no other programmed improvements within the vicinity of the subject site.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation plan along with the FDOT District One travel model were also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2045 loaded network volumes were determined for the roadways within the study area. The PM peak hour trips to be generated from the project as shown in Table 3 were then added to the projected 2045 background volumes. The Level of Service for those roadways were then evaluated. The Level of Service threshold volumes for County maintained roadways were obtained from ***Lee County's Generalized Peak Hour Directional Service Volumes*** table. The Level of Service threshold volumes for State maintained roadways were derived based on the ***Florida Department of Transportation***

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas, Table 7. Both documents are attached to the Appendix of this report for reference.

The results of the analysis indicate that the proposed change to the land use category on the subject parcel will not cause any roadway link to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. Pine Island Road adjacent to the site was shown to operate below the adopted LOS standards in 2045 in the Background traffic conditions and not as a result of adding the additional trips from the project. It is also important to note that based on Table 2(a) of the Lee County's Comprehensive Plan, Pine Island Road from Shoreview Drive to Little Pine Island is designated as a constrained roadway. Therefore, no changes to the adopted long range transportation plan are required as result of the proposed land use change. Attached **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2045 conditions.

Short Range Impacts (5-year horizon)

The 2020/2021-2024/2025 Lee County Transportation Capital Improvement Plan and the 2022-2026 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. The only project funded for construction in the study area is the widening of Burnt Store Road from Pine Island Road to Van Buren Parkway to a four-lane facility. There are no other programmed improvements in the vicinity of the subject site.

The proposed map amendment will increase the overall trip generation potential of the subject site by approximately 89 vehicles during the P.M. peak hour. **Table 3A** and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on the area roadways based on the uses that would be permitted under the proposed land use change. The existing peak hour, peak season, peak direction traffic volumes on the various roadway links maintained by Lee County were obtained from the most recent Lee County ***Public Facilities Level of Service and Concurrency Report***. The existing peak

hour, peak season, peak direction traffic volumes for state maintained roadways were obtained from ***FDOT's District One LOS Spreadsheet***.

The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2026 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the FDOT's ***Florida Traffic Online*** resource as well as the traffic data from the latest ***Lee County Traffic Count Report***. Based on the projected traffic distribution, the roadway link data was analyzed for the year 2026 without the proposed amendment and year 2026 with the proposed amendment. Traffic data obtained from the aforementioned Lee County and FDOT resources is attached to the Appendix of this report for reference.

The results of the analysis indicate that the addition of the trips as a result of the proposed amendment to the projected 2026 volumes will not cause any roadway link to fall below the minimum acceptable Level of Service standards. All analyzed roadways were shown operate within their recommended minimum Level of Service standards. Therefore, no modifications will be necessary to the Lee County or FDOT short term capital improvement programs.

VI. ZONING ANALYSIS

An analysis was also completed to support the rezoning of the subject site from the current AG-2 zoning to CPD zoning. The proposed rezoning request would allow the approximately 1.4 acre subject site to be developed with up to 2,000 square feet of commercial uses. Note, the primary intent of the rezone is to permit a development of a vehicle dealership that will sell used cars and rent vehicles for tourist use. However, the proposed Schedule of Uses will permit other commercial/office uses on site. Therefore, for analysis purposes, the site was assumed to consist of up to 2,000 square feet of commercial uses. **Table 5** outlines the anticipated weekday AM and PM peak hour trip generation based on the proposed rezoning request. Note, Land Use Code 822 (Strip

Retail Plaza) was utilized for the generation purposes of the proposed commercial uses. There will be also a certain trip reduction due to "pass-by" traffic for the proposed commercial use. However, to be conservative in terms of Link Level of Service analysis, the trip reduction due to "pass-by" traffic was not included.

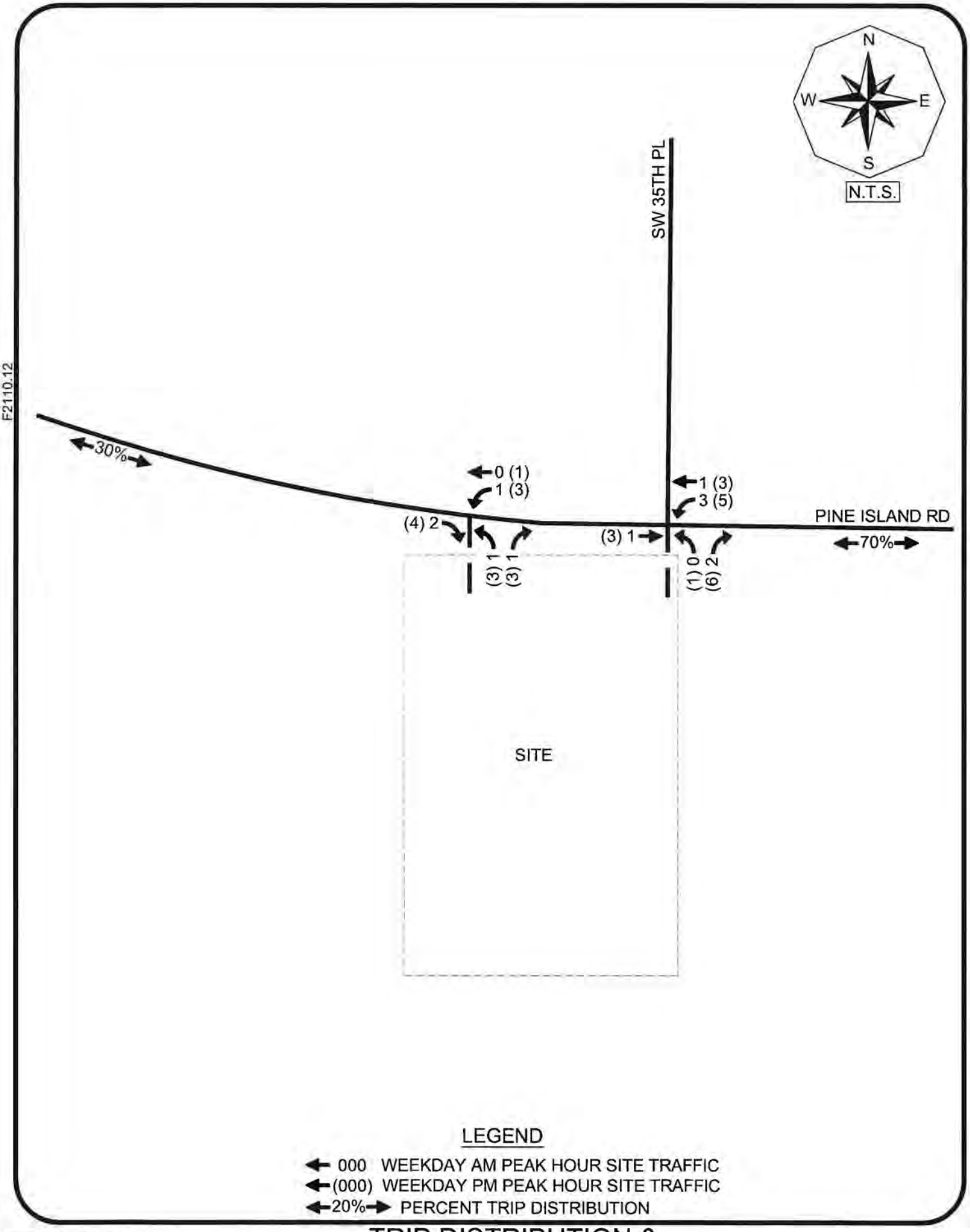
Table 5
Trip Generation Based on Rezoning Request
3640 SW Pine Island Rd

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Strip Retail Plaza (2,000 Sq. Ft.)	6	4	10	12	13	25	314

The trips the proposed development is anticipated to generate, as shown in the Table 5, were assigned to the surrounding roadway network. The trips were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure 2** illustrates the anticipated trip distribution. Also shown in Figure 2, is the site traffic assignment of the proposed development.

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.

The Level of Service threshold volumes were derived based on the Lee County's ***Generalized Peak Hour Directional Service Volumes*** table as well as FDOT's ***Generalized Peak Hour Directional Volumes***, Table 7. Based on the information contained within Table 5A, no roadways were shown to be significantly impacted due to the addition of the project traffic.



TRANSPORTATION CONSULTANTS, INC

TRIP DISTRIBUTION &
SITE TRAFFIC ASSIGNMENT
3640 SW PINE ISLAND RD

Figure 2

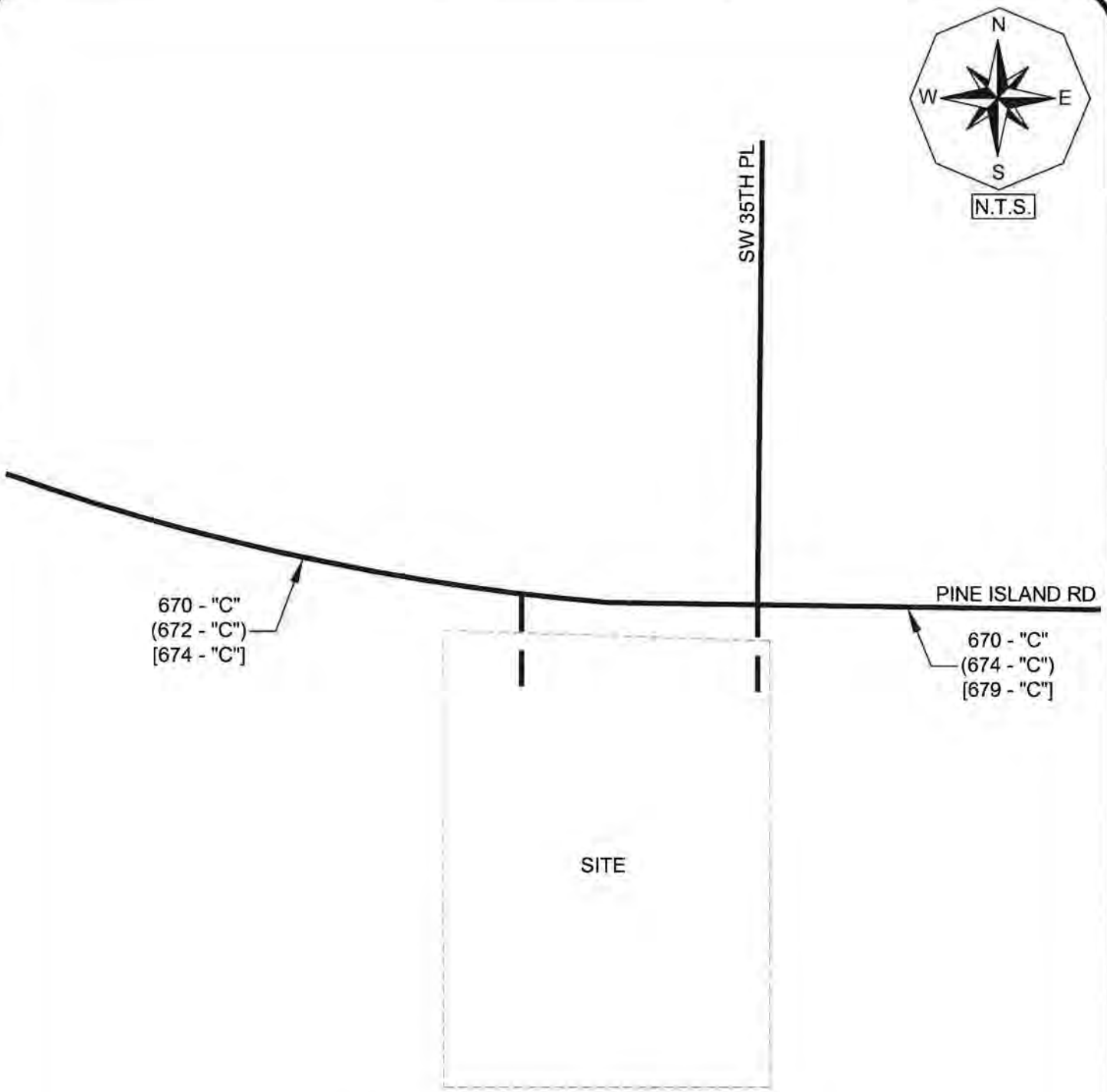
Level of Service Analysis

The future Level of Service analysis was based on projected build-out year of the project, or year 2024. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. Based on the project distribution illustrated on Table 5A, the link data was analyzed for the year 2024 without the development and year 2024 with the development.

Table 6A in the Appendix of the report indicates the methodology utilized to obtain the year 2024 background and build-out traffic volumes. The existing peak hour, peak season, peak direction traffic volumes on the roadway links maintained by the Lee County were obtained from the most recent Lee County ***Public Facilities Level of Service and Concurrency Report***. The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2024 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the latest ***Lee County Traffic Count Report***.

Figure 3 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 3 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 for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.

As can be seen from Figure 3, the roadway links analyzed as part of this report will not be adversely impacted as a result of the proposed rezoning request. Pine Island Road was shown to operate at acceptable Level of Service "C" in 2024 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed rezoning request.



F2110.12

LEGEND

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

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

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

TR TRANSPORTATION CONSULTANTS, INC

2024 LEVEL OF SERVICE ANALYSIS
3640 SW PINE ISLAND RD

Figure 3

VII. CONCLUSION

The proposed project is located at 3640 SW Pine Island Road in Lee County, Florida. Based upon the roadway link Level of Service analysis conducted as a part of this report for both the Small Scale Comprehensive Plan amendment and rezoning request, the development of the subject site meets the requirements set forth by the Lee County Comprehensive Plan and Land Development Code in that there is sufficient capacity available to accommodate the new trips that will be generated by the proposed development. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed Small Scale Comprehensive Plan amendment and rezoning requests.

The 2045 Financially Feasible Roadway network and the short term 5-year Capital Improvement Program currently in place in the Lee County will not require any modification in order to accommodate the proposed Land Use Change. The rezoning analysis also indicates that the subject site will not have an adverse impact on the surrounding roadway network. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

APPENDIX

TABLES 1A & 2A

2045 LOS ANALYSIS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2045 LONG RANGE TRANSPORTATION ANALYSIS - 3640 SW PINE ISLAND RD

		2045 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
				LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	ROADWAY SEGMENT	# Lanes	Roadway Designation	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Pine Island Rd	W. of Site	2LU	Arterial	0	140	800	860	860
	E. of Site	2LU	Arterial	0	140	800	860	860
	E. of Burnt Store Rd	4LD	Arterial	0	0	2,005	2,100	2,100
Burnt Store Rd	N. of Pine Island Rd	4LD	Arterial	0	250	1,840	1,960	1,960
Veterans Memorial Pkwy	S. of Pine Island Rd	4LD	Arterial	0	250	1,840	1,960	1,960

- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)
* Level of Service Thresholds for State mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
3640 SW PINE ISLAND RD

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 113 VPH IN= 56 OUT= 57

ROADWAY	ROADWAY SEGMENT	2045 FSUTMS AADT	COUNTY PCS / FDOT SITE #	AADT BACKGROUND TRAFFIC	K-100 FACTOR	100TH HIGHEST HOUR PK DIR 2-WAY VOLUME	D FACTOR	PM PK HR PEAK DIRECTION	2045 PEAK DIRECTION TRAFFIC VOLUMES & LOS VOLUME	LOS	PROJECT TRAFFIC DIST.	PK DIR PM PROJ TRAFFIC	2045 BACKGROUND PLUS PROJ PEAK DIRECTION TRAFFIC VOLUMES & LOS VOLUME	LOS
Pine Island Rd	W. of Site	24,944	3	24,944	0.103	2,569	0.51	WEST	1,259	F	30%	17	1,276	F
	E. of Site	26,672	3	26,672	0.103	2,747	0.51	WEST	1,346	F	70%	39	1,385	F
	E. of Burnt Store Rd	19,197	121003	19,197	0.090	1,728	0.54	WEST	795	C	30%	17	812	C
Burnt Store Rd	N. of Pine Island Rd	29,190	120029	29,190	0.090	2,627	0.528	NORTH	1,387	C	20%	11	1,398	C
Veterans Memorial Pkwy	S. of Pine Island Rd	25,404	124527	25,404	0.090	2,286	0.528	NORTH	1,207	C	20%	11	1,218	C

* The K-100 and D factors for County mantained roadways were obtained from Lee County Traffic Count Report.

Note Due to lack of traffic data in the Lee County Traffic Count Report, the K-100 and D factors for Pine Island Road east of Burnt Store Rd, Veterans Memorial Pkwy and Burnt Store Rd were obtained from FDOT's Florida Traffic Online Webpage.

* The K-100 and D factors for FDOT mantained roadways were obtained from Florida Traffic Online resource.

TABLES 3A & 4A

5-YEAR LOS ANALYSIS

TABLE 3A
LEVEL OF SERVICE THRESHOLDS
3640 SW PINE ISLAND RD

				GENERALIZED SERVICE VOLUMES				
				LOS A	LOS B	LOS C	LOS D	LOS E
ROADWAY	ROADWAY SEGMENT	# LANES	ROADWAY DESIGNATION	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME
Pine Island Rd	W. of Site	2LU	Arterial	0	140	800	860	860
	E. of Site	2LU	Arterial	0	140	800	860	860
	E. of Burnt Store Rd	4LD	Arterial	0	0	2,005	2,100	2,100
Burnt Store Rd	N. of Pine Island Rd	4LD	Arterial	0	250	1,840	1,960	1,960
Veterans Memorial Pkwy	S. of Pine Island Rd	4LD	Arterial	0	250	1,840	1,960	1,960

- 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 State mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
3640 SW PINE ISLAND RD

TOTAL PROJECT TRAFFIC AM =	41	VPH	IN =	25	OUT=	16
TOTAL PROJECT TRAFFIC PM =	113	VPH	IN=	56	OUT=	57

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2020 ADT	YRS OF GROWTH.[1]	ANNUAL RATE	2019/2020 PK HR PK SEASON PEAK DIR.[2]	2026 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2026 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2026 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio
Pine Island Rd	W. of Site	3	10,100	11,300	9	2.00%	607	684	C	0.79	30%	8	17	691	C	0.80	701	C	0.81
	E. of Site	3	10,100	11,300	9	2.00%	607	684	C	0.79	70%	18	40	701	C	0.82	723	C	0.84
	E. of Burnt Store Rd	121003	13,300	17,900	15	2.00%	882	1,013	C	0.48	30%	8	17	1,021	C	0.49	1,030	C	0.49
Burnt Store Rd	N. of Pine Island Rd	233	11,100	16,800	9	4.71%	942	1,242	C	0.63	20%	5	11	1,247	C	0.64	1,253	C	0.64
Veterans Memorial Pkwy	S. of Pine Island Rd	527	12,600	16,200	9	2.83%	818	967	C	0.49	20%	5	11	972	C	0.50	979	C	0.50

1 AGR for all roadways was calculated based the historical traffic data obtained from the 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 2020 Lee County Public Facilities Level of Service and Concurrency Report

2 Current peak hour peak season peak direction traffic volume for Pine Island Rd east of Burnt Store Road was obtained from the 2019 FDOT's District One LOS Spreadsheet

TABLES 5A & 6A

REZONING LOS ANALYSIS

TABLE 5A
LEVEL OF SERVICE THRESHOLDS
3640 SW PINE ISLAND RD

TOTAL AM PEAK HOUR PROJECT TRAFFIC =	10 VPH	IN=	6	OUT=	4
TOTAL PM PEAK HOUR PROJECT TRAFFIC =	25 VPH	IN=	12	OUT=	13

ROADWAY	ROADWAY SEGMENT	# LANES	ROADWAY DESIGNATION	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Pine Island Rd	W. of Site	2LU	Arterial	0	140	800	860	860	30%	4	0.5%
	E. of Site	2LU	Arterial	0	140	800	860	860	70%	9	1.1%

- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County arterials/collectors taken from the Lee County Link-Specific Service Volumes Table.

* Level of Service Thresholds for State mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

TABLE 6A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
3640 SW PINE ISLAND RD

TOTAL PROJECT TRAFFIC AM =	10	VPH	IN =	6	OUT=	4
TOTAL PROJECT TRAFFIC PM =	25	VPH	IN=	12	OUT=	13

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2018/2019 ADT	YRS OF GROWTH. [1]	ANNUAL RATE	2020 PK HR PK SEASON PEAK DIR.[2]	2024 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2024 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2024 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio
Pine Island Rd	W. of Site	3	10,100	11,300	9	2.00%	607	670	C	0.78	30%	2	4	672	C	0.78	674	C	0.78
	E. of Site	3	10,100	11,300	9	2.00%	607	670	C	0.78	70%	4	9	674	C	0.78	679	C	0.79

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 2020 Lee County Public Facilities Level of Service and Concurrency Report

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

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

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

Class II (35 mph or slower posted speed limit)

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

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

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

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

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

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

Lane	Divided	Level of Service 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)

Lane	Divided	Level of Service 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)

Lane	Divided	Level of Service 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

Lane	Divided	Level of Service 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

Lane	Divided	Level of Service 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.

TRAFFIC DATA

FDOT FLORIDA TRAFFIC ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 1003 - SR 78/PINE ISLAND RD, W OF CHIQUITA BLVD @ TTMS 6057 LCPR57

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	17900 E	E	0	W	0	9.00	54.00	9.70
2019	17500 C	E	0	W	0	9.00	56.00	8.20
2018	17100 C	E	8100	W	9000	9.00	53.30	9.30
2017	16000 C	E	7700	W	8300	9.00	53.20	10.10
2016	16100 C	E	7900	W	8200	9.00	57.10	8.70
2015	16300 C	E	7800	W	8500	9.00	56.60	7.80
2014	13100 S	E	6300	W	6800	9.00	56.60	6.90
2013	12700 F	E	6100	W	6600	9.00	57.20	6.90
2012	12900 C	E	6200	W	6700	9.00	57.10	6.90
2011	13200 C	E	6300	W	6900	9.00	56.70	6.00
2010	12200 F	E	5900	W	6300	10.19	55.56	7.30
2009	12600 C	E	6100	W	6500	9.18	58.15	7.30
2008	12500 C	E	6100	W	6400	9.84	57.71	7.60
2007	10500 C	E	5900	W	4600	10.16	54.76	10.50
2006	13500 C	E	6700	W	6800	10.23	54.38	14.00
2005	13300 C	E	6700	W	6600	10.30	54.10	10.90

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
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0029 - BURNT STORE RD/CR 765, N OF SR 78/PINE ISLAND RD LC 233

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	15000 X	0	0	9.00	52.80	9.00
2019	15500 E	N	S	9.00	56.00	9.00
2018	15000 C	N 7500	S 7500	9.00	53.30	9.00
2017	15500 T			9.00	51.40	7.40
2016	14700 S	N 7300	S 7400	9.00	52.10	6.70
2015	13900 F	N 6900	S 7000	9.00	53.90	6.70
2014	13100 C	N 6500	S 6600	9.00	52.50	6.70
2013	13400 S	N 6700	S 6700	9.00	52.90	5.70
2012	13400 F	N 6700	S 6700	9.00	52.60	5.70
2011	13600 C	N 6800	S 6800	9.00	54.10	5.70
2010	13500 S	N 6700	S 6800	10.78	54.17	4.90
2009	13300 F	N 6600	S 6700	10.70	55.75	4.90
2008	13100 C	N 6500	S 6600	10.84	56.38	4.90

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
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4527 - VETERANS PKWY, SOUTH OF SR 78/PINE ISLAND RD LC 527

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	16500 F	N 8100	S 8400	9.00	52.80	6.60
2019	16900 C	N 8300	S 8600	9.00	53.30	6.60
2018	17500 C	N 8700	S 8800	9.00	53.30	6.40
2017	16000 T			9.00	53.20	4.70
2016	15400 S	N 7500	S 7900	9.00	53.30	5.30
2015	14600 F	N 7100	S 7500	9.00	56.60	5.30
2014	14200 C	N 6900	S 7300	9.00	58.40	5.30
2013	12200 S	N 5900	S 6300	9.00	56.60	4.60
2012	12000 F	N 5800	S 6200	9.00	54.40	4.60
2011	12000 C	N 5800	S 6200	9.00	59.00	4.60
2010	13600 S	N 6600	S 7000	10.00	60.34	4.30
2009	13600 F	N 6600	S 7000	10.14	57.25	4.30
2008	13800 C	N 6700	S 7100	9.75	56.97	4.30

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

TRAFFIC DATA FROM THE LEE COUNTY CONCURRENCY REPORT

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO.	NAME	ROADWAY LINK FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	VOLUME	NOTES
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	380	C	399	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	270	C	284	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	481	D	506	
00400	ALEXANDER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	D	553	D	581	
00500	ALEXANDER BELL	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	553	D	626	Shadow Lakes
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,107	B	1,163	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,107	B	1,468	Alico Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,107	B	1,355	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,438	B	2,563	EEPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,246	B	1,393	EEPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN	E	1,100/1,840	C	385	E	789	4 Ln constr 2018, EEPCO Study*
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	EEPCO Study
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	55	C	162	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	860	C	103	C	116	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	612	C	870	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	2,100	C	1,690	C	1,750	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	2,100	C	1,703	C	1,831	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,100	C	1,285	C	1,683	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	924	C	710	C	678	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	924	C	515	C	520	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	B	1,402	B	1,474	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	B	1,402	B	1,505	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	B	1,127	B	1,219	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,017	A	1,069	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	346	C	548	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	581	C	611	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	C	1,530	C	1,608	Constrained In City Plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	C	1,167	C	1,318	Constrained, old count projection(2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,864	C	1,959	Constrained In City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	2,132	C	2,241	Constrained In City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	671	B	705	Constrained In City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	END OF CO. MAINTAINED	4LD	E	2,020	B	671	B	705	Constrained In City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	692	E	782	old count projection(2009)
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,776	E	1,866	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	276	C	290	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	197	C	218	
03500	BROADWAY RD (ALVA)	SR 80	N. RIVER RD	2LN	E	860	C	269	C	304	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	C	405	C	426	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	423	D	445	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	538	[redacted]	1,207	Buckingham 345 & Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	B	942	B	990	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	465	C	563	
04200	BUS 41 (N TAMIAMI TR, SR 7	CITY LIMITS (N END EDIS	PONDELLA RD	6LD	D	3,171	C	1,471	C	1,673	
04300	BUS 41 (N TAMIAMI TR, SR 7	PONDELLA RD	SR 78	6LD	D	3,171	C	1,471	C	1,673	
04400	BUS 41 (N TAMIAMI TR, SR 7	SR 78	LITTLETON RD	4LD	D	2,100	C	959	C	1,003	
04500	BUS 41 (N TAMIAMI TR, SR 7	LITTLETON RD	US 41	4LD	D	2,100	C	552	C	575	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,074	D	3,231	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	2LN	E	860	C	267	C	302	Constrained, old count(2010)
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	242	C	255	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	105	C	150	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	268	C	420	Estero maintains to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,059	D	2,164	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,059	D	2,164	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,825	D	1,918	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	[redacted]	3,049	[redacted]	3,204	
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	[redacted]	2,882	[redacted]	3,028	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	6LD	D	3,040	B	2,117	C	2,225	*
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	860	C	100	C	105	
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	245	old count projection(2010)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	22	C	226	old count, added VA clinic(2009)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	1,007	C	1,272	Galleria at Corkscrew
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	[redacted]	2,129	[redacted]	2,386	Estero Crossing
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	C	1,194	C	1,255	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,960	C	466	C	678	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,140	C	466	D	793	EEPCO Study, The Place
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	293	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	C	496	C	521	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	860	C	324	C	340	

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO.	NAME	ROADWAY LINK FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD CAPACITY	2019 100TH HIGHEST HOUR LOS	2019 100TH HIGHEST HOUR VOLUME	FORECAST FUTURE LOS	FORECAST FUTURE VOLUME	NOTES
13500	IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	4LD	E	1,920	B	1,017	B	1,069	*
13550	IMPERIAL PKWY	E TERRY ST	COCONUT RD	4LD	E	1,920	B	1,015	B	1,067	
13600	IONA RD	DAVIS RD	McGREGOR BLVD	2LN	E	860	C	381	C	460	
13700	ISLAND PARK RD	PARK RD	US 41	2LN	E	860	C	79	C	251	
13800	JOEL BLVD	BELL BLVD	18TH ST	4LN	E	2,120	B	660	B	876	Joel Blvd CPD
13900	JOEL BLVD	18TH ST	SR 80	2LN	E	1,010	D	495	D	520	
14000	JOHN MORRIS RD	BUNCHE BEACH	SUMMERLIN RD	2LN	E	860	C	62	C	72	old count projection
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	2LN	E	860	C	256	C	267	
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	277	C	291	
14300	KELLY RD	SAN CARLOS BLVD	PINE RIDGE RD	2LN	E	860	C	106	C	120	old count projection(2010)
14500	LAUREL DR	BUS 41	BREEZE DR	2LN	E	860	C	324	C	340	*
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	B	2,202	B	2,318	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	B	2,161	B	2,340	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	B	2,131	B	2,240	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	630	B	662	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	B	630	B	665	
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	544	D	614	old count projection(2015)
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	4LN	E	1,800	B	832	B	867	*
15200	LEONARD BLVD	GUNNERY RD	WESTGATE BLVD	2LN	E	860	D	650	D	706	
15300	LITTLETON RD	CORBETT RD	US 41	2LN	E	860	C	470	C	494	
15400	LITTLETON RD	US 41	BUS 41	2LN	E	860	C	417	C	439	*
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	B	326	B	401	4 Ln design & ROW
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	273	C	287	
15700	MAPLE DR*	SUMMERLIN RD	2ND AVE	2LN	E	860	C	77	C	89	old count projection
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	4LD	E	1,960	B	1,153	B	1,212	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,114	B	1,170	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	964	B	1,022	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	964	A	1,013	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR BLVD/GI	IONA LOOP RD	4LD	D	2,100	C	1,594	C	1,731	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	2,100	C	1,594	C	1,731	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	2,100	C	1,832	D	2,082	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	2,100	C	1,832	D	2,082	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	924	C	792	C	861	Constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	970	F	1,187	F	1,260	Constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	970	F	1,187	F	1,260	Constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	1,123	C	1,391	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	2,100	C	1,393	C	1,441	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	2,100	C	1,544	C	1,764	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	2,100	C	1,615	C	1,845	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	3,171	C	1,381	C	1,945	
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	2LN	E	860	C	171	C	180	
17700	MILWAUKEE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	171	C	183	
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	2LN	E	860	C	182	C	206	old count projection(2009)
17900	NALLE GRADE RD	SLATER RD	NALLE RD	2LN	E	860	C	68	C	71	
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	114	C	134	
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	2LN	E	860	C	120	C	126	
18200	NO RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	A	156	B	275	
18300	NO RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	A	156	B	301	
18400	NO RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	108	A	141	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	82	C	95	old count projection
19100	ORANGE GROVE BLVD	CLUB ENTR.	HANCOCK B. PKWY	2LN	E	860	C	393	C	488	old count(2009)
19200	ORANGE GROVE BLVD	HANCOCK B. PKWY	PONDELLA RD	4LN	E	1,790	C	590	C	620	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	C	427	C	449	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	427	C	461	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	130	C	136	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	B	764	C	803	
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	B	749	C	788	4 Ln design & ROW
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	382	B	402	4 Ln design & ROW
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	2,100	C	1,175	C	1,310	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	3,171	C	1,199	C	1,310	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	3,171	C	1,701	C	2,056	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	2,100	C	1,774	C	1,824	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	3,280	B	1,361	B	1,421	
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,607	C	1,180	C	1,254	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	2,210	B	954	B	1,006	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	395	C	418	
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	197	C	207	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	173	C	185	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	607	E	657	Constrained

5/25/2020

LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO.	NAME	ROADWAY LINK FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	VOLUME	NOTES
30300	US 41 (S TAMIAMI TR)	BRIARCLIFF RD	SIX MILE PKWY	6LD	D	3,171	C	2,905	D	3,092	
30400	US 41 (S TAMIAMI TR)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	2,518	C	2,752	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	6LD	D	3,171	C	2,615	C	2,924	SR 739 6 laning Design & ROW
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH RD	6LD	D	3,171	C	2,615	D	3,100	SR 739 6 laning Design & ROW programmed
30700	US 41 (CLEVELAND AVE)	SOUTH RD	BOY SCOUT RD	6LD	D	3,171	C	2,734	D	3,100	SR 739 6 laning Design & ROW programmed
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	6LD	D	3,171	C	2,395	C	2,744	SR 739 6 laning Design & ROW programmed
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	6LD	D	3,171	C	2,395	C	2,744	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	4LD	D	2,100	D	2,068		2,347	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	2,100	D	2,068		2,347	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	2,100	D	2,068		2,347	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	4LD	D	2,100	C	1,439	C	1,556	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	4LD	D	2,100	C	1,439	C	1,556	
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	4LD	D	2,100	C	1,157	C	1,374	
31500	US 41 (N TAMIAMI TR)	BUS 41	DEL PRADO BLVD	4LD	D	2,100	C	1,157	C	1,374	
31600	US 41 (N TAMIAMI TR)	DEL PRADO BLVD	CHARLOTTE CO. LINE	4LD	D	2,100	C	1,847	C	2,001	
27200	VETERANS MEM. PKWY	SR 78	CHIQUITA	4LD	D	2,040	A	818	A	860	
27300	VETERANS MEM. PKWY	CHIQUITA	SKYLINE	4LD	D	2,040		2,159		2,269	old count projection(2010)
27400	VETERANS MEM. PKWY	SKYLINE	SANTA BARBARA BLVD	6LD	D	3,080	A	2,179	B	2,290	*
27500	VETERANS MEM. PKWY	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	6LD	D	3,080	B	2,764	B	2,905	
27600	VETERANS MEM. PKWY	COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	6LD	D	3,080	B	2,830	B	2,975	
27700	VETERANS MEM. PKWY	MIDPOINT BRDG TOLL P	McGREGOR BLVD	4LB	D	4,000	D	3,149	D	3,310	
29000	W. 6TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	196	C	206	
29100	W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	C	234	C	246	
29200	W. 12TH ST	SUNSHINE BLVD	WILLIAMS AVE	2LN	E	860	C	76	C	168	old count projection(2010)
29300	W. 12TH ST	WILLIAMS AVE	JOEL BLVD	2LN	E	860	C	92	C	104	old count projection(2010)
29400	W. 14TH ST	SUNSHINE BLVD	RICHMOND AVE	2LN	E	860	C	48	C	54	old count projection(2010)
15200	WESTGATE BLVD	GUNNERY RD	LEE BLVD	2LN	E	860	D	724	D	780	
27900	WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	326	C	342	
28000	WHISKEY CREEK DR	SAUTERN DR	McGREGOR BLVD	2LD	E	910	C	326	C	342	
28200	WILLIAMS AVE	LEE BLVD	W. 6TH ST	2LN	E	860	D	589	D	627	
28300	WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	2LN	E	860	C	461	C	537	old count(2010)
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	C	316	C	332	
28500	WINKLER RD	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	880	B	593	B	625	Year 2010 data
28600	WINKLER RD	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	880	B	592	B	622	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,780	D	778	D	817	
28800	WINKLER RD	COLLEGE PKWY	McGREGOR BLVD	2LN	E	800	B	350	B	395	old count projection(Year 2010)
28900	WOODLAND BLVD	US 41	AUSTIN ST	2LN	E	860	C	266	C	300	old count projection(2010)

* Previous Year Data

County-Maintained Collector Roadway - Unincorporated Lee County

County-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Arterial/Collector Roadway - Incorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

TRAFFIC DATA FROM LEE COUNTY
TRAFFIC COUNT REPORT

Updated 2/24/21			Daily Traffic Volume (AADT)									
STREET	LOCATION	Sta-tion #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
BROADWAY (ESTERO)	W OF US 41	463	3500		5200		5700		6200		6300	
BROADWAY RD	S OF ALVA BRIDGE	231									6100	
BUCKINGHAM RD	S OF PALM BEACH BLVD	11	8400	8900	8800	9000	9300	9800	9800	10400	11400	11100
BUCKINGHAM RD	S OF CEMETERY RD	227				10600		9800		9600		8600
BUCKINGHAM RD	E OF ALVIN AVE	232				7000		8600		9200		10700
BURNT STORE RD	N OF PINE ISLAND RD	233	11100		12600	12600	13600	14800	15300	15100	19100	16800
BURNT STORE RD	S OF CHARLOTTE CO. LINE	12	5300	5000	5200	6300	7000	7700	8000	8300	8800	8600
BUSINESS 41 (SR 739)	N OF EDISON BRIDGE	41	25500	24800	25100	27200	28000				35600	33500
BUSINESS 41 (SR 739)	S OF PINE ISLAND RD	77					22000	25500				
BUSINESS 41 (SR 739)	N OF PONDELLA RD	397										
BUSINESS 41 (SR 739)	N OF LITTLETON RD	76					11500	12800	13200			
BUSINESS 41 (SR 739)	N OF LAUREL DR	396										
CAPE CORAL PKWY	E OF 11TH CT	114										20300
CAPE CORAL PKWY	E OF SKYLINE BLVD	13	26700	25000	26400	27700	28800	29700	28200	29600	30400	27700
CAPE CORAL BRIDGE	W OF BRIDGE	234			45600	51600						
CAPE CORAL BRIDGE	AT TOLL PLAZA	122					44000	42600	42000	43100	47800	43400

Updated 2/24/21

Daily Traffic Volume (AADT)

STREET	LOCATION	Station #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
ORTIZ AVE	N OF COLONIAL BLVD	354			16400	15000		16300		15500		14600
ORTIZ AVE	N OF M.L.K. BLVD (SR 82)	355			10400	14300		20600		15200		
ORTIZ AVE	N OF TICE ST	356	5900	6400	6400	6800	6800	7400	7000	7100	7100	6200
PALM BEACH BLVD (SR 80)	W OF SHOEMAKER BLVD	117										14900
PALM BEACH BLVD (SR 80)	W OF SR 31	5	21400	26300	26400	27600	30100	32900	33700	35200	36700	34000
PALM BEACH BLVD (SR 80)	W OF BUCKINGHAM RD	118										26500
PALOMINO RD	N OF DANIELS	501				6700		8200		8900		8600
PAUL J DOHERTY PKWY	S OF DANIELS PKWY	51		2300	1600	1800						
PINE ISLAND RD	@ MATLACHA PASS	3	10100	10200	10600	10800	11400	11500	11500	11600	11800	11300
PINE ISLAND RD (SR 78)	E OF PONDELLA RD	49	23000	22800	23100	25000	26800	28000	29100	29900	29700	27400
PINE ISLAND RD (SR 78)	EAST OF MERCHANTS CROSSING	108					26100	28500	30400	30100	29300	28300
PINE ISLAND RD (SR 78)	E OF SW 19TH AVE	57					13300	13700	14400	14200	13400	
PINE ISLAND RD (SR 78)	W OF NICHOLAS BLVD	113										30300

Updated 2/24/21			Daily Traffic Volume (AADT)									
STREET	LOCATION	Station #	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
VETERANS PKWY	S OF PINE ISLAND RD	527	12600	12400	12800	14100	15400	15900	16600	16700	17300	16200
VETERANS PKWY	E OF SANTA BARBARA BLVD	50	45200	45100	45800	45900	47900	49300	49900	49100	54600	48200
VETERANS PKWY	AT TOLL PLAZA	67	43000	47300	43300	44700						
VETERANS PKWY	AT TOLL PLAZA	121					43000	44200	42000	47900	51800	47300
VISCAYA PKWY	W OF 13TH PL	112										15000
WESTGATE BLVD	S OF LEE BLVD	470	8600	10800	9600	10000		8100	12000	12800	14700	12200
WHISKEY CREEK DR	N OF COLLEGE PKWY	441										
WILLIAMS AVE	N OF LEE BLVD	471	12400	13400	9400	12400		14700		13100		16900
WILLIAMS RD	E OF US 41	468	2900		4200		5100		5700		5800	
WINKLER AVE	W OF BROADWAY	123										10000
WINKLER AVE	E OF METRO PKWY	124										17400

PCS 3 - Pine Island Rd at Matlacha

2020 AADT = 11,300 VPD

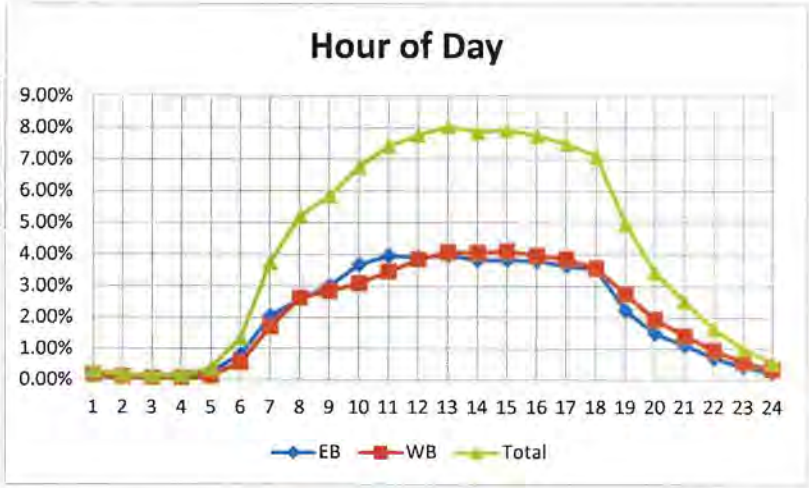
Hour	EB	WB	Total
0	0.14%	0.19%	0.33%
1	0.08%	0.12%	0.20%
2	0.06%	0.09%	0.16%
3	0.11%	0.08%	0.19%
4	0.26%	0.14%	0.40%
5	0.81%	0.55%	1.36%
6	2.05%	1.70%	3.76%
7	2.59%	2.63%	5.22%
8	3.00%	2.84%	5.85%
9	3.69%	3.09%	6.78%
10	3.97%	3.47%	7.44%
11	3.93%	3.85%	7.78%
12	3.98%	4.09%	8.06%
13	3.83%	4.06%	7.88%
14	3.84%	4.12%	7.95%
15	3.81%	3.97%	7.77%
16	3.65%	3.87%	7.51%
17	3.54%	3.58%	7.12%
18	2.24%	2.76%	4.99%
19	1.50%	1.95%	3.45%
20	1.12%	1.43%	2.54%
21	0.71%	0.96%	1.67%
22	0.42%	0.59%	1.01%
23	0.23%	0.34%	0.57%

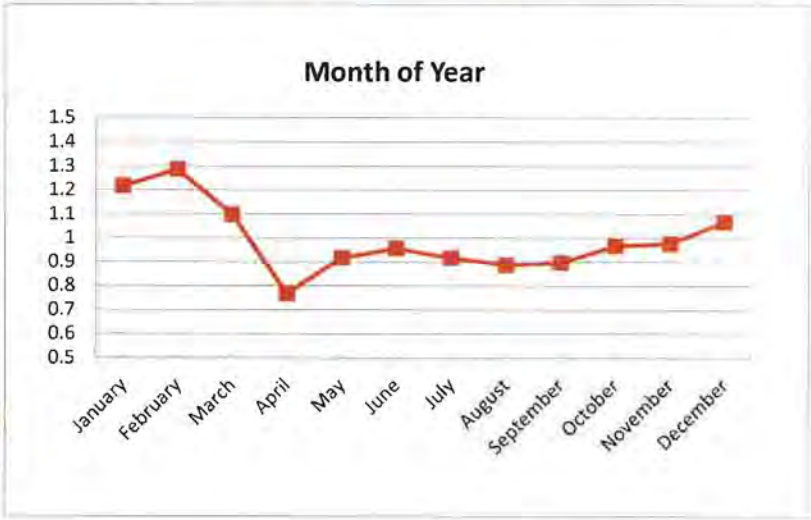
Month of Year	Fraction
January	1.22
February	1.29
March	1.1
April	0.77
May	0.92
June	0.96
July	0.92
August	0.89
September	0.9
October	0.97
November	0.98
December	1.07

Day of Week	Fraction
Sunday	0.82
Monday	0.99
Tuesday	1.06
Wednesday	1.04
Thursday	1.04
Friday	1.09
Saturday	0.96

Directional Factor		
AM	0.55	EB
PM	0.51	WB

Design Hour Volume		
#	Volume	Factor
5	1264	0.112
10	1249	0.111
20	1242	0.110
30	1207	0.107
50	1185	0.105
100	1169	0.103
150	1145	0.101
200	1130	0.100





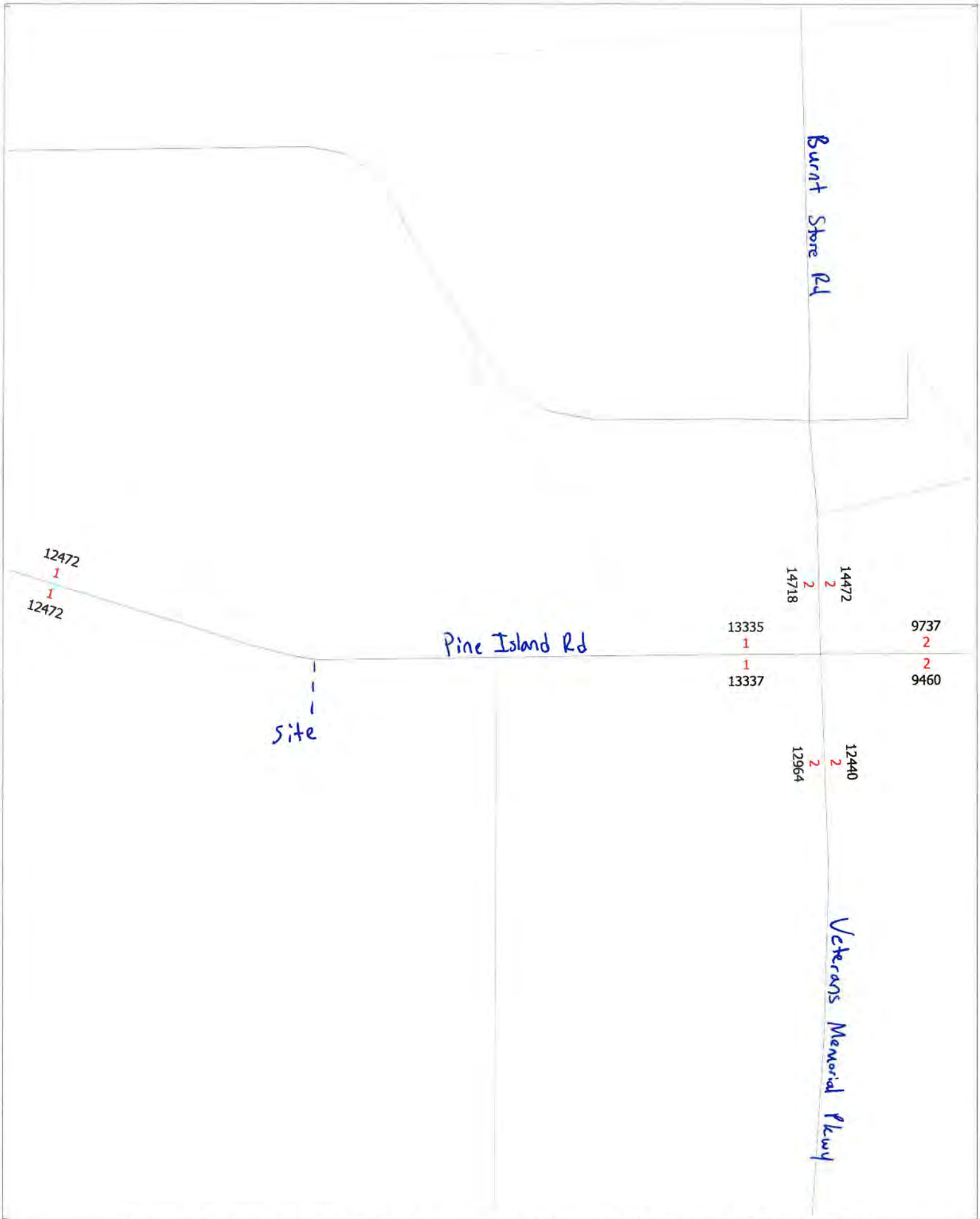
TRAFFIC DATA FROM FDOT'S DISTRICT ONE LOS SPREADSHEET

YEAR 2019 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR PEAK DIRECTION

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2019 Arterial Class	Divided/ UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Peak Hour Peak Direction Capacity	Volume	LOS	Deficiency Determination
12020000	SR 80	MAIN ST	US 41 (Cleveland Ave)	0.000	SR 82/Monroe St	0.168	0.168		Principal Arterial-other	30	UA	A	D	D	E	2	U	2W	WL	WR	3	1,207	432	C	
12020000	SR 80 EB	1ST ST	SR 739/US 41 Bus (Fowler St)	0.658	SR 80/Seaboard St	1.666	1.008		Principal Arterial-other	35	UA	A	D	D	E	2	U	1W	WL	WR	2	1,034	728	C	
12020000	SR 80	PALM BEACH BLVD	SR 80/Seaboard St	1.666	Veronica Shoemaker Blvd	2.506	0.840		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	2,000	900	C	
12020000	SR 80	PALM BEACH BLVD	Veronica Shoemaker Blvd	2.506	CR 808 (Ortiz Ave)	3.364	1.858		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	2,000	1,175	C	
12020000	SR 80	PALM BEACH BLVD	CR 808 (Ortiz Ave)	4.364	I-75	5.546	1.182		Principal Arterial-other	45	UA	A	D	D		1	D	2W	WL	WR	6	3,171	1,199	C	
12020000	SR 80	PALM BEACH BLVD	I-75	5.546	SR 31 (Arcadia Rd)	8.249	2.703	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	6	3,171	1,701	C	
12020000	SR 80	PALM BEACH BLVD	SR 31 (Arcadia Rd)	8.249	CR 80A/Buckingham Rd/Old Olga R.	10.741	2.492	SIS	Principal Arterial-other	45	UA	A	D	D		1	D	2W	WL	WR	4	2,000	1,774	C	
12020000	SR 80	PALM BEACH BLVD	CR 80A/Buckingham Rd/Old Olga R.	10.741	W of Werner Drive	12.808	2.067	SIS	Principal Arterial-other	55	UA	H	D	D			D	2W	WL	WR	4	2,250	1,861	B	
12020000	SR 80	PALM BEACH BLVD	W of Werner Drive	12.808	Hickey Creek Rd	13.308	0.500	SIS	Principal Arterial-other	55	RDA	H	C	C			D	2W	WL	WR	4	2,250	1,861	B	
12020000	SR 80	PALM BEACH BLVD	Hickey Creek Rd	13.308	Broadway St/CR 78	17.654	4.346	SIS	Principal Arterial-other	55	RDA	H	C	C			D	2W	WL	WR	4	2,250	1,180	B	
12020000	SR 80	PALM BEACH BLVD	Broadway St/CR 78	17.654	CR 884 (Joel Blvd)	18.227	0.573	SIS	Principal Arterial-other	45	RDA	A	C	C		1	D	2W	WL	WR	4	2,000	1,180	C	
12020000	SR 80	PALM BEACH BLVD	CR 884 (Joel Blvd)	18.227	Hendry County Line	20.358	2.131	SIS	Principal Arterial-other	60	RDA	H	C	C			D	2W	WL	WR	4	2,250	956	B	
12020102	SR 80 EB	SR 80/2ND ST	SR 739 (Fowler St)	0.397	SR 739 (Park Ave)	0.634	0.237		Principal Arterial-other	35	UA	A	D	D	E	2	U	1W	WL	WR	2	1,024	809	C	
12020102	SR 80 EB	SR 80/2ND ST/SEABOARD ST	SR 739 (Park Ave)	0.634	SR 80 (Palm Beach Blvd)	1.560	0.926		Principal Arterial-other	35	UA	A	D	D	E	2	U	1W	WL	WR	2	1,056	1,124	D	
12040000	SR 867	MCGREGOR BLVD	Old McGregor Blvd	0.000	A & W Bulb Rd	1.993	1.993		Minor Arterial	45	UA	A	D	D		1	D	2W	WL	WR	4	2,000	1,561	C	
12040000	SR 867	MCGREGOR BLVD	A & W Bulb Rd	1.993	College Pkwy	3.465	1.472		Minor Arterial	45	UA	A	D	D		1	D	2W	WL	WR	4	2,000	1,833	C	
12040000	SR 867	MCGREGOR BLVD	College Pkwy	3.465	Winkler Rd	4.896	1.431		Minor Arterial	40	UA	A	D	D		1	D	2W	WL	WR	2	924	792	C	
12040000	SR 867	MCGREGOR BLVD	Winkler Rd	4.896	CR 884/Colonial Blvd	6.465	1.569		Minor Arterial	40	UA	A	D	D	E	1	D	2W	WL	WR	2	970	1,187	F	Over Capacity
12060000	SR 78	PINE ISLAND RD	CR 765/CR 884/Burnt Store Rd	5.467	Chiquita Blvd	7.514	2.047		Principal Arterial-other	50	UA	A	D	D	C	1	D	2W	WL	WR	4	2,100	885	C	
12060000	SR 78	PINE ISLAND RD	Chiquita Blvd	7.514	Santa Barbara Blvd	9.757	2.243		Principal Arterial-other	50	UA	A	D	D	C	1	D	2W	WL	WR	4	2,100	1,714	C	
12060000	SR 78	PINE ISLAND RD	Santa Barbara Blvd	9.757	Del Prado Blvd	12.061	2.304		Principal Arterial-other	55	UA	A	D	D	C	1	D	2W	WL	WR	4	2,100	2,295	F	Over Capacity
12060000	SR 78	PINE ISLAND RD	Del Prado Blvd	12.061	W of CR 78A/Pondella Rd	12.284	0.223		Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	6	3,171	1,512	C	
12060000	SR 78	PINE ISLAND RD	W of CR 78A/Pondella Rd	12.284	SR 45/US 41 (Cleveland Ave)	14.741	2.457		Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,696	C	
12060000	SR 78	PINE ISLAND RD/BAYSHORE RD	SR 45/US 41 (Cleveland Ave)	14.741	New Post Rd/Hart Rd	17.015	2.274		Principal Arterial-other	40	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,690	C	
12060000	SR 78	BAYSHORE RD	New Post Rd/Hart Rd	17.015	W of Willow Stream Ln	18.559	1.544		Principal Arterial-other	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,703	C	
12060000	SR 78	BAYSHORE RD	W of Willow Stream Ln	18.559	W of Pritchett Pkwy	21.179	2.620		Principal Arterial-other	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,265	C	
12060000	SR 78	BAYSHORE RD	W of Pritchett Pkwy	21.179	Pritchett Pkwy	21.400	0.221		Minor Arterial	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	180	C	
12060000	SR 78	BAYSHORE RD	Pritchett Pkwy	21.400	Old Bayshore Rd	23.758	2.358		Minor Arterial	50	UA	A	D	D		1	U	2W	WL	WR	2	924	710	C	
12060000	SR 78	BAYSHORE RD	Old Bayshore Rd	23.758	SR 31	24.408	0.646		Minor Arterial	50	UA	A	D	D		1	U	2W	WL	WR	2	924	515	C	
12070000	SR 82	DR M L KING JR BLVD	US 41/SR 45	0.000	SR 82 (Monroe St)	0.200	0.200		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	WR	2	788	611	D	
12070000	SR 82	DR M L KING JR BLVD	SR 82 (Monroe St)	0.200	Jackson St	0.371	0.171		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	WR	2	788	787	D	Near Capacity
12070000	SR 82	DR M L KING JR BLVD	Jackson St	0.371	SR 739 (Fowler St)	0.645	0.274		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	WR	2	788	1,027	D	Near Capacity
12070000	SR 82	DR M L KING JR BLVD	SR 739 (Fowler Ave)	0.645	Michigan Link Ave	2.966	2.321		Principal Arterial-other	30	UA	A	D	D	E	2	D	2W	WL	WR	4	1,712	1,870	F	Over Capacity
12070000	SR 82	DR M L KING JR BLVD	Michigan Link Ave	2.966	CR 865/Ortiz Ave	3.826	0.860		Principal Arterial-other	50	UA	A	D	D	E	1	D	2W	WL	WR	3	2,636	2,303	C	
12070000	SR 82	DR M L KING JR BLVD	CR 865/Ortiz Ave	3.826	W of Teter Rd/I-75 NB On Ramp	4.507	0.681		Principal Arterial-other	50	UA	A	D	D	E	1	D	2W	WL	WR	6	3,171	3,007	C	
12070000	SR 82	IMMOKALEE ROAD	W of Teter Rd/I-75 NB On Ramp	4.507	Buckingham Rd	6.154	1.647	SIS	Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	6	3,171	3,016	C	
12070000	SR 82	IMMOKALEE ROAD	Buckingham Rd	6.154	CR 884/Colonial Blvd/Lee Blvd	6.874	0.720	SIS	Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	6	3,171	1,558	C	
12070000	SR 82	IMMOKALEE ROAD	CR 884/Colonial Blvd/Lee Blvd	6.874	Gaitway Blvd	7.906	1.032	SIS	Principal Arterial-other	55	UA	A	D	D	E	1	D	2W	WL	WR	2	970	1,757	F	Over Capacity
12070000	SR 82	IMMOKALEE ROAD	Gaitway Blvd	7.906	Griffin Dr/Kay Ave S	9.314	1.408	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	2	970	1,166	F	Over Capacity
12070000	SR 82	IMMOKALEE ROAD	Griffin Dr/Kay Ave S	9.314	Daniels Pkwy/Gunnery Rd S	11.123	1.809	SIS	Principal Arterial-other	60	RDA	A	D	D		1	D	2W	WL	WR	2	970	1,029	F	Over Capacity
12070000	SR 82	IMMOKALEE ROAD	Daniels Pkwy/Gunnery Rd S	11.123	Alabama Rd	14.709	3.586	SIS	Principal Arterial-other	60	RDA	H	D	D			D	2W	WL	WR	2	1,200	1,573	F	Over Capacity
12070000	SR 82	IMMOKALEE ROAD	Alabama Rd	14.709	Bell Blvd S	18.929	4.220	SIS	Principal Arterial-other	60	UA	H	D	D			D	2W	WL	WR	2	1,200	642	C	
12070000	SR 82	IMMOKALEE ROAD	Bell Blvd S	18.929	Hendry County Line	21.551	2.622	SIS	Principal Arterial-other	60	UA	H	D	D			D	2W	WL	WR	2	1,200	627	C	
12070001	SR 82	MONROE ST	MLK Jr Blvd	0.000	SR 80 (Main St)	0.148	0.148		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	WR	2	788	422	D	

Note: LOS Spreadsheet should be used as a planning level analysis tool. A detailed analysis is necessary to validate the actual operating conditions which may vary from this worksheet.

2045 E+C NETWORK VOLUMES



2045 E+C FINANCIALLY FEASIBLE ROADWAY NETWORK LANES AND VOLUMES

cube

(Licensed to TR Transportation Consultants Inc)

LEE COUNTY MPO 2045 COST FEASIBLE HIGHWAY PLAN

Cost Feasible Lanes
Interchange/Intersection
Bridge Reconstruction
2 Lane Roadway
2 Lanes one-way
3 Lanes one-way
3 Lane Roadway
4 Lane Roadway
4 Lane Limited Access
6 Lanes Divided
6 Lane Freeway
8 Lane Divided
10 Lane Freeway
Reconstruction
Cost Feasible Projects
N
0 2 4 Miles
NALLE GRADE
DURDEN
DE NAVARRA
MELLOW
JACARANDA
KISMET
GULFSTREAM
MARIANA
PONDELLA
OLD BURNT STORE
BURNT STORE
STRINGFELLOW
PINE ISLAND
STRINGFELLOW RD
H STRINGFELLOW
CAPTIVA
SANIBEL CAPTIVA
KINCAID
PERIWINKLE
GULF
TARPON BAY
GASPARILLA
DEL PRADO
COUNTRY CLUB
CHIQUITA
PELICAN
SKYLINE
SHELL POINT
JOHN MORRIS
IONA
SUMMERLIN
SAN CARLOS
WINKLER RD
WINKLER AV
FOWLER ST
PALM
BALLARD
NUNA
TICE
NALLE RD
DEAL
PALM CREEK
SR-31 RIVER
ARMEDA
OLGA
RIVER
RIVER RD
OLD OLGA
PALM BEACH
PALM BEACH BL
ORANGE RIVER
CEMETERY
LUCKETT RD
NEAL
BUCKINGHAM
GOLFVIEW
LEONARD
GRIFFIN
SR-82
PLANTATION
PENZANCE
TREELINE
TERMINAL ACCESS
BRIARCUFF
ALICO
WINGED FOOT
ORICLE
ISLAND PARK
TAMIAMI TR
THREE OAKS
CORKSCREW RD
CORKSCREW
SIX LS FARM
WINDERMERE
SUNSHINE
JOEL
WILLIAMS
MOORE
RICHMOND
SENTINELA
GRANT
MCARTHUR
JAGUAR
BELL
HOOVER
COLUMBUS
WILDCAT
ALABAMA
PARKDALE
59TH
17TH
15TH
12TH
23RD
40TH
32ND
47TH
20TH
ESTERO
CR-865 ESTERO BL
HICKORY
STRIKE
OLD US-41
TERRY
MORTON
DEAN
IMPERIAL
BONITA BEACH
L-75 SR-93
I-75
41
41B
75

LEE COUNTY CAPITAL IMPROVEMENT PLAN

DRAFT SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY20/21TO FY 24/25

COMM DIST.	PROJ. #	PROJECT NAME	DRIVER	LENGTH (MILES)	FY 98-19 PRIOR EXP.	19/20 BUDGET	20/21	21/22
1,4	204088	Burnt Store Road 4L *(DES/ROW UNDERWAY)* SR 78 (Pine Island Road) to Van Buren Parkway *(IN SEGMENTS)* - including on-road bike lanes, 10' multi-use path on east side, 6' side walk on west side **PER BOCC ACTION 11/19/13, CONSTRUCTION STARTING WITH NORTH SEGMENT (DIPLOMAT PKWY. TO VAN BUREN PKWY.)**	Future growth, safety, City priority and shared funding via surplus tolls NM - Essential	4.30	34,208,307 DES/ROW/CST	20,596,625 DES/ROW/ CST/CEI *North Seg.* *Central Seg*	18,000,000 CST/CEI LS	0
1,2	209248	Cape Coral Bridge WB Span Replacement Accumulation of Cape and Midpoint surplus toll funds toward replacement of westbound span of Cape Coral Bridge by approximately 2028	Age/condition, escalating maintenance costs Mandated		0	0	0	15,291,868 DES
2	209249	Colonial Blvd. Alternatives Analysis Funds to evaluate improvement options on Colonial Boulevard between McGregor Blvd. and US 41	LOS F per Concurrency report NM - Essential		306,487 Study	43,513 Study	0	0
1,4	200669	Corkscrew Road Project will increase the capacity of Corkscrew Road from Ben Hill Griffin Parkway to Alico Road by improving the existing two-lane road and constructing a four-lane road with medians. The project will be designed and built in two phase. Phase I will be from Ben Hill Griffin Parkway to Bella Terra Blvd and phase II will be from Bella Terra Blvd to Alico Road.	Reduce congestion/wait time, Improved safety		1,825,431 DES	6,411,722 ROW/DES/MIT	20,590,772 CST/CEI/MIT	3,000,000 CST
3	205067	Estero Blvd. Improvements Interim improvements and ultimately reconstruct 2-lane divided County roadway within the Town of Fort Myers Beach, including trolley stops, sidewalks, on-road bike lanes, water and sewer utility upgrades, 6.0 miles. Per Board direction 11/19/13, project to be implemented in 6 consecutive segments from north to south, starting at Crescent Street, with construction funding every other year. Improvement at foot of Matanzas Pass Bridge not yet identified and funded.	Town request, congestion, infrastructure conditions, Complete Streets principals NM - Essential	6.00	35,193,635 PRELIM/DES CST *Segment 1 CST* CEI Project Mgmt	43,674,538 DES/CST/CEI *Segment 2-4* *CST/CEI*	820,000 LS	0
3	NEW	Estero Blvd. at Crescent St. Signal	TPI Development			60,000 DES/CST/CEI	693,000 CST/CEI	0
4	200672	Gateway at Commerce Lakes Roundabout	Improve safety without adding delay			200,000 DES	1,400,000 CEI/CST	0
4	200671	Gateway at Griffin Roundabout	Improve safety without adding delay			200,000 DES	350,000 ROW	1,900,000 CEI/CST
3	205083	Hickory Bridge Replacements Project combines New Pass, Little Carlos and Big Hickory bridge, including demolition and disposal of the olf bridges.	Age Condition of bridge (Bridge Health Index)		0	0	0	0
5	200637	Build two new signals on Lee Boulevard Lee Boulevard/Lee Street Traffic Signal Lee Boulevard/Joan Avenue Traffic Signal	Improve safety Intersections meet signal warrants and almost meet crash warrants		68,896 DES	481,597 DES, CST	0 150,000 DES	0 400,000 CST
4	205028	Littleton Road Widen existing 2-lane rural road to 3 lanes including on road bike lanes and sidewalks. Capacity iprovement: realignment of Kismet/Littleton intersection will provide a more direct east-west route. Will include multi-modal improvements. i.e. bike/ped.	Congested Expected to worsen with Kismet/Littleton Realignment and City's Kismet ext	1.27	88,116 Study	2,371,883 DES/ROW	12,000,000 CST/CEI	
2,4	240613	Ortiz 4L/Colonial-MLK 4L widening, SR 884 (Colonial Blvd.) to SR 82 (Dr. Martin Luther King, Jr. Blvd.), including on-road bike lanes and sidewalks on both sides	Parallel reliever to I-75, access to jail and EMS, LOS per Concurrenty Rpt, City tie-in of Hanson St.ext	1.73	14,154 ROW/DES	2,335,846 DES/MIT	0	20,025,000 CST/CEI
4,5	204072	Ortiz 4L/MLK-Luckett/Luckett-I75 Widen existing 2-lane to 4-lane, including on-road bike lanes and sidewalks on both sides	Parallel relief to I-75 improve area circulation improve LOS NM - Essential	1.25	9,237,336 DES/ROW Project Mgmt	554,659 ROW	0	0

TRIP GENERATION EQUATIONS

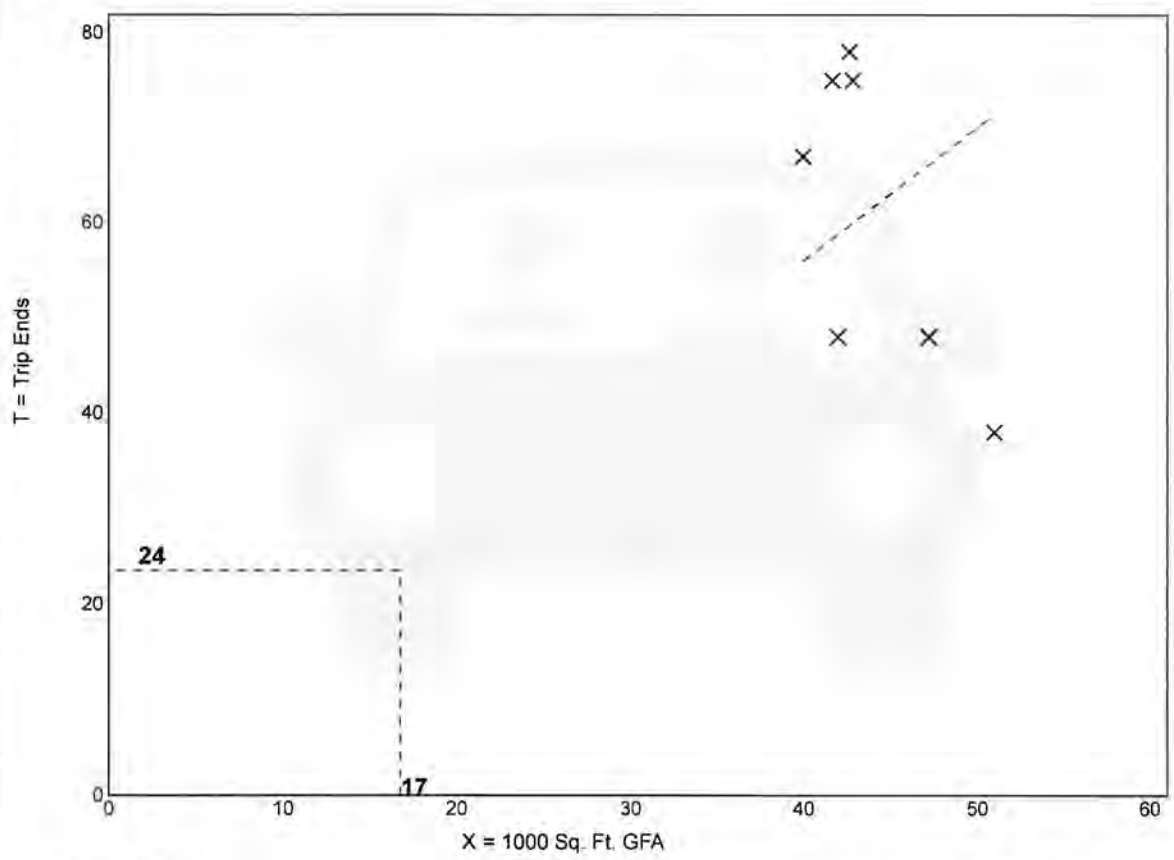
Tractor Supply Store
(810)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 7
Avg. 1000 Sq. Ft. GFA: 44
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.40	0.75 - 1.83	0.45

Data Plot and Equation



× **Study Site** - - - - **Average Rate**

Fitted Curve Equation: Not Given **R^2= ******

Strip Retail Plaza (<40k)
(822)

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

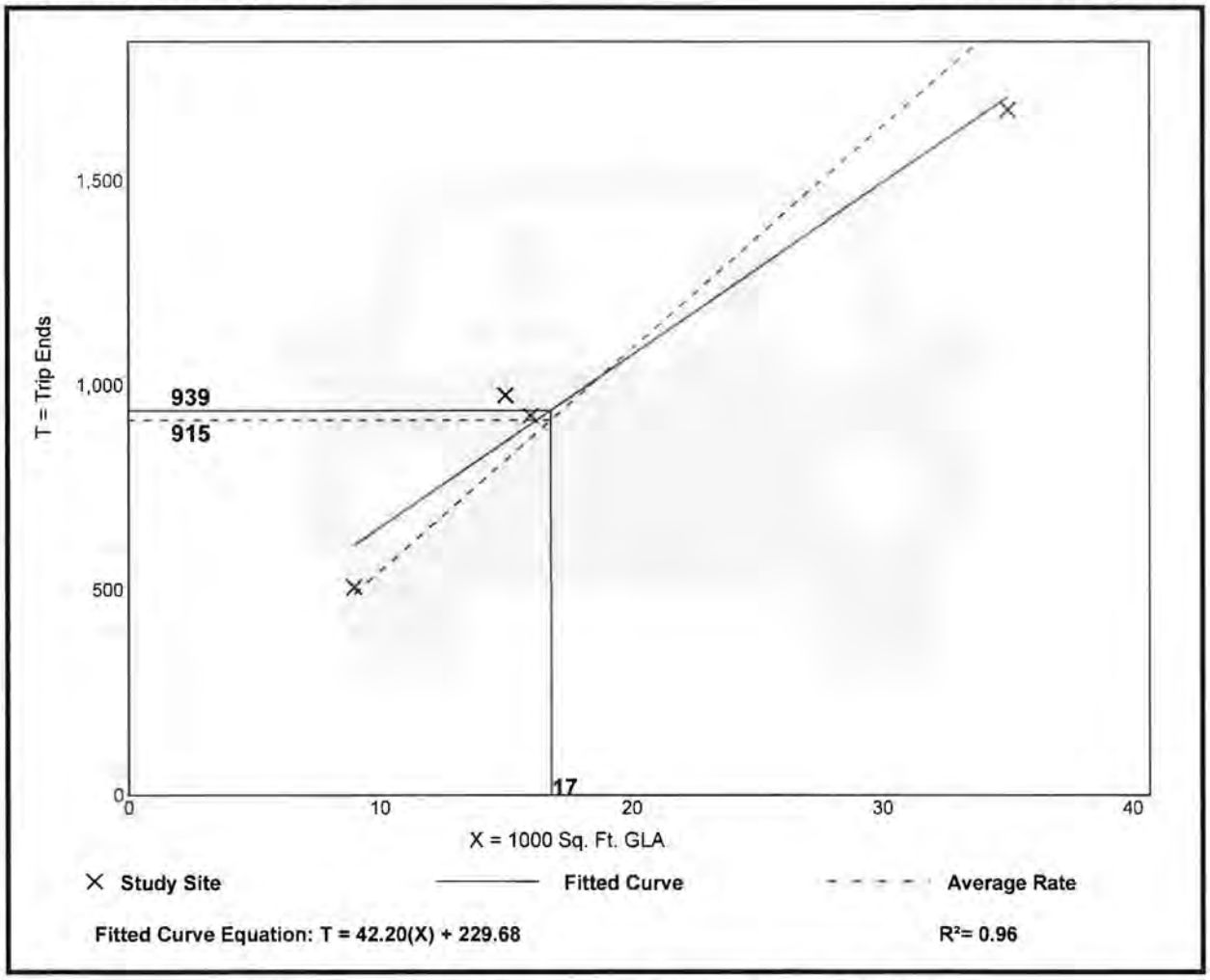
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)
(822)

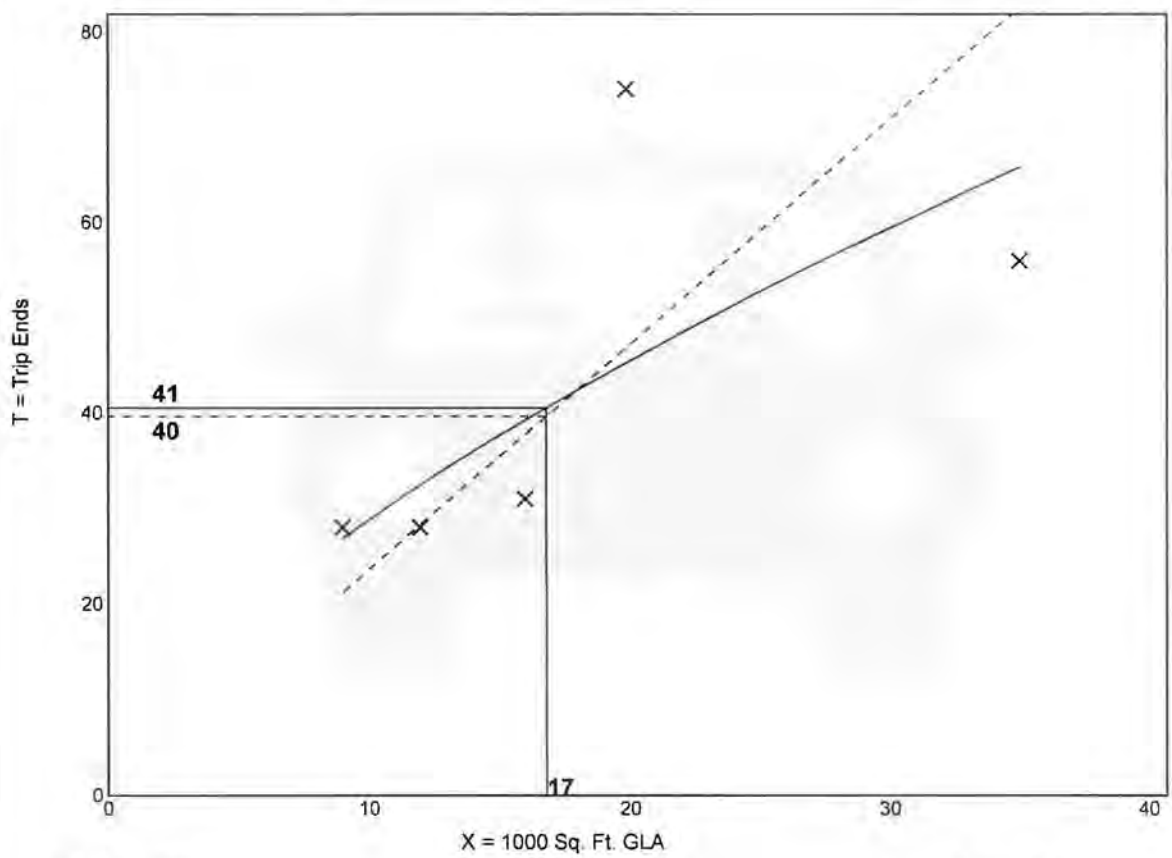
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84 **R^2= 0.57**

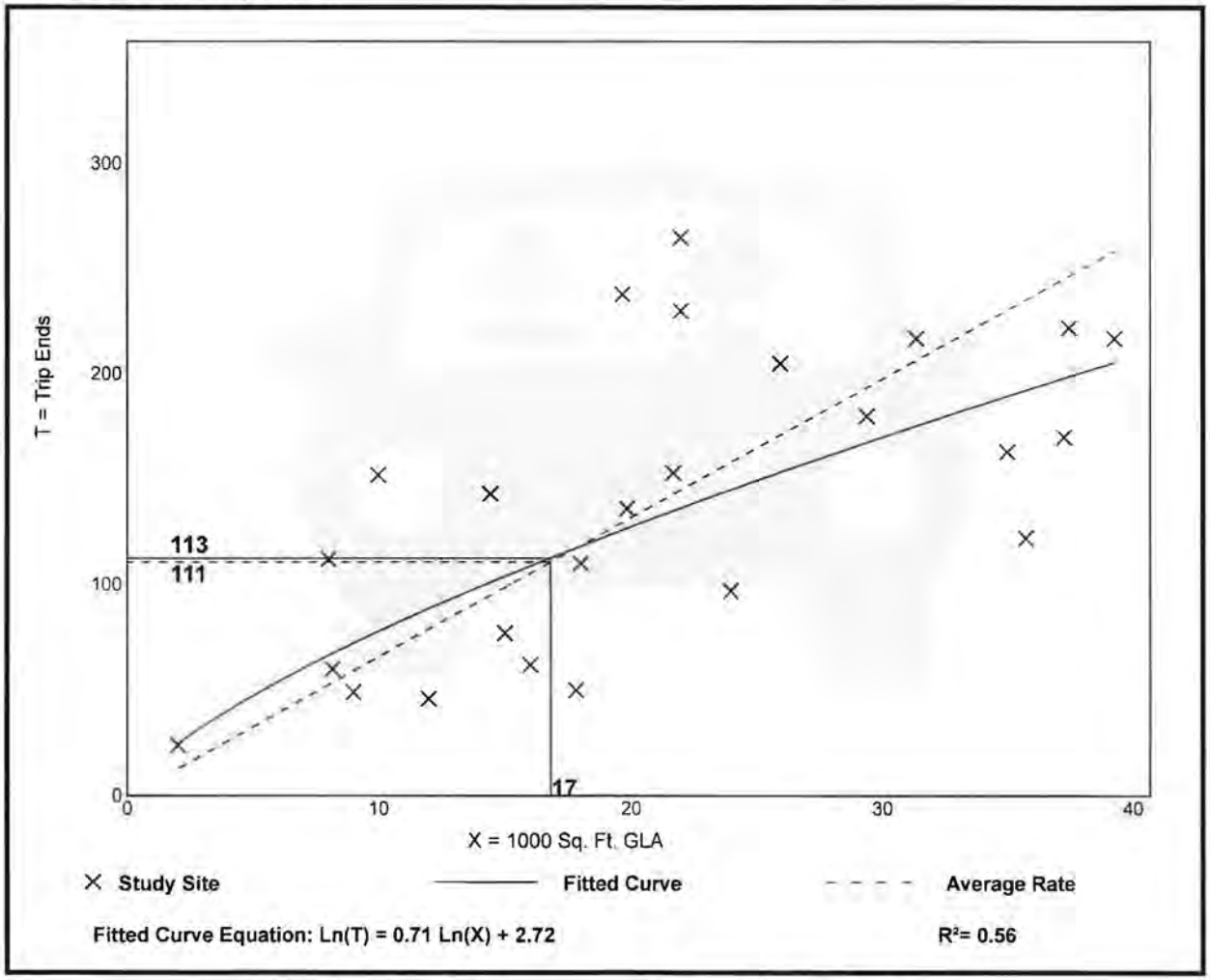
Strip Retail Plaza (<40k)
(822)

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:	25
Avg. 1000 Sq. Ft. GLA:	21
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation

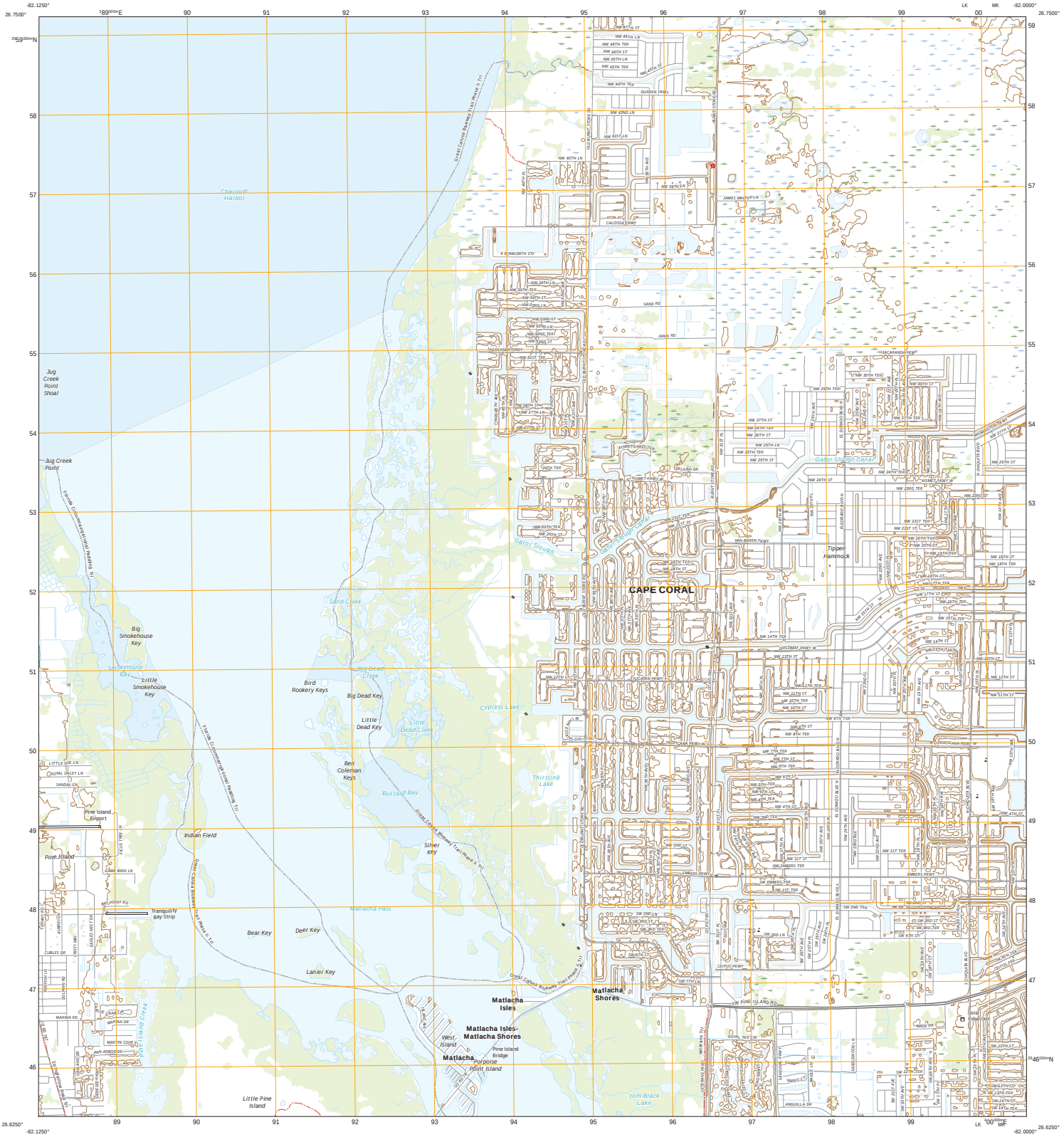


Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72 **R^2= 0.56**

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

The National Map US Topo

MATLACHA QUADRANGLE
FLORIDA - LEE COUNTY
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid:Universal Transverse Mercator, Zone 17R
This map is not a legal document. Boundaries may be
generalized for this map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands.

Imagery	NAIP,	November 2019
Roads	U.S. Census Bureau,	2016
Names	GNIS,	1979 - 2020
Hydrography	National Hydrography Dataset,	2003 - 2020
Contours	National Elevation Dataset,	2019
Boundaries	Multiple sources; see metadata file	2018 - 2019
Public Land Survey System	BLM,	2020
Wetlands	FWS National Wetlands Inventory	1999 - 2015

MN
GN
5°45'
102 MILS
2°29'
9 MILS

UTM GRID AND 2019 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
VJ
LK MK
Grid Zone Designation
17R

SCALE 1:24 000

KILOMETERS 1 0.5 0 1 2
METERS 1000 500 0 1000 2000
MILES 1 0.5 0 1
FEET 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

CONTOUR INTERVAL 5 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with the
National Geospatial Program US Topo Product Standard.

QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Punta Gorda SW
2 Punta Gorda SE
3 Gilchrist
4 Bokeelia
5 Fort Myers NW
6 Captiva
7 Pine Island Center
8 Fort Myers SW

ADJOINING QUADRANGLES

ROAD CLASSIFICATION

Expressway
Secondary Hwy
Ramp
Local Connector
Local Road
4WD
Interstate Route
US Route
State Route

MATLACHA, FL
2021

MSN 7019010580244
MGA REF NO. USGS X2K28011