Barraco and Associates, Inc.
www.barraco.net
Civil Engineers, Land Surveyors and Planners

February 4, 2022

Mr. Brandon Dunn
Principal Planner
Lee County DCD Planning Section
1825 Hendry Street, #101
Fort Myers, FL 33901

RE: River Hall Map Amendment
CPA2021-00016

Dear Mr. Dunn:

Please accept the following information in response to your December 20, 2021 correspondence regarding the above referenced project. The following responses are provided in order with respect to the comments provided.

Application Materials Comments

Comment 1)

On page 13 of the Lee Plan analysis, there is a reference to amendments that are proposed to Table 1(b), however these proposed amendments were not found. Please provide the proposed amendments to Table 1(b).

Note: amendments to Lee Plan tables are considered Text Amendments. Therefore, the proposed amendments to Table 1(b) must be filed under a separate, Text Amendment, application.

Response 1)

Applicant had a zoom meeting with staff on February 1, 2022, regarding Table 1(b). As discussed, when calculating only the acreage within for fee simple lots and/or multifamily tracts, there is adequate acreage within Table 1(b) at this time for the proposed River Hall CPA. Compliance with Table 1(b) will be demonstrated prior to Development Order approval.

The enclosed Lee Plan analysis has been updated removing references to amending Table 1(b).

Comment 2)

Exhibit M5.1 - Existing Future Land Use Map. The existing Future Land Use Map identifies lands in "Area 1" as being in the Rural future land use category, that should be in the Sub-Outlying Suburban future land use category. Please correct.

Response 2)

Exhibit M5.1 has been updated with the correct FLU designations and is included as a part of this submittal.

Comment 3)

Please revise numbers 6 and 7 on page 1 of the application to identify an appropriate amount of commercial development that may be developed. Both existing and proposed development scenarios identify zero commercial. However, this does not seem possible, as the existing CPD portion of River Hall has been approved for commercial uses. Additionally the applicant should justify why the potential commercial intensity would not increase by changing 32.4 acres from the Rural to the Sub-Outlying Suburban future land use category, consistent with Policy 6.1.2. Also, see Lee Plan analysis section.

Response 3)

The enclosed application has been updated to identify an increase of 20,000 sf of commercial development, from what is currently approved.

Comment 4)

Lee Plan Analysis

a. *Please update the Lee Plan analysis contained in Exhibit M12 and in any other areas of the application based on the most recently effective ordinance, Ordinance #21-09. A new codification of the Lee Plan is available on Lee County's webpage at www.leegov .com/dcd/planning/leeplan.*

Response a)

The Lee Plan analysis contained in Exhibit M12 has been updated based on Ordinance #21-09 and is included as a part of this submittal.

b. *Please correct FLU Density Table 1 - River Hall Project on page 3 of the Lee Plan Analysis. The table incorrectly shows the density of the Wetlands future land use category as 0.5 dwelling units an acre. This should be 0.05 dwelling units an acre.*

Response b)

The enclosed Lee Plan Analysis has been updated with the correct wetland density of 0.05 dwelling units an acre.

c. *FLU Density Table 2 - Subject Property (391.85 Acres) on page 4 of the Lee Plan Analysis states that 151 dwelling units would be generated from 25.2 acres of proposed Suburban future land use category (approximately 6 dwelling units an acre), however it is not clear if uses are proposed or planned for that area or River Hall that would preclude*

it from being used in the density calculations. Please provide an exhibit tied to the existing and proposed Master Concept Plans for the entire River Hall Project in order for staff to determine the correct allowable density.

Response c)

Pursuant to resolution number Z-15-003, Townhome and Multi-family uses are permitted within the RPD and CPD areas. The 25.2 acres of proposed Suburban future land use is located within the RPD and CPD and has a current FLU designation of SOS.

d. *Please provide an analysis of Policy 6.1.2. The applicant is proposing to redesignate 32.4 acres from a Future Non-Urban Area to a Future Suburban Area. This has the potential to allow for additional commercial uses on the property.*

Response d)

Applicant does not require any additional commercial uses.

Comment 5)

Public Facilities Impact Analysis

a. *Please provide a letter of service availability from Lee County EMS Photometric will be required to reflect that the sight does not impact the residential community*

Response 5)

A letter of service availability from Lee County EMS is included as a part of this submittal.

Comment 6)

Legal Description

a. *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.*

b. *Exhibit M8.3_SOS TO OS:*

- This call is described on the legal description for parcel 1, but is not depicted on the legal sketch. - "N85°47'16"E for 103.64 feet to a point of curvature; Easterly along an arc of a curve to the left of radius 640.00 feet (delta 24°16'20") (chord bearing N73°39'06"E) (chord 269.10 feet) for 271.12 feet to a point of reverse curvature." Please depict on the legal sketch.

- The course information note set as "23" is shown twice on the legal sketch for parcel A of this document. The information set as note 23 shown at the center of page 8 of this document is meant to represent note 24, but was mistyped.

c. *Exhibit M8.5_SOS TO SUBURBAN:*
- There is a discrepancy between a call in the legal and the corresponding call on the sketch. The 50th line in the polygon legal (not counting the LOC) is 99.33 feet in the legal and 89.33 feet on the sketch
- The sketch contains multiple calls using the #(24) one being a line the other a curve. The sketch does not have a list of numbers curves and list of numbered lines. The combined list should not duplicate numbered calls.

Response 6)

Please see the enclosed legal descriptions, which have been corrected as requested by Staff.

Comment 7)

Environmental Impact Analysis

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

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

c. *Please provide an analysis of Lee Plan policy 60.1.1 and 126.1.2 detailing how the proposal will affect the Sandstone aquifer. Many of the surrounding residential homes use the Sandstone aquifer as a water source.*

Response 7)

Please see enclosed FEMA map.

The enclosed Lee Plan Analysis has been updated to include an analysis of Lee Plan policies 60.1.1 and 126.1.2 under the section titled Sandstone Aquifer, at the end of the document. In addition, two documents, titled Figure 1 and River Hall Reuse 07-16-21, are included in association with the Sandstone Aquifer write-up.

Comment 8)

Community Plan Area requirements. Please provide materials needed to demonstrate the applicant has conducted the required public informational meetings in compliance with the requirements of Policies 17.3.2 and 17.3.3.

Response 8)

The publicly advertised information session is scheduled to be held on February 9, 2022. After the meeting is held, the community meeting materials will be provided to Staff in compliance with the requirements of Policies 17.3.2 and 17.3.3.

If you have any questions or need additional information, please advise.

Sincerely,

BARRACO AND ASSOCIATES, INC.

Jennifer Sapen, AICP
Vice President of Land Planning

JS/dmr
23898

Enclosure
cc:

Attachments

1. Application
2. M5.1 – Existing Future Land Use Map
3. M12 – Lee Plan Analysis
4. Letter of Availability – Lee County EMS
5. Legal Description -SOS to OS
6. Legal Description - SOS to Suburban
7. FEMA Map
8. Traffic Study
9. Exhibit 7 (Revised)
10. Exhibit 8 (Revised)
11. Pages from 2020 District 1 LOS
12. Figure 1.
13. River Hall Reuse 07-16-21

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - MAP

Project Name: RIVER HALL

Project Description: To amend the Future Land Use Map designation from Sub-Outlying Suburban to Rural on 11.94 acres; Rural to Sub-Outlying Suburban on 32.4 acres; Sub-Outlying Suburban to Outlying Suburban on 276.63 acres; Rural to Outlying Suburban on 45.68 acres; Sub-Outlying Suburban to Suburban on 25.2 acres with a change in density of +489 units.

Map(s) to Be Amended: Lee Plan Map 1: Future Land Use Map

State Review Process: ☐ Small-Scale Review ☐ State Coordinated Review ☒ Expedited State Review

1. **Name of Applicant:** GREENPOINTE HOLDINGS, LLC
   Address: 7807 Baymeadows Road East, Suite 205
   City, State, Zip: Jacksonville, FL 32256
   Phone Number: (352) 397-2922 E-mail: gmiars@greenpointellc.com

2. **Name of Contact:** BARRACO AND ASSOCIATES, INC. - Jennifer Sapen, AICP, VP of Land Planning
   Address: 2271 McGregor Blvd, Suite 100
   City, State, Zip: Fort Myers, FL
   Phone Number: (239) 461-3170 E-mail: JenniferS@Barraco.net

3. **Owner(s) of Record:** Please see page 6 of Application.
   Address:
   City, State, Zip:
   Phone Number: E-mail:

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FEB 04 2022
COMMUNITY DEVELOPMENT

4. **Property Location:**
   1. Site Address: Please see attached.
   2. STRAP(s): Please see attached.

5. **Property Information:**
   Total Acreage of Property: ±1,978.44 Total Acreage Included in Request: ±391.85
   Total Uplands: ±391.85 Total Wetlands: ±0 Current Zoning: RPD/CPD
   Current Future Land Use Category(ies): SOS, Rural
   Area in Each Future Land Use Category: SOS 313.77 AC; Rural 78.08 AC
   Existing Land Use: Residential development, golf course, amenity areas, road right-of-ways, existing sales center

6. **Calculation of maximum allowable development under current Lee Plan:**
   Residential Units/Density: 2,749 Commercial Intensity: 45,000 sf Industrial Intensity: N/A

7. **Calculation of maximum allowable development with proposed amendments:**
   Residential Units/Density: 3,238 Commercial Intensity: 65,000 sf Industrial Intensity: N/A

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. See enclosed TIS prepared by David Plummer and Associates

   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. See Request Statement
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: Please see enclosed Environmental Assessment prepared by Passarella & Associates.

A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).

1. A map and description of the soils found on the property (identify the source of the information).
2. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
3. A map delineating the property boundaries on the most recent Flood Insurance Rate Map.
4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
5. 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. See Request Statement

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.

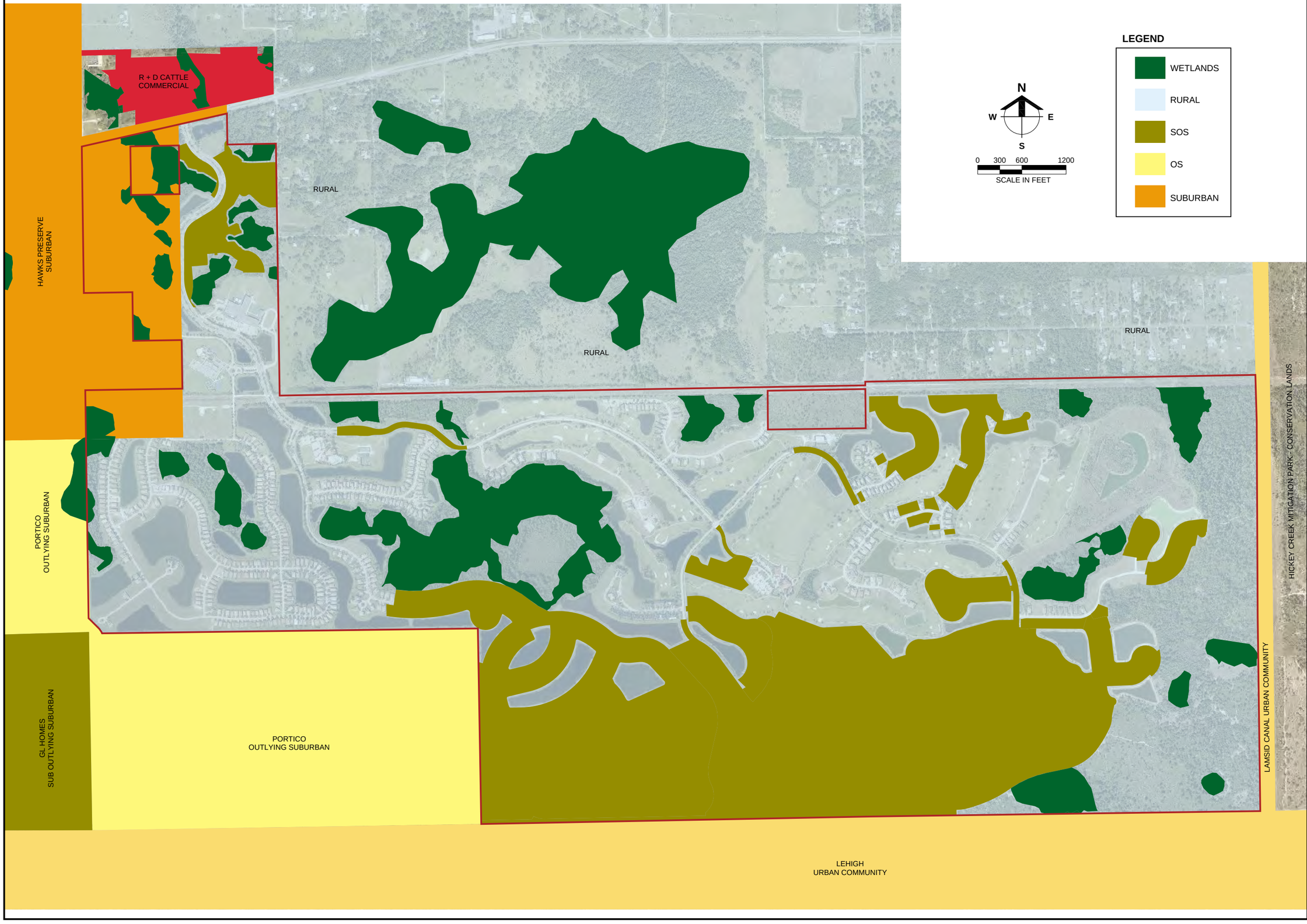
MINIMUM SUBMITTAL ITEMS (3 Copies)

☐	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 – M4)
☐	Future Land Use Map - Existing and Proposed (Exhibit – M5)
☐	Map and Description of Existing Land Uses (Not Designations) of the Subject Property and Surrounding Properties (Exhibit – M6)
☐	Map and Description of Existing Zoning of the Subject Property and Surrounding Properties (Exhibit – M7)
☐	Signed/Sealed Legal Description and Sketch of the Description for Each FLUC Proposed (Exhibit – M8)
☐	Copy of the Deed(s) of the Subject Property (Exhibit – M9)
☐	Aerial Map Showing the Subject Property and Surrounding Properties (Exhibit – M10)
☐	Authorization Letter From the Property Owner(s) Authorizing the Applicant to Represent the Owner (Exhibit – M11)
☐	Lee Plan Analysis (Exhibit – M12)
☐	Environmental Impacts Analysis (Exhibit – M13)
☐	Historic Resources Impact Analysis (Exhibit – M14)
☐	Public Facilities Impacts Analysis (Exhibit – M15)
☐	Traffic Circulation Analysis (Exhibit – M16)
☐	Existing and Future Conditions Analysis - Sanitary Sewer, Potable Water, Surface Water/Drainage Basins, Parks and Rec, Open Space, Public Schools (Exhibit – M17)
☐	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 – M18)
☐	State Policy Plan and Regional Policy Plan (Exhibit – M19)
☐	Justification of Proposed Amendment (Exhibit – M20)
☐	Planning Communities/Community Plan Area Requirements (Exhibit – M21)

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.



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PREPARED FOR

GREENPOINTE COMMUNITIES, LLC
7807 BAYMEADOWS ROAD E
SUITE 205
JACKSONVILLE, FL 32256

PHONE (904) 562-1358
FAX (904) 996-2481

PROJECT DESCRIPTION

RIVER HALL

COMPREHENSIVE PLAN AMENDMENT

PART OF SECTION 36,
TOWNSHIP 43, RANGE 26
LEE COUNTY, FLORIDA

THIS PLAN IS PRELIMINARY AND INTENDED FOR CONCEPTUAL PLANNING PURPOSES ONLY.

SITE LAYOUT AND LAND USE INTENSITIES OR DENSITIES MAY CHANGE SIGNIFICANTLY BASED UPON SURVEY, ENGINEERING, ENVIRONMENTAL AND / OR REGULATORY CONSTRAINTS AND / OR OPPORTUNITIES.

FILE NAME	23898CPA-X03.DWG
LOCATION	J:\23898\DWG\CPA\
PLOT DATE	WED. 12-22-2021 - 4:14 PM
PLOT BY	ALYSSA FONTAINE

CROSS REFERENCED DRAWINGS

BASEPLAN = 23898CPA00-EXIST.DWG

PLAN REVISIONS	

PLAN STATUS

EXISTING FUTURE LAND USE MAP EXHIBIT M5.1

PROJECT / FILE NO.	SHEET NUMBER
23898	

(SOS TO OS)
DESCRIPTION

Parcel in
Sections 35 and 36,
Township 43 South, Range 26 East,
Lee County, Florida

A tract or parcel of land lying in Section 35 and 36, Township 43 South, Range 26 East, Lee County, Florida, said tract or parcel of land being more particularly described as follows:

PARCEL 1:

A tract or parcel of land being all of Lots 13 through 55, Block “K” and a portion of Tract “A-7” of the record plat "RIVER HALL COUNTRY CLUB, PHASE TWO" recorded in Instrument No. 2006000409514, and all of Tract “G” and Tract L-7” and a portion of Tracts “F-1”, “O-5” and “R-1” of the record plat of "HAMPTON LAKES AT RIVER HALL SOUTH" recorded in Instrument No. 2021000035440 and a portion of Tract “G” of the record plat "RIVER HALL COUNTRY CLUB, PHASE 2A" recorded in Instrument No. 2021000083185, all of the Public Records of Lee County, Florida, and a tract or parcel of land lying in Section 36, Township 43 South, Range 26 East, Lee County, Florida, lying in Sections 35 and 36, Township 43 South, Range 26 East, Lee County, Florida said tract or parcel of land being more particularly described as follows:
BEGINNING at the Southwest corner of said Section 35 run N00°59'32"W along the West line of the Southwest Quarter (SW 1/4) of said Section 35 for 50.00 feet to the Westerly most corner of said Tract “O-5”; thence run along the Northerly line of said Tract “O-5” the following three (3) courses: N88°53'41"E for 689.74 feet; N27°10'00"E for 47.34 feet to a point on a non-tangent curve and Easterly along an arc of a curve to the left of radius 320.00 feet (delta 28°16'15") (chord bearing S76°58'07"E) (chord 156.30 feet) for 157.89 feet to a point of tangency; thence run N88°53'45"E along said Northerly line and continuing along the Easterly prolongation thereof for 2,758.67 feet to an intersection with the Southerly prolongation of the Westerly line of said Tract “F-1”; thence run N01°05'54"W along said prolongation and continuing along said Westerly line of Tract “F-1” for 332.37 feet to a point of curvature; thence run along the Westerly and Northerly line of said Tract “F-1” following four (4) courses: Northwesterly along an arc of a curve to the left of radius 2,070.00 feet (delta 42°30'19") (chord bearing N22°21'04"W) (chord 1,500.67 feet) for 1,535.65 feet; S47°22'15"W along a non-tangent line for 8.70 feet; N42°37'45"W for 722.03 feet and N65°12'55"E for 304.89 feet; thence run N46°40'12"E for 80.00 feet to a point on a non-tangent curve and intersection with the Easterly line of said Tract “F-1”; thence run along the Easterly, Southerly and Westerly line of said Tract “F-1” the following eight (8) courses: Southeasterly along an arc of a curve to the left of radius 360.00 feet (delta 17°59'05") (chord bearing S52°19'20"E) (chord 112.54 feet) for 113.00 feet to a point of reverse curvature; Southeasterly along an arc of a curve to the right of radius 840.00 feet (delta

DESCRIPTION (CONTINUED)

25°16'08") (chord bearing S48°40'49"E) (chord 367.47 feet) for 370.46 feet to a point of tangency; S36°02'45"E for 587.54 feet to a point of curvature; Southeasterly along an arc of a curve to the left of radius 910.00 feet (delta 08°53'51") (chord bearing S40°29'40"E) (chord 141.17 feet) for 141.31 feet; N41°50'37"E along a non-tangent line for 153.51 feet to a point of curvature; Northeasterly along an arc of a curve to the left of radius 617.00 feet (delta 20°52'31") (chord bearing N31°24'22"E) (chord 223.56 feet) for 224.80 feet; N88°28'09"E along a non-tangent line for 18.47 feet and N12°22'23"E for 87.78 feet to a point of curvature; thence continue Northerly along the Westerly line of said Tract "F-1" and the Westerly line of said Tract "L-7" along an arc of a curve to the left of radius 628.00 feet (delta 26°58'19") (chord bearing N01°06'47"W) (chord 292.91 feet) for 295.63 feet to a point of reverse curvature; thence run Northerly along said Westerly line of Tract "L-7" and continuing along the Westerly line of said Tract "G" of said record plat RIVER HALL COUNTRY CLUB, PHASE 2A", along an arc of a curve to the right of radius 200.00 feet (delta 32°44'13") (chord bearing N01°46'10"E) (chord 112.73 feet) for 114.27 feet to a point of reverse curvature; thence run Northwesterly along said Westerly line of Tract "G" along an arc of a curve to the left of radius 253.53 feet (delta 97°33'39") (chord bearing N30°38'33"W) (chord 381.40 feet) for 431.70 feet to a point on a non-tangent curve; thence run Easterly along an arc of a curve to the right of radius 199.00 feet (delta 73°39'48") (chord bearing N86°22'25"E) (chord 238.59 feet) for 255.85 feet to an intersection with the Southerly line of said record plat of "RIVER HALL COUNTRY CLUB, PHASE 2A"; thence run along said Southerly line the following four (4) courses: N33°12'19"E for 103.92 feet; S69°21'19"E for 585.07 feet to a point of curvature; Easterly along an arc of a curve to the left of radius 175.00 feet (delta 23°42'43") (chord bearing S81°12'40"E) (chord 71.91 feet) for 72.42 feet to a point of tangency and N86°55'59"E for 507.21 feet; thence run S42°30'21"E along said Southerly line and continuing along the Southerly line of said record plat of "RIVER HALL COUNTRY CLUB, PHASE TWO" for 617.01 feet; thence run along said Southerly line the following nine (9) courses: N72°42'51"E for 186.40 feet to a point on a non-tangent curve; Northeasterly along an arc of a curve to the right of radius 190.00 feet (delta 110°19'44") (chord bearing N47°39'10"E) (chord 311.90 feet) for 365.86 feet to a point of reverse curvature; Easterly along an arc of a curve to the left of radius 90.00 feet (delta 17°01'46") (chord bearing S85°41'51"E) (chord 26.65 feet) for 26.75 feet to a point of tangency; N85°47'16"E for 103.64 feet to a point of curvature; Easterly along an arc of a curve to the left of radius 640.00 feet (delta 24°16'20") (chord bearing N73°39'06"E) (chord 269.10 feet) for 271.12 feet to a point of reverse curvature; Easterly along an arc of a curve to the right of radius 560.00 feet (delta 12°52'56") (chord bearing N67°57'24"E) (chord 125.64 feet) for 125.91 feet to a point of tangency; N74°23'52"E for 423.58 feet to a point of curvature; Easterly along an arc of a curve to the right of radius 560.00 feet (delta 14°41'42") (chord bearing N81°44'43"E) (chord 143.23 feet) for 143.63 feet to a point of tangency and N89°05'34"E for 175.70 feet to an intersection with the Westerly line of said Tract "A-7"; thence run S89°31'51"E for 80.00 feet to an intersection with the Easterly line of said Tract "A-7"; thence run S00°28'09"W along said Easterly line for 99.16 feet; thence run along the Southerly line of said record plat of "RIVER HALL

DESCRIPTION (CONTINUED)

COUNTRY CLUB, PHASE TWO" the following thirteen (13) courses: S89°31'51"E for 22.00 feet; S00°28'09"W for 24.30 feet; S89°31'51"E for 70.20 feet; N82°57'31"E for 70.81 feet; S89°31'51"E for 70.20 feet; S03°08'26"W for 57.03 feet to a point of curvature; Southeasterly along an arc of a curve to the left of radius 65.00 feet (delta 73°05'52") (chord bearing S33°24'30"E) (chord 77.42 feet) for 82.93 feet to a point of tangency; S69°57'27"E for 123.77 feet to a point of curvature; Southeasterly along an arc of a curve to the right of radius 325.00 feet (delta 45°05'43") (chord bearing S47°24'35"E) (chord 249.24 feet) for 255.80 feet to a point of reverse curvature; Southeasterly along an arc of a curve to the left of radius 275.00 feet (delta 51°51'24") (chord bearing S50°47'25"E) (chord 240.49 feet) for 248.89 feet to a point of reverse curvature; Southeasterly along an arc of a curve to the right of radius 125.00 feet (delta 54°40'42") (chord bearing S49°22'46"E) (chord 114.81 feet) for 119.29 feet to a point of reverse curvature; Southeasterly along an arc of a curve to the left of radius 75.00 feet (delta 78°46'09") (chord bearing S61°25'30"E) (chord 95.18 feet) for 103.11 feet to a point of tangency and N79°11'25"E for 64.68 feet; thence run along the Westerly line of said Lots 21 through 13, Block “K” the following three (3) courses: N06°36'24"W for 408.34 feet to a point of curvature; Northerly along an arc of a curve to the left of radius 443.00 feet (delta 18°33'48") (chord bearing N15°53'18"W) (chord 142.90 feet) for 143.53 feet to a point of compound curvature and Northwesterly along an arc of a curve to the left of radius 78.00 feet (delta 40°50'08") (chord bearing N45°35'15"W) (chord 54.42 feet) for 55.59 feet; thence run N16°53'30"E along the Westerly line of said Lot 13, Block “K” and continuing along the Northerly prolongation thereof for 183.04 feet to a point on a non-tangent curve; thence run Northeasterly along an arc of a curve to the left of radius 307.36 feet (delta 12°29'33") (chord bearing N57°46'49"E) (chord 66.88 feet) for 67.02 feet to a point on a non-tangent curve and intersection with the Easterly line of said Tract “A-7”; thence run along said Easterly line the following two (2) courses: Southerly along an arc of a curve to the left of radius 20.00 feet (delta 64°07'50") (chord bearing S00°20'33"W) (chord 21.24 feet) for 22.39 feet to a point of tangency and S31°43'22"E for 60.88 feet to an intersection with the Northerly line of said Lot 55, Block “K”; thence run along the Northerly, Easterly and Southerly line of said Lots 55 through 30, Block “K” the following seventeen (17) courses: N76°13'30"E for 158.97 feet; S85°32'00"E for 30.82 feet; S18°12'36"E for 150.00 feet; S27°04'48"W for 31.37 feet to a point on a non-tangent curve; Southerly along an arc of a curve to the right of radius 757.00 feet (delta 11°01'36") (chord bearing S12°07'12"E) (chord 145.46 feet) for 145.69 feet to a point of tangency; S06°36'24"E for 276.23 feet to a point of curvature; Southeasterly along an arc of a curve to the left of radius 43.00 feet (delta 85°40'09") (chord bearing S49°26'28"E) (chord 58.47 feet) for 64.29 feet to a point of tangency; N87°43'27"E for 117.27 feet to a point of curvature; Northeasterly along an arc of a curve to the left of radius 80.00 feet (delta 78°21'12") (chord bearing N48°32'51"E) (chord 101.07 feet) for 109.40 feet to a point of reverse curvature; Easterly along an arc of a curve to the right of radius 193.00 feet (delta 133°46'45") (chord bearing N76°15'38"E) (chord 355.02 feet) for 450.63 feet; N53°09'00"E along a radial line for 42.88 feet to a point on a non-tangent curve; Southerly along an arc of a curve to the right of radius 2,202.18 feet (delta 02°16'47") (chord bearing

DESCRIPTION (CONTINUED)

S08°49'46"E) (chord 87.62 feet) for 87.62 feet to a point of compound curvature; Southwesterly along an arc of a curve to the right of radius 300.00 feet (delta 61°40'28") (chord bearing S23°08'59"W) (chord 307.56 feet) for 322.93 feet; N43°05'38"W along a non-tangent line for 33.19 feet; S49°32'15"W for 108.94 feet to a point of curvature; Westerly along an arc of a curve to the right of radius 307.00 feet (delta 38°11'12") (chord bearing S68°37'51"W) (chord 200.84 feet) for 204.61 feet to a point of tangency and S87°43'27"W for 313.19 feet to an intersection with said Easterly line of Tract "A-7"; thence run along said Easterly line the following four (4) courses: S06°36'24"E for 30.78 feet to a point of curvature; Southerly along an arc of a curve to the left of radius 230.00 feet (delta 20°17'02") (chord bearing S16°44'54"E) (chord 81.00 feet) for 81.42 feet to a point of compound curvature; Southeasterly along an arc of a curve to the left of radius 90.00 feet (delta 49°40'47") (chord bearing S51°43'49"E) (chord 75.61 feet) for 78.04 feet to a point of reverse curvature and Southerly along an arc of a curve to the right of radius 55.00 feet (delta 139°00'23") (chord bearing S07°04'00"E) (chord 103.04 feet) for 133.44 feet to an intersection with the Easterly line of said Lot 29, Block "K"; thence run S12°09'00"W along said Easterly line for 147.46 feet to an intersection with the Northwesterly line of said record plat of "RIVER HALL COUNTRY CLUB, PHASE TWO"; thence run along said Northwesterly line the following eleven (11) courses: S01°39'32"W for 30.44 feet to a point of curvature; Southerly along an arc of a curve to the right of radius 350.00 feet (delta 23°11'32") (chord bearing S13°15'18"W) (chord 140.71 feet) for 141.67 feet to a point of compound curvature; Southwesterly along an arc of a curve to the right of radius 1,651.75 feet (delta 11°33'08") (chord bearing S30°37'38"W) (chord 332.47 feet) for 333.04 feet to a point on a non-tangent curve; Southwesterly along an arc of a curve to the right of radius 690.00 feet (delta 41°50'09") (chord bearing S57°17'46"W) (chord 492.70 feet) for 503.82 feet to a point of tangency; S78°12'50"W for 275.30 feet to a point of curvature; Southwesterly along an arc of a curve to the left of radius 1,335.00 feet (delta 22°43'21") (chord bearing S66°51'10"W) (chord 525.97 feet) for 529.44 feet to a point on a non-tangent curve; Southwesterly along an arc of a curve to the left of radius 132.56 feet (delta 12°16'24") (chord bearing S55°00'04"W) (chord 28.34 feet) for 28.39 feet to a point on a non-tangent curve; Southwesterly along an arc of a curve to the right of radius 1,665.00 feet (delta 16°51'25") (chord bearing S63°25'21"W) (chord 488.09 feet) for 489.86 feet to a point of tangency; S71°51'03"W for 86.61 feet to a point of curvature; Westerly along an arc of a curve to the right of radius 665.00 feet (delta 17°20'35") (chord bearing S80°31'21"W) (chord 200.52 feet) for 201.29 feet and S00°48'22"E along a non-tangent line for 74.36 feet to an intersection with the South line of the Southwest Quarter (SW 1/4) of said Section 36; thence run S89°11'43"W along said South line for 1,166.27 feet to the Southeast corner of said Section 35; thence run S88°54'06"W along the South line of the Southeast Quarter (SE 1/4) of said Section 35 for 2,643.62 feet to the South Quarter corner of said Section 35; thence run S88°53'41"W along the South line of the Southwest Quarter (SW 1/4) of said Section 35 for 2,642.70 feet to the POINT OF BEGINNING.

Containing 276.27 acres, more or less.

DESCRIPTION (CONTINUED)

PARCEL 2:

A tract or parcel of land being a portion of Tract “A-2” of the record plat of "RIVER HALL COUNTRY CLUB, PHASE TWO" recorded in Instrument No. 2006000409514, Lee County Records, Florida, lying in Section 35, Township 43 South, Range 26 East, Lee County, Florida said tract or parcel of land being more particularly described as follows:
BEGINNING at the Easterly Most corner of Tract “B-2” of said record plat, run along the Westerly line of said Tract “A-2” the following two (2) courses: Northwesterly along an arc of a curve to the right of radius 325.00 feet (delta 48°55'01") (chord bearing N33°05'12"W) (chord 269.12 feet) for 277.47 feet to a point of tangency and N08°37'42"W for 36.83 feet; thence run N77°44'05"E for 50.10 feet to an intersection with the Easterly line of said Tract “A-2”; thence run along said Easterly line the following three (3) courses: S08°37'42"E for 40.00 feet to a point of curvature; Southeasterly along an arc of a curve to the left of radius 275.00 feet (delta 39°04'36") (chord bearing S28°09'59"E) (chord 183.94 feet) for 187.55 feet to a point of compound curvature and Southeasterly along an arc of a curve to the left of radius 141.00 feet (delta 30°39'59") (chord bearing S63°02'17"E) (chord 74.57 feet) for 75.47 feet; thence run S56°26'42"W for 66.97 feet to the POINT OF BEGINNING.
Containing 0.36 acres, more or less.

PARCELS 1 and 2 together contain 276.63 acres, more or less

Bearings hereinabove mentioned are State Plane for the Florida West Zone (1983/NSRS 2011) and are based on the East line of Southeast Quarter of Section 34 to bear N00°59'34"W.

_____
Scott A. Wheeler (For The Firm)
Professional Surveyor and Mapper
Florida Certificate No. 5949

L:\23898 - River Hall PLANNING\SURVEY\DESCRIPTIONS\SKETCH\23898SK03_SOS TO OS.doc

NOTES:

1. ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF. UNLESS OTHERWISE NOTED DISTANCES ARE ALSO (U.S. SURVEY FEET) GROUND AND CAN BE MULTIPLIED BY 0.9999525 TO OBTAIN GRID DISTANCES.
2. D.E. - DENOTES DRAINAGE EASEMENT.
3. INST. No.- DENOTES INSTRUMENT NUMBER, LEE COUNTY PUBLIC RECORDS.
4. O.R. - DENOTES OFFICIAL RECORD BOOK, LEE COUNTY PUBLIC RECORDS.
5. (P) - DENOTES PLAT.
6. P.B. - DENOTES PLAT BOOK.
8. PG. - DENOTES PAGE.
9. BEARINGS SHOWN ARE STATE PLANE FLORIDA WEST ZONE (NAD1983)(NSRS 2011) AND ARE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 34 TO BEAR N00°59'34"W.
10. DESCRIPTION IS ATTACHED.

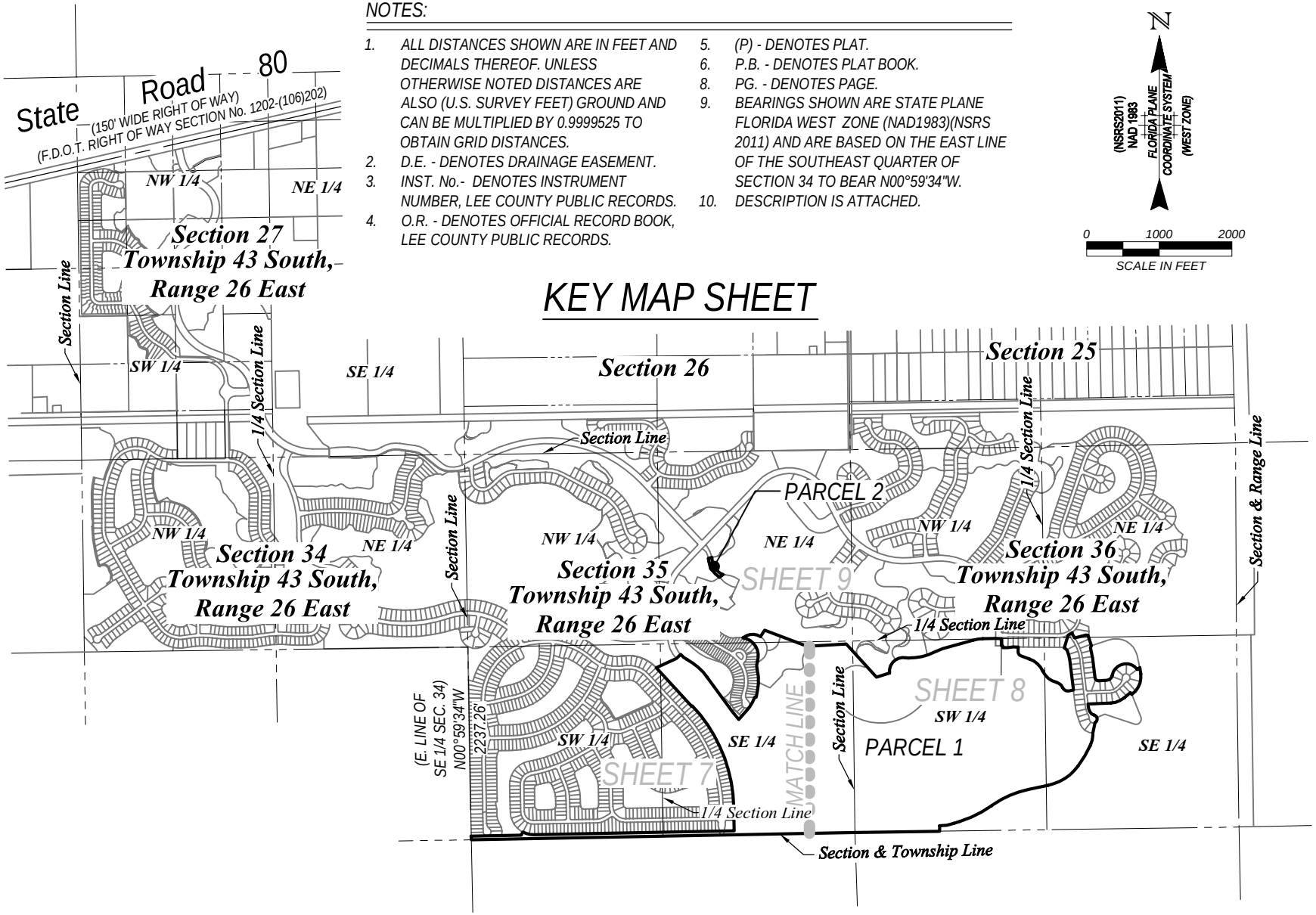
N

(NSRS2011) NAD 1983 FLORIDA PLANE COORDINATE SYSTEM (WEST ZONE)

0 1000 2000

SCALE IN FEET

KEY MAP SHEET



SOS TO OS

SCOTT A. WHEELER (FOR THE FIRM - LB-6940)
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 5949

DATE SIGNED:

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED OR DIGITAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

THIS IS NOT A SURVEY

Barraco and Associates, Inc.
CIVIL ENGINEERING - LAND SURVEYING
LAND PLANNING
www.barraco.net
2271 McGREGOR BLVD., SUITE 100
POST OFFICE DRAWER 2800
FORT MYERS, FLORIDA 33902-2800
PHONE (239) 461-3170
FAX (239) 461-3169
FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

PREPARED FOR

GREENPOINTE COMMUNITIES, LLC
7807 BAYMEADOWS ROAD E
SUITE 205
JACKSONVILLE, FL 32256

PHONE (904) 562-1358
FAX (904) 996-2481

PROJECT DESCRIPTION

A Parcel of Land in Sections 35 & 36 Township 43 South, Range 26 East Lee County, Florida

PROJECT SURVEYOR

SCOTT A. WHEELER LICENSE NUMBER 5949 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED OR DIGITAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

FILE NAME	23898SK03.DWG
LAYOUT	6
LOCATION	J:\23898\DWG\SURVEYING\SKETCH\
PLOT DATE	FRI. 9-10-2021 - 3:53 PM
PLOT BY	PETER OLSEN

DRAWING DATA	
SURVEY DATE	09-02-2021
DRAWN BY	P. OLSEN
CHECKED BY	SAW
SCALE	1"=2000'
FIELD BOOK	

PLAN REVISIONS

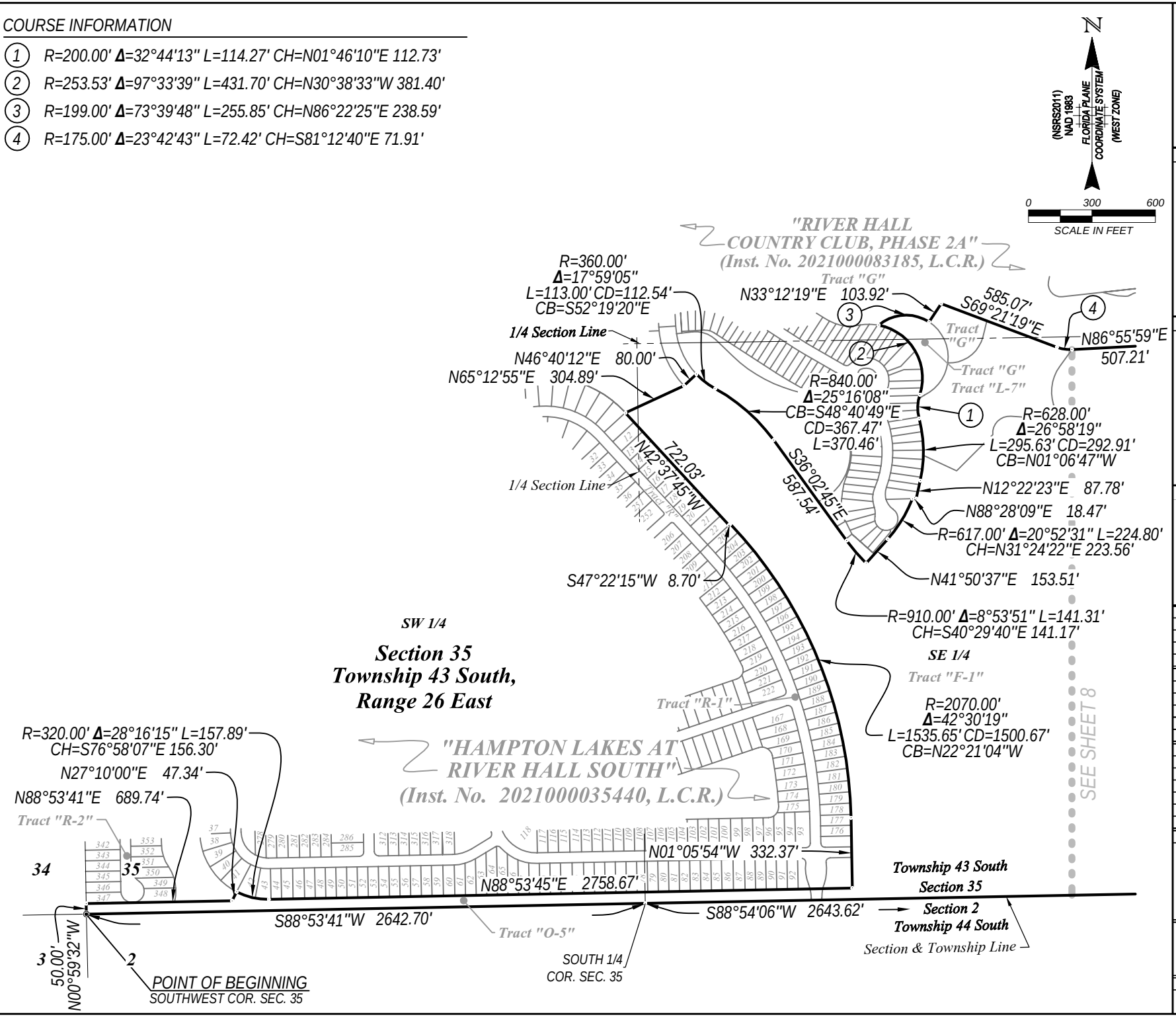
STRAP NUMBERS

SKETCH TO ACCOMPANY DESCRIPTION

PROJECT / FILE NO.	SHEET NUMBER
23898 35-43-26	6 OF 9

COURSE INFORMATION

1. R=200.00' Δ=32°44'13" L=114.27' CH=N01°46'10"E 112.73'
2. R=253.53' Δ=97°33'39" L=431.70' CH=N30°38'33"W 381.40'
3. R=199.00' Δ=73°39'48" L=255.85' CH=N86°22'25"E 238.59'
4. R=175.00' Δ=23°42'43" L=72.42' CH=S81°12'40"E 71.91'



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PHONE (239) 461-3170
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FLORIDA CERTIFICATES OF AUTHORIZATION
ENGINEERING 7995 - SURVEYING LB-6940

PREPARED FOR

GREENPOINTE COMMUNITIES, LLC
7807 BAYMEADOWS ROAD E
SUITE 205
JACKSONVILLE, FL 32256

PHONE (904) 562-1358
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PROJECT DESCRIPTION

A Parcel of Land in Sections 35 & 36 Township 43 South, Range 26 East Lee County, Florida

PROJECT SURVEYOR

SCOTT A. WHEELER LICENSE NUMBER 5949 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED OR DIGITAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

FILE NAME	23898SK03.DWG
LAYOUT	7
LOCATION	J:\23898\DWG\SURVEYING\SKETCH\
PLOT DATE	FRI. 9-10-2021 - 3:54 PM
PLOT BY	PETER OLSEN

DRAWING DATA

SURVEY DATE	09-02-2021
DRAWN BY	P. OLSEN
CHECKED BY	SAW
SCALE	1"=600'
FIELD BOOK	

PLAN REVISIONS

STRAP NUMBERS

SKETCH TO ACCOMPANY DESCRIPTION

PROJECT / FILE NO.	SHEET NUMBER
23898 35-43-26	**7 OF 9**

COURSE INFORMATION

(4) R=175.00' Δ=23°42'43" L=72.42' CH=S81°12'40"E 71.91'
(5) R=560.00' Δ=12°52'56" L=125.91' CH=N67°57'24"E 125.64'
(6) R=560.00' Δ=14°41'42" L=143.63' CH=N81°44'43"E 143.23'
(7) R=65.00' Δ=73°05'52" L=82.93' CH=S33°24'30"E 77.42'
(8) R=275.00' Δ=51°51'24" L=248.89' CH=S50°47'25"E 240.49'
(9) R=125.00' Δ=54°40'42" L=119.29' CH=S49°22'46"E 114.81'
(10) R=75.00' Δ=78°46'09" L=103.11' CH=S61°25'30"E 95.18'

COURSE INFORMATION

(11) R=443.00' Δ=18°33'48" L=143.53' CH=N15°53'18"W 142.90'
(12) R=78.00' Δ=40°50'08" L=55.59' CH=N45°35'15"W 54.42'
(13) R=307.36' Δ=12°29'33" L=67.02' CH=N57°46'49"E 66.88'
(14) R=20.00' Δ=64°07'50" L=22.39' CH=S00°20'33"W 21.24'
(15) R=757.00' Δ=11°01'36" L=145.69' CH=S12°07'12"E 145.46'
(16) S06°36'24"E 276.23'
(17) R=43.00' Δ=85°40'09" L=64.29' CH=S49°26'28"E 58.47'
(18) N87°43'27"E 117.27'

N
(NSRS2011) NAD 1983 FLORIDA PLANE COORDINATE SYSTEM (WEST ZONE)
0 300 600
SCALE IN FEET

R=90.00' Δ=17°01'46" L=26.75'
CH=S85°41'51"E 26.65'
S89°31'51"E 80.00'
57.03'
S03°08'26"W
N89°05'34"E 175.70'
Tract "B-14"
183.04'
N16°53'30"E
S31°43'22"E 60.88'
N76°13'30"E 158.97'
S85°32'00"E 30.82'
S18°12'36"E 150.00'
31.37'
S27°04'48"W
1/4 Section Line
42.88'
N53°09'00"E
R=190.00' Δ=110°19'44" L=365.86'
CH=N47°39'10"E 311.90'
NW 1/4
N86°55'59"E
507.21'
Tract "F-2"
N74°23'52"E
423.58'
99.16'
S00°28'09"W
S89°31'51"E 22.00'
S00°28'09"W 24.30'
Tract "A-7"
Tract "B-11"
Tract "E-1"
Tract "A-7"
S42°30'21"E
617.01'
Tract "B-16"
Tract "B-13"
N06°36'24"W
408.34'
R=640.00'
Δ=24°16'20"
103.64'
N85°47'16"E
L=271.12' CD=269.10'
CB=N73°39'06"E
70.20'
70.81'
70.20'
123.77'
S89°31'51"E
N82°57'31"E
S89°31'51"E
S69°57'27"E
N72°42'51"E 186.40'
SW 1/4
BLOCK "K"
33.19'
N43°05'38"W
S49°32'15"W 108.94'
Section 36
Township 43 South,
Range 26 East
64.68'
N79°11'25"E
S87°43'27"W 313.19'
S06°36'24"E 30.78'
R=325.00' Δ=45°05'43" L=255.80'
CH=S47°24'35"E 249.24'
1/4 Section Line
147.46'
S12°09'00"W
R=90.00' Δ=49°40'47" L=78.04'
CH=S51°43'49"E 75.61'
R=55.00' Δ=139°00'23" L=133.44'
CH=S07°04'00"E 103.04'
30.44'
S01°39'32"W
R=350.00' Δ=23°11'32" L=141.67'
CH=S13°15'18"W 140.71'
SEE SHEET 7
Section 35
Section 36
Tract "F-1"
Tract "E-1"
SE 1/4
R=1335.00' Δ=22°43'21" L=529.44'
CH=S66°51'10"W 525.97'
R=1651.75' Δ=11°33'08" L=333.04'
CH=S30°37'38"W 332.47'
R=132.56' Δ=12°16'24" L=28.39'
CH=S55°00'04"W 28.34'
R=690.00' Δ=41°50'09" L=503.82'
CH=S57°17'46"W 492.70'
R=1665.00' Δ=16°51'25" L=489.86'
CH=S63°25'21"W 488.09'
S78°12'50"W
275.30'
S71°51'03"W 86.61'
R=665.00' Δ=17°20'35" L=201.29'
CH=S80°31'21"W 200.52'
"RIVER HALL
COUNTRY CLUB, PHASE TWO"
(Inst. No. 2006000409514, L.C.R.)
35
36
Township 43 South
Section 36
2643.62'
S88°54'06"W
1166.27'
S89°11'43"W
Section & Township Line
S00°48'22"E 74.36'
2
1
Section 1
Township 44 South
SOUTHWEST
COR. SEC. 36

COURSE INFORMATION

(24) R=230.00' Δ=20°17'02" L=81.42' CH=S16°44'54"E 81.00'

COURSE INFORMATION

(19) R=80.00' Δ=78°21'12" L=109.40' CH=N48°32'51"E 101.07'
(20) R=193.00' Δ=133°46'45" L=450.63' CH=N76°15'38"E 355.02'
(21) R=2202.18' Δ=2°16'47" L=87.62' CH=S08°49'46"E 87.62'
(22) R=300.00' Δ=61°40'28" L=322.93' CH=S23°08'59"W 307.56'
(23) R=307.00' Δ=38°11'12" L=204.61' CH=S68°37'51"W 200.84'

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ENGINEERING 7995 - SURVEYING LB-6940

PREPARED FOR

GREENPOINTE COMMUNITIES, LLC
7807 BAYMEADOWS ROAD E
SUITE 205
JACKSONVILLE, FL 32256

PHONE (904) 562-1358
FAX (904) 996-2481

PROJECT DESCRIPTION

A Parcel of Land in Sections 35 & 36 Township 43 South, Range 26 East Lee County, Florida

PROJECT SURVEYOR

SCOTT A. WHEELER LICENSE NUMBER 5949 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED OR DIGITAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

FILE NAME	23898SK03.DWG
LAYOUT	8
LOCATION	J:\23898\DWG\SURVEYING\SKETCH\
PLOT DATE	THU. 12-23-2021 - 11:25 AM
PLOT BY	PETER OLSEN

DRAWING DATA

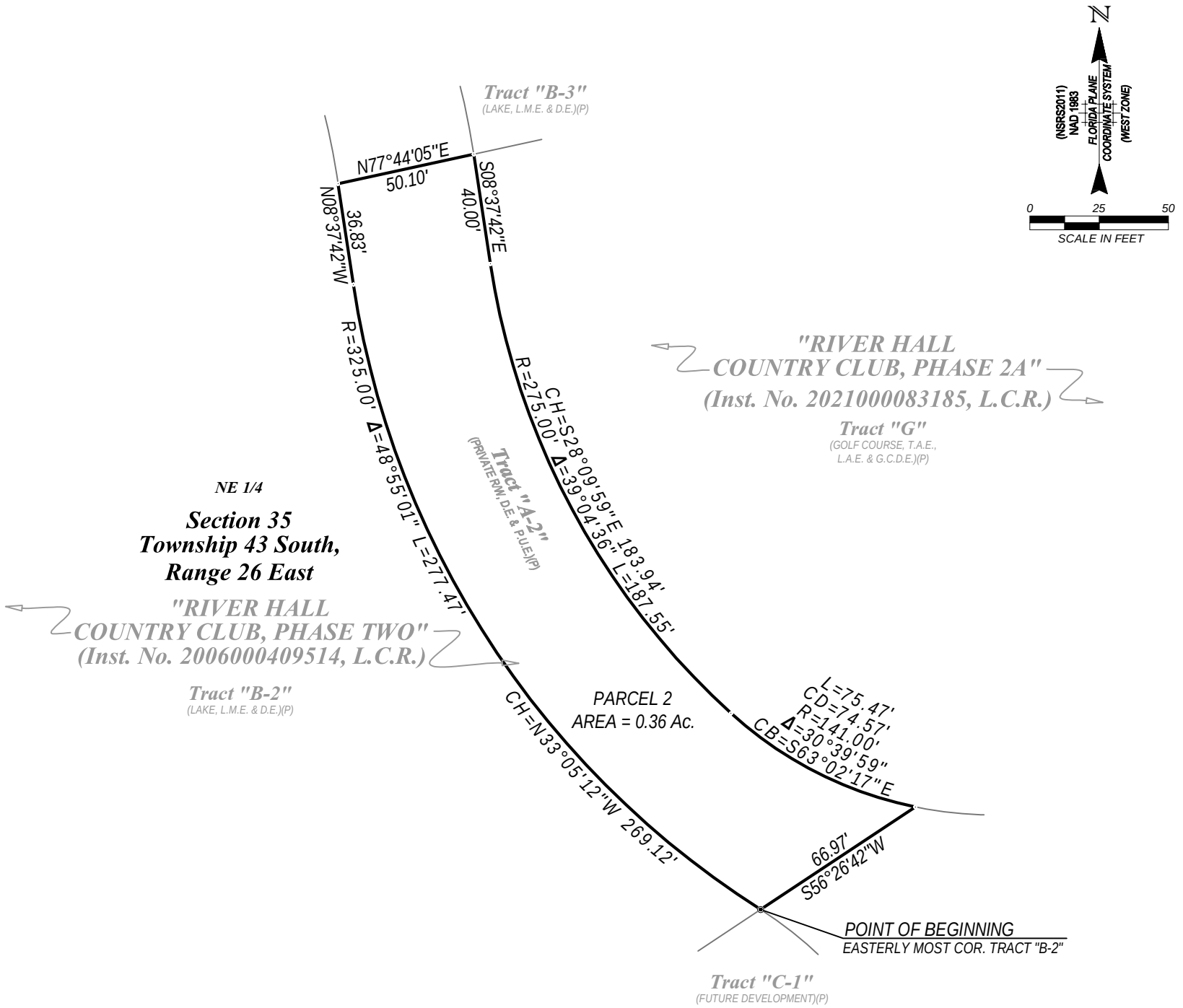
SURVEY DATE	09-02-2021
DRAWN BY	P. OLSEN
CHECKED BY	SAW
SCALE	1"=600'
FIELD BOOK	

PLAN REVISIONS

STRAP NUMBERS

SKETCH TO ACCOMPANY DESCRIPTION

PROJECT / FILE NO.	SHEET NUMBER
23898 35-43-26	8 OF 9



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LICENSE NUMBER
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STATE OF FLORIDA
PROFESSIONAL SURVEYOR AND MAPPER

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PLOT BY	PETER OLSEN

DRAWING DATA	
SURVEY DATE	09-02-2021
DRAWN BY	P. OLSEN
CHECKED BY	SAW
SCALE	1"=50'
FIELD BOOK	

PLAN REVISIONS

STRAP NUMBERS

SKETCH TO ACCOMPANY DESCRIPTION

PROJECT / FILE NO.	SHEET NUMBER
23898 35-43-26	**9 OF 9**

(SOS TO SUBURBAN)
DESCRIPTION

Parcel in
Section 27,
Township 43 South, Range 26 East,
Lee County, Florida

A tract or parcel of land lying in Section 27, Township 43 South, Range 26 East, Lee County, Florida, said tract or parcel of land being more particularly described as follows:

PARCEL 1:

A tract or parcel of land lying in Section 27, Township 43, Range 26, Lee County, Florida, said tract or parcel of land being more particularly described as follows:
COMMENCING at the North Quarter Corner of said Section 27 run S00°51'17"E along the East line of the West Half (W 1/2) of said Section 27 1,573.70 feet to the POINT OF BEGINNING.
From said Point of Beginning continue S00°51'17"E along said East line for 614.10 feet to an intersection with the Northerly line of Conservation Easement CE-5, described in a deed recorded in Official Record Book 3492, at Page 568, Lee County Records; thence run along the Northerly and Westerly line of said Conservation Easement the following thirty-seven (37) courses: S89°08'43"W for 93.44 feet to a point on a non-tangent curve; Westerly along an arc of a curve to the right of radius 66.36 feet (delta 16°50'32") (chord bearing N84°55'21"W) (chord 19.44 feet) for 19.51 feet; N71°01'07"W for 89.50 feet to a point of curvature; Northwesterly along an arc of a curve to the right of radius 70.00 feet (delta 23°16'07") (chord bearing N59°23'03"W) (chord 28.23 feet) for 28.43 feet to a point of tangency; N47°45'00"W for 184.10 feet to a point of curvature; Westerly along an arc of a curve to the left of radius 30.00 feet (delta 72°55'14") (chord bearing N84°12'37"W) (chord 35.66 feet) for 38.18 feet; S55°56'06"W for 16.37 feet to a point on a non-tangent curve; Southwesterly along an arc of a curve to the right of radius 26.40 feet (delta 05°46'39") (chord bearing S56°05'54"W) (chord 2.66 feet) for 2.66 feet to a point on a non-tangent curve; Westerly along an arc of a curve to the right of radius 70.00 feet (delta 89°33'57") (chord bearing N76°34'03"W) (chord 98.62 feet) for 109.43 feet; S28°40'01"W for 168.43 feet; S49°55'00"W for 120.21 feet; S08°34'30"W for 59.47 feet; S16°25'18"E for 53.01 feet; S10°53'06"W for 52.02 feet; S21°20'30"E for 68.84 feet; N62°54'21"E for 119.90 feet; S66°05'27"E for 32.67 feet; S15°30'06"E for 72.37 feet; S40°08'04"E for 34.02 feet; S03°40'51"E for 25.26 feet; S70°07'12"W for 69.86 feet; S61°26'29"W for 17.36 feet; S72°08'48"W for 19.92 feet; N60°51'22"W for 30.42 feet; N77°06'37"W for 44.10 feet; S64°52'29"W for 38.94 feet; S20°52'27"W for 43.82 feet; S31°30'37"E for 59.12 feet; N86°41'36"E for 84.58 feet; S63°46'58"E for 10.50 feet; S40°41'16"E for 40.28 feet; S42°43'38"E for 45.16 feet; S67°36'20"E for 23.72 feet; S41°52'34"E for 38.96 feet; S63°15'06"E for 38.14 feet; S89°23'27"E for 35.43 feet; N63°29'28"E for 1.44 feet to a point on a non-tangent curve and Southeasterly along an arc of a curve to the right of radius 294.98 feet (delta 79°24'50") (chord bearing S37°32'25"E) (chord 376.91 feet) for 408.86 feet to an intersection with the Northerly line of lands described in a deed recorded in Official Record Book 4326, at Page 2075, Lee County Records; thence run S89°59'57"W along said Northerly line for 290.94 feet to a point on a non-tangent curve and an intersection with the Northerly line of Conservation Easement CE-6, described in a deed recorded in Official Record Book 3492, at Page 568, Lee County Record; thence run along

DESCRIPTION (CONTINUED)

the Northerly and Westerly line of said Conservation Easement the following nineteen (19) courses: Northerly along an arc of a curve to the right of radius 366.19 feet (delta 02°18'35") (chord bearing N06°14'13"E) (chord 14.76 feet) for 14.76 feet; N67°30'09"W for 128.15 feet; N22°29'51"E for 111.26 feet to a point on a non-tangent curve; Northwesterly along an arc of a curve to the right of radius 284.50 feet (delta 15°17'25") (chord bearing N54°28'27"W) (chord 75.70 feet) for 75.92 feet; Westerly along an arc of a curve to the left of radius 215.00 feet (delta 48°01'46") (chord bearing N70°51'26"W) (chord 175.00 feet) for 180.23 feet to a point to tangency; S85°07'41"W for 47.77 feet; S04°52'19"E for 25.00 feet; S85°07'41"W for 40.00 feet; N04°52'19"W for 25.00 feet; S85°07'41"W for 99.33 feet; S04°52'19"E for 84.36 feet; S00°40'13"E for 44.90 feet; S09°23'27"W for 21.52 feet; S85°07'41"W for 214.14 feet; S04°52'19"E for 195.19 feet to a point of curvature; Southerly along an arc of a curve to the right of radius 645.00 feet (delta 24°05'35") (chord bearing S07°10'29"W) (chord 269.23 feet) for 271.23 feet; S56°46'33"E for 5.45 feet; S22°03'38"E for 26.30 feet and S44°22'17"E for 89.18 feet to an intersection with said Northerly line of lands described in a deed recorded in Official Record Book 4326, at Page 2075, Lee County Records; thence run S84°07'47"W along said Northerly line for 35.31 feet to a point on a non-tangent curve and an intersection with the Easterly right of way line of River Hall Parkway described in a deed recorded in Official Record Book 4326, at Page 1851, Lee County Records; thence run along said Easterly right of way line the following five (5) courses: Northerly along an arc of a curve to the right of radius 700.00 feet (delta 35°18'45") (chord bearing N17°39'25"W) (chord 424.63 feet) for 431.42 feet to a point of tangency; N00°00'03"W for 514.62 feet to a point of curvature; Northeasterly along an arc of a curve to the right of radius 300.00 feet (delta 58°24'51") (chord bearing N29°12'23"E) (chord 292.78 feet) for 305.86 feet to a point of tangency; N58°24'48"E for 260.56 feet to a point of curvature; Northerly along an arc of a curve to the left of radius 430.00 feet (delta 113°16'07") (chord bearing N01°46'45"E) (chord 718.25 feet) for 850.07 feet to an intersection with the Southerly line of lands described in Instrument No. 2007000309267, Lee County Records; thence run the following three courses along said Southerly line: N59°14'31”E for 186.92 feet; N00°00'00”E for 85.63 feet to a point of tangency and Northeasterly along an arc of a curve to the right of radius 67.00 feet (delta 65°23'59") (chord bearing N32°42'00'E) (chord 72.39 feet) for 76.48 feet to an intersection with the West line of the Southeast Quarter (SE 1/4) of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of said Section 27 also being an intersection with the Westerly line of Conservation Easement CE-3, described in a deed recorded in Official Record Book 3492, at Page 568, Lee County Records thence run along the Westerly and Southerly line of said Conservation Easement the following twelve (12) courses: S00°50'17"E for 60.93 feet; S34°56'26"E for 102.67 feet; S09°14'30"E for 48.67 feet; S67°52'13"E for 81.78 feet; S48°12'54"E for 71.57 feet; S01°01'22"W for 27.84 feet; S80°11'09"E for 57.75 feet; S87°52'40"E for 72.84 feet; N88°30'21"E for 65.61 feet; N87°58'32"E for 123.03 feet; N86°30'04"E for 86.75 feet and N89°08'44"E for 62.31 feet to the POINT OF BEGINNING.

Containing 22.74 acres, more or less.

PARCEL 2:

A tract or parcel of land lying in Section 27, Township 43, Range 26, Lee County, Florida, said tract or parcel of land being more particularly described as follows:

COMMENCING at the North Quarter Corner of said Section 27 run S88°49'19"W along the North line of the Northwest Quarter (NW 1/4) of said Section 27 for 1,316.71 feet to the Northwest corner of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of

DESCRIPTION (CONTINUED)

said Section 27; thence run S00°49'17"E along the West line of said Fraction for 1,320.27 feet to the Southwest corner of said Fraction and the POINT OF BEGINNING.

From said Point of Beginning run N88°54'52"E along the South line of said Fraction, along being the South line of lands described in Instrument No. 2013000006374, Lee County Records for 14.28 feet; thence run N70°31'00"E still along said South line of lands for 91.71 feet to a point on a non-tangent curve and an intersection with the Westerly right of way line of River Hall Parkway described in a deed recorded in Official Record Book 4326, at Page 1851, Lee County Records; thence run along said Westerly right of way line the following two (2) courses: thence run Southeasterly along an arc of a curve to the left of radius 550.00 feet (delta 38°10'13") (chord bearing S44°57'39"E) (chord 359.67 feet) for 366.41 feet to a point to reverse curvature; and Southerly along an arc of a curve to the right of radius 330.00 feet (delta 99°34'05") (chord bearing S14°15'43"E) (chord 503.99 feet) for 573.47 feet to an intersection with the Northerly line of lands described in Instrument No. 2005000189275, Lee County Records thence run N49°27'03"W along said Northerly line for 61.57 feet an intersection with the Easterly line of Conservation Easement CE-2, described in a deed recorded in Official Record Book 3492, at Page 568, Lee County Records thence run along the Easterly and Northerly line of said Conservation Easement the following eighteen (18) courses: N45°39'05"E for 15.51 feet to a point on a non-tangent curve; Northeasterly along an arc of a curve to the left of radius 243.59 feet (delta 02°15'07") (chord bearing N44°10'13"E) (chord 9.57 feet) for 9.57 feet; N49°27'03"W for 6.01 feet to a point on a non-tangent curve; Northeasterly along an arc of a curve to the left of radius 237.59 feet (delta 38°59'14") (chord bearing N23°36'50"E) (chord 158.57 feet) for 161.67 feet; S54°38'48"E for 4.76 feet; S76°07'10"E for 1.94 feet to a point on a non-tangent curve; Northerly along an arc of a curve to the left of radius 243.59 feet (delta 06°53'49") (chord bearing N01°19'46"E) (chord 29.31 feet) for 29.32 feet; N54°38'48"W for 20.18 feet; N54°38'46"W for 62.62 feet; N56°19'59"W for 41.82 feet; N60°57'46"W for 41.20 feet; N58°35'37"W for 49.86 feet; N86°11'12"W for 74.80 feet; N28°14'18"W for 31.90 feet; N78°18'45"W for 52.55 feet; N74°02'56"W for 65.51 feet; N33°39'00"W for 113.45 feet and N67°25'04"W for 70.30 feet to an intersection with said West line of the Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of said Section 27; thence run N00°49'17"W along said West line for 178.87 feet to the POINT OF BEGINNING.

Containing 2.46 acres, more or less.

PARCELS 1 and 2 together contain 25.20 acres, more or less.

Bearings hereinabove mentioned are State Plane for the Florida West Zone (1983/NSRS 2011) and are based on the East line of the West Half (W 1/2) of said Section 27 to bear S00°51'17"E.

_____

Scott A. Wheeler (For The Firm)
Professional Surveyor and Mapper
Florida Certificate No. 5949

NOTES:

1. ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF. UNLESS OTHERWISE NOTED DISTANCES ARE ALSO (U.S. SURVEY FEET) GROUND AND CAN BE MULTIPLIED BY 0.9999525 TO OBTAIN GRID DISTANCES.
2. D.E. - DENOTES DRAINAGE EASEMENT.
3. INST. No.- DENOTES INSTRUMENT NUMBER, LEE COUNTY PUBLIC RECORDS.
4. O.R. - DENOTES OFFICIAL RECORD BOOK, LEE COUNTY PUBLIC RECORDS.
5. (P) - DENOTES PLAT.
6. P.B. - DENOTES PLAT BOOK.
8. PG. - DENOTES PAGE.
9. BEARINGS SHOWN ARE STATE PLANE FLORIDA WEST ZONE (NAD1983)(NSRS 2011) AND ARE BASED ON THE EAST LINE OF THE WEST HALF (W 1/2) OF SECTION 27 TO BEAR S00°57'17"W.
10. DESCRIPTION IS ATTACHED.

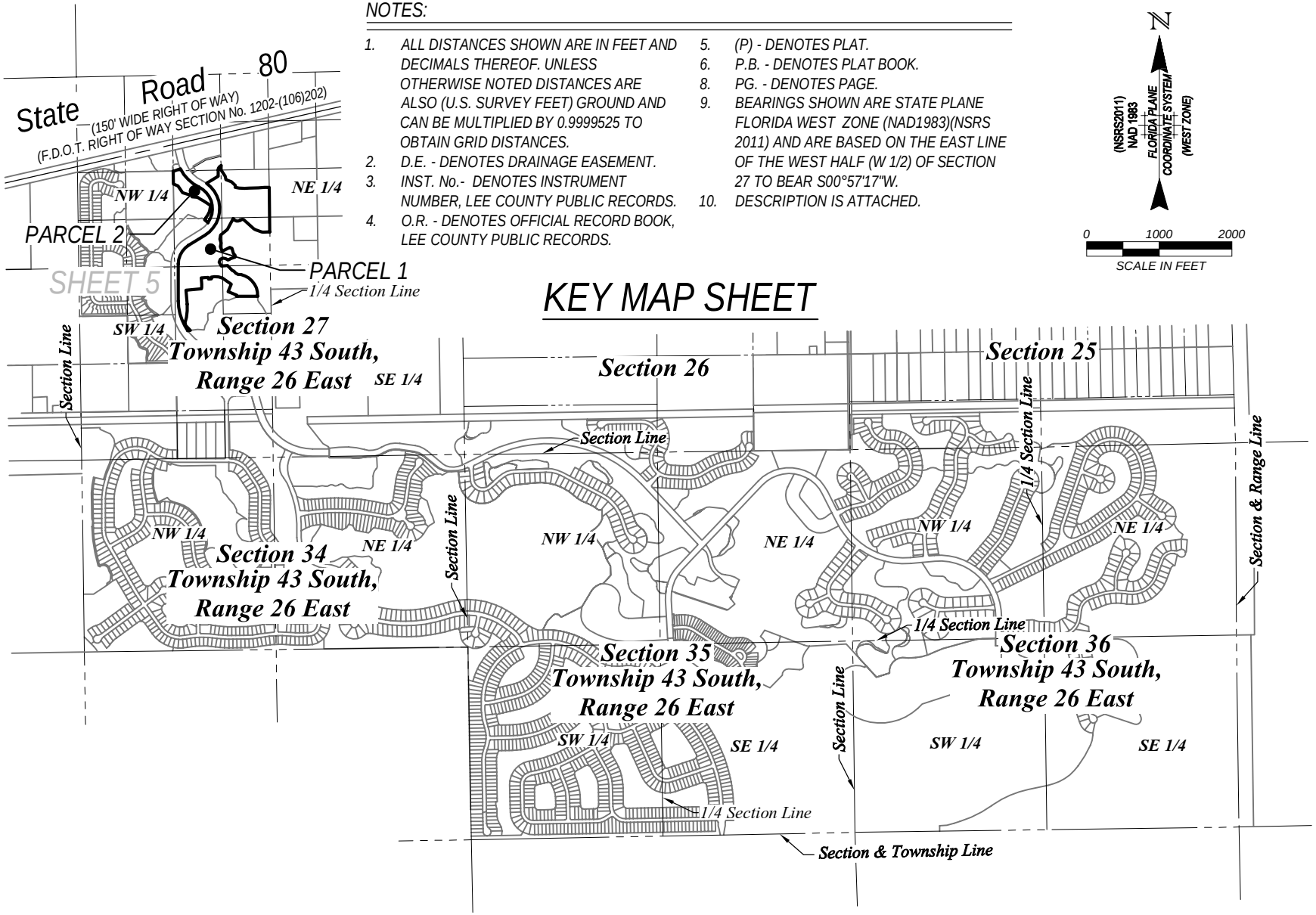
N

(NSRS2011) NAD 1983 FLORIDA PLANE COORDINATE SYSTEM (WEST ZONE)

0 1000 2000

SCALE IN FEET

KEY MAP SHEET



SCOTT A. WHEELER (FOR THE FIRM - LB-6940)
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 5949

DATE SIGNED:

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED OR DIGITAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SOS TO SUBURBAN

THIS IS NOT A SURVEY

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PROJECT DESCRIPTION

A Parcel of Land in Section 27 Township 43 South, Range 26 East Lee County, Florida

PROJECT SURVEYOR

SCOTT A. WHEELER LICENSE NUMBER 5949 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

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LAYOUT	4
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PLOT BY	PETER OLSEN

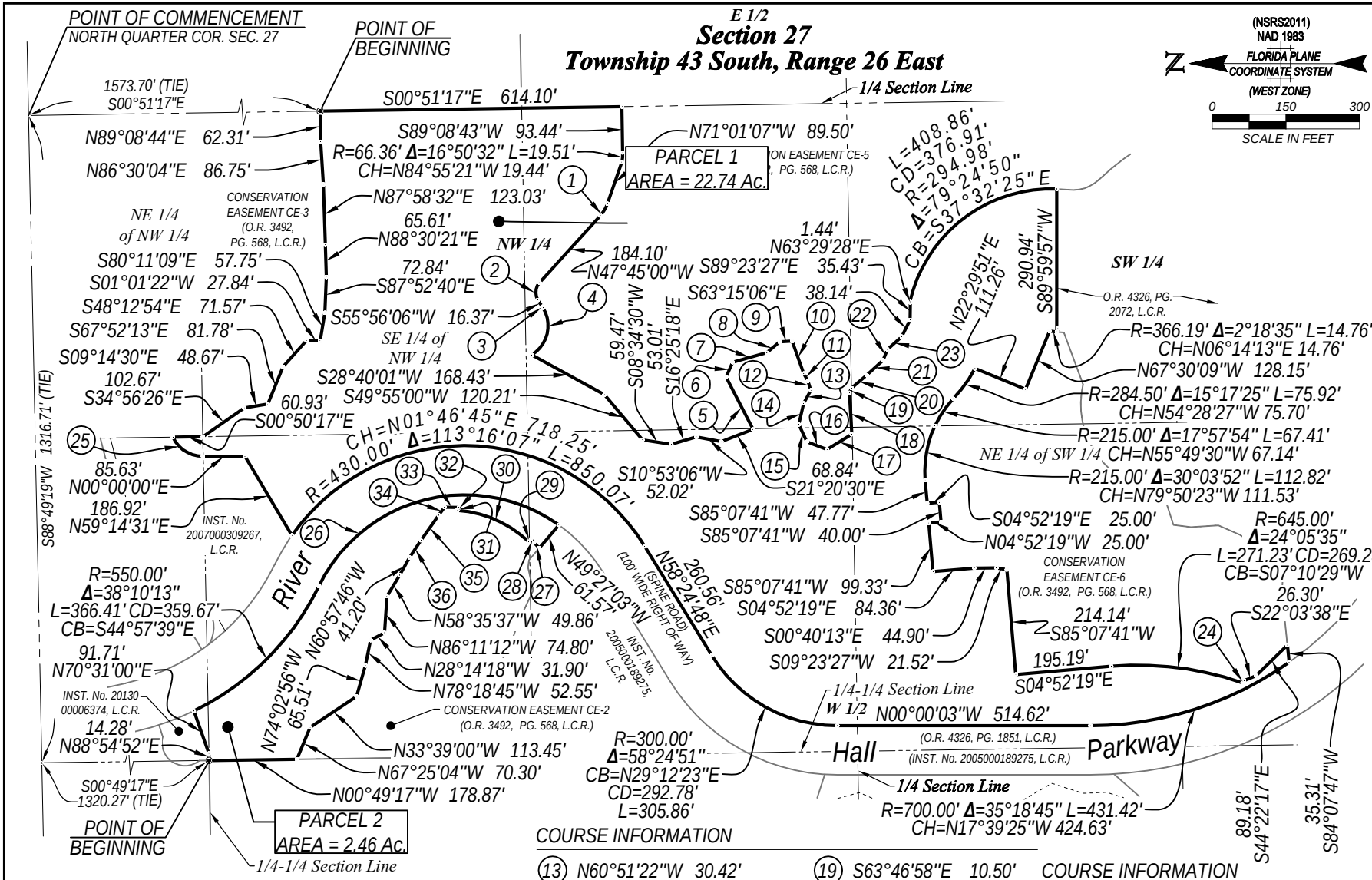
DRAWING DATA	
SURVEY DATE	09-03-2021
DRAWN BY	P. OLSEN
CHECKED BY	SAW
SCALE	1"=2000'
FIELD BOOK	

PLAN REVISIONS

STRAP NUMBERS

SKETCH TO ACCOMPANY DESCRIPTION

PROJECT / FILE NO.	SHEET NUMBER
23898 35-43-26	4 OF 5



COURSE INFORMATION

(1)	R=70.00' Δ=23°16'07" L=28.43' CH=N59°23'03"W 28.23'		
(2)	R=30.00' Δ=72°55'14" L=38.18' CH=N84°12'37"W 35.66'		
(3)	R=26.40' Δ=5°46'39" L=2.66' CH=S56°05'54"W 2.66'		
(4)	R=70.00' Δ=89°33'57" L=109.43' CH=N76°34'03"W 98.62'		
(5)	N62°54'21"E 119.90'	(9)	S03°40'51"E 25.26'
(6)	S66°05'27"E 32.67'	(10)	S70°07'12"W 69.86'
(7)	S15°30'06"E 72.37'	(11)	S61°26'29"W 17.36'
(8)	S40°08'04"E 34.02'	(12)	S72°08'48"W 19.92'

COURSE INFORMATION

(13)	N60°51'22"W 30.42'	(19)	S63°46'58"E 10.50'
(14)	N77°06'37"W 44.10'	(20)	S40°41'16"E 40.28'
(15)	S64°52'29"W 38.94'	(21)	S42°43'38"E 45.16'
(16)	S20°52'27"W 43.82'	(22)	S67°36'20"E 23.72'
(17)	S31°30'37"E 59.12'	(23)	S41°52'34"E 38.96'
(18)	N86°41'36"E 84.58'	(24)	S56°46'33"E 5.45'
(25)	R=67.00' Δ=65°23'59" L=76.48' CH=N32°42'00"E 72.39'		
(26)	R=330.00' Δ=99°34'05" L=573.47' CH=S14°15'43"E 503.99'		
(27)	N45°39'05"E 15.51'		
(28)	R=243.59' Δ=2°15'07" L=9.57' CH=N44°10'13"E 9.57'		

COURSE INFORMATION

(29)	N49°27'03"W 6.01'
(30)	R=237.59' Δ=38°59'14" L=161.67' CH=N23°36'50"E 158.57'
(31)	S54°38'48"E 4.76'
(32)	S76°07'10"E 1.94'
(33)	R=243.59' Δ=6°53'49" L=29.32' CH=N01°19'46"E 29.31'
(34)	N54°38'48"W 20.18'
(35)	N54°38'46"W 62.62'
(36)	N56°19'59"W 41.82'

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LAYOUT	5
LOCATION	J:\23898\DWG\SURVEYING\SKETCH\
PLOT DATE	THU. 12-23-2021 - 11:42 AM
PLOT BY	PETER OLSEN

DRAWING DATA

SURVEY DATE	09-03-2021
DRAWN BY	P. OLSEN
CHECKED BY	SAW
SCALE	1"=300'
FIELD BOOK	

PLAN REVISIONS

STRAP NUMBERS

SKETCH TO ACCOMPANY DESCRIPTION

PROJECT / FILE NO.	SHEET NUMBER
23898 35-43-26	**5 OF 5**

RIVER HALL

COMPREHENSIVE PLAN MAP AMENDMENT

EXHIBIT M12

Lee Plan Analysis

BACKGROUND AND REQUEST

The Subject Property is located in Alva, FL, (Unincorporated Lee County) southeast of the intersection of Buckingham Rd and State Road 80 (See Figure 1.) and consists of ±391.85 acres encompassing sixty-nine (69) parcels, further referenced as the Subject Property.

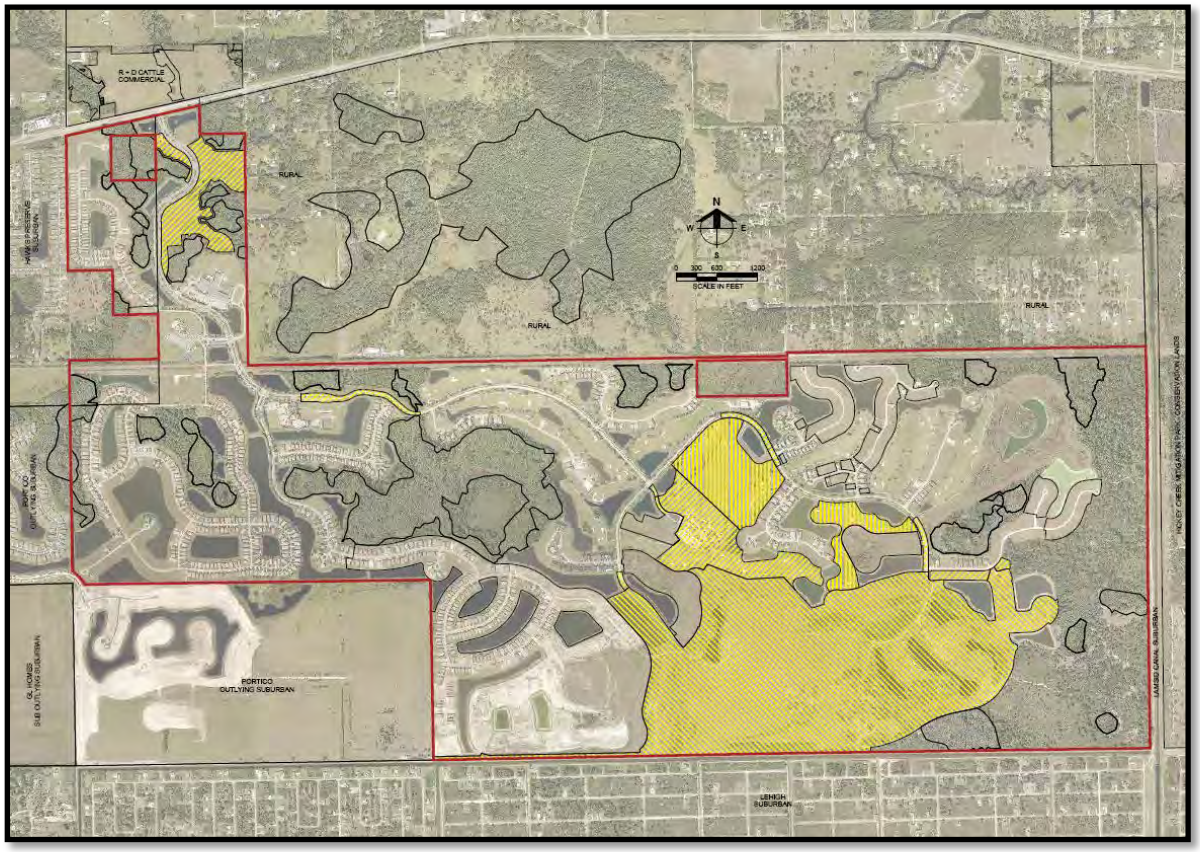


Figure 1. Subject Property Location Map

History of River Hall

The River Hall Project, which refers to the 1,798 acres that makes up the entire development, was rezoned from AG-2 to RPD to allow 1,598 units through zoning resolution Z-99-056.

- Project size: 1,797 acres
- All land Rural FLU

Followed by a rezone from AG-2/RPD to RPD/CPD to allow 1,999 units, on 1,978 acres, through zoning resolution Z-05-2015.

- Project size: 1,978 acres
- All land Rural FLU

The project then underwent a rezoning and Comprehensive Plan Amendment (CPA) to increase density to allow 2,695 units through Z-15-003 and CPA2012-00001.

- Project size unchanged at 1,978 acres
- 1,064 acres of Rural and 223 acres of Wetlands converted to 153 acres of Conservation Lands Wetlands, 264 acres of Conservation Lands Uplands, and 870 acres of Sub-Outlying Suburban (SOS)
- Created irregular, isolated SOS shapes in the Future Land Use Map (FLUM)

Proposed Amendment

The proposed FLUM amendment is located in three areas of the River Hall Project, totaling 391.85 acres, A.K.A the Subject Property.

Amendment Area 1 – Near Entrance of River Hall Project – ±25.2 Acres

- Located on both sides of River Parkway, undeveloped on the east side, old sales center on the west side.
- Current FLU: SOS / Proposed FLU: Suburban
- Current zoning: CPD for all but the old sales building which is RPD
- Proposed density increase of 101 units
- Companion RPD/CPD will stipulate that all units will be allocated to only the Suburban area.

Amendment Area 2 – At the Country Club Entry Gate – ±3.87 acres

- Developed property within right of way
- Current FLU: SOS / Proposed FLU: Rural
- Proposed density decrease of 4 units
- Will eliminate an isolated SOS area

Amendment Area 3 – Southwestern portion of River Hall – ±362.78 acres

- Consists of undeveloped property, golf course, golf clubhouse, 14 platted lots in Block K, and road right of way
- Current FLU: SOS and Rural / Proposed FLU: Rural, SOS, and Outlying Suburban (OS)
    - Reducing density (SOS to Rural) through 4 road segments and 14 platted lots in Block K
        - Will reconnect Rural FLU to Rural FLU, eliminating isolated areas for a cleaner FLUM
        - Proposed density decrease of 8 units

- Increasing density from SOS and Rural to OS through portions of the golf course, golf course clubhouse, undeveloped tracts, 43 lots in Block K, and road right of way
    - Proposed density increase of 368 units
- Increasing density from Rural to SOS through portions of the golf course
    - Proposed density increase of 32 units

The proposed comprehensive plan map amendment seeks to change the FLUM category from Sub-Outlying Suburban and Rural to Suburban, Outlying Suburban, Sub-Outlying Suburban, and Rural. This amendment will allow 489 additional units within a clustered residential development, along with surface water management, and continued preservation of the site's environmentally sensitive areas as regulated by existing USACOE and SFWMD permits. A companion rezoning application will be filed along with the proposed Comprehensive Plan Amendment to the FLUM.

The FLU Density Tables below show the maximum units allowed per the current and proposed FLU categories for the River Hall Project and the Subject Property. Please note that the proposed FLU changes only occur on the 391.85 acres (Subject Property) included in this request, defined by Exhibit M8 - Legal Description and Sketch.

FLU Density Table 1 – River Hall Project

FLU	Current Acreage	Proposed Acreage	Allowed Density	Current Density	Proposed Density
Suburban	71.5	96.7	6 du/ac	429 units	580 units
Outlying Suburban	-	322.3	3 du/ac	-	967 units
Sub-Outlying Suburban	585.6	304.2	2 du/ac	1,171 units	608 units
Rural	1,140.3	1,074.2	1 du/ac	1,140 units	1,074 units
Wetlands	181	181	0.05 du/ac	9 units	9 units
TOTAL	1,978.4	1,978.4	-	2,749 units	3,238 units

FLU Density Table 2 – Subject Property (391.85 Acres)

FLU	Current Acreage	Proposed Acreage	Allowed Density	Current Density	Proposed Density
Suburban	-	25.2	6 du/ac		151 units
Outlying Suburban	-	322.31	3 du/ac	-	967 units
Sub-Outlying Suburban	313.77	32.4	2 du/ac	627 units	64 units
Rural	78.08	11.94	1 du/ac	78 units	12 units
TOTAL	391.85	391.85	-	705 units	1,194 units

LEE PLAN – VISION STATEMENT

The Fort Myers Shores vision statement provides an overview of the existing conditions and unique characteristics of the Fort Myers Shores Community. Although encompassed by residential single-family homes in a more rural character, the community is anticipated to grow substantially, with majority of the land designated as Suburban, Outlying Suburban, Rural or Urban Community, and planned commercial nodes for higher intensity development. The vision for this plan is to allow the Fort Myers Shores Community to continue to develop a commercial/employment center for the adjacent communities.

The Subject Property is located within the Fort Myers Shores Community, as shown on Lee Plan Map 1-B. Listed as Goal 21 within the Lee Plan (Caloosahatchee Shores Community Plan), the intent for the area outlines the need to "protect the existing character, natural resources and quality of life in the Caloosahatchee Shores Community Plan area, while promoting new development, redevelopment and maintaining a more rural identity for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of the future commercial and residential uses, and providing incentives for redevelopment, mixed use development and pedestrian safe environments." The requested CPA will reinforce this goal by promoting an increase in new residential development in a location already planned for future residential.

In line with the Fort Myers Shores Community's intent to support continued development of a commercial/employment center, the additional rooftops proposed by this request will help aide future commercial development. Viability of future commercial development is often dependent on the availability of surrounding residential homesites. As such, the proposed additional dwelling units may play a vital role in the timing associated with the future commercial development within the Fort Myers Shores Planning Community. The proposed FLUM changes from the Sub-Outlying Suburban and Rural categories to the Suburban, Outlying Suburban, Sub-Outlying Suburban, and Rural categories are

consistent with this vision and represent a location where slightly greater density is compatible with the surrounding uses and where existing infrastructure can support the proposed project.

Although some portions of the Subject Property are within a Rural FLU category, adequate urban services exist to justify and support future development under the proposed request without negatively impacting the surrounding natural resources or burdening the surrounding infrastructure and public services. Under the concurrent zoning application for the River Hall Project, the intended development plan will create a residential community consisting of 489 units more than the currently approved River Hall RPD. Buffering, open space/preserve areas, environmental stewardship, and recreational areas are incorporated within the current development and can be modified, if necessary, to accommodate the additional density, providing sufficient facilities and ensuring compatibility with the surrounding properties and consistency with the objectives provided in the Fort Myers Shores Community vision.

FUTURE LAND USE ELEMENT

As shown in FLU Density Table 2 for the Subject Property above, the ±391.85 acre Subject Property, within the River Hall Project, is currently within the Sub-Outlying Suburban and Rural FLUM categories. Under Policy 1.4.1, the maximum density allowed in the Rural category is 1 dwelling unit (du) per acre, which would be applied to approximately 78.08 acres of upland area allowing for up to 78 dwelling units. Under Policy 1.1.11, the maximum density allowed in the Sub-Outlying Suburban category is 2 dwelling unit (du) per acre, which would be applied to approximately 313.77 acres of upland area allowing for up to 627 dwelling units. Thus, the Subject Property's overall maximum dwelling units allowed under the existing FLUM categories totals 705.

The adjacent properties to the north, south, east, and west of the three Subject Property locations are all within the Urban Community, Suburban, Outlying Suburban, Sub-Outlying Suburban, Rural, and Wetlands FLUM categories, as shown on Tables 1.a, 1.b, and 1.c on Exhibit M6 & M7. The adjacent FLU designations listed below abut the River Hall Project, which encompasses the Subject Property.

North

To the north of the River Hall Project, and abutting the Subject Property, are properties within the Rural FLU category. The River Hall Project also abuts Commercial FLU just north of Palm Beach Blvd, at the entrance to the River Hall Community.

South

To the south of the River Hall Project, including the canal, are properties within the Urban Community category, which allows a standard density range of 1 du/ac to 6 du/ac under Policy 1.1.4. The Urban Community FLU also allows a maximum total density of 10 du/ac, as well as the potential to increase to 15 du/ac utilizing Greater Pine Island Transfer of Development Units. In addition to the River Hall Project, the Urban Community FLU also abuts the southern boundary of Amendment Area 3.

East

To the east of the River Hall Project are the Rural and Urban Community FLU categories. A LAMSID canal abuts the southern portion of the River Hall Project's eastern boundary, designated as Urban Community, followed by Hickey Creek Mitigation Park (Conservation lands). The northern portion of the eastern boundary abuts a Rural FLU, including a portion of the Subject Property in Amendment Area 1.

West

To the west of the River Hall Project, along the northern portion of the western boundary line, are lands designated Suburban, which allows a standard density range of 1 du/ac to 6 du/ac under Policy 1.1.5, as well as the potential to increase to 8 du/ac utilizing Greater Pine Island Transfer of Development Units. The southern portion of the western boundary line abuts two RPD developments under the Outlying Suburban FLUM Category, which allows up to 3 du/ac.

Please see Exhibit M5 to see the proximity of the Outlying Suburban category in relation to the Subject Property. Both adjacent RPD projects underwent Future Land Use amendments back in 2020 and 2018 to change the FLU from Sub-Outlying Suburban to Outlying Suburban to increase density, as a result of the planned and anticipated growth in this area and the existence of urban infrastructure and services. These same growth elements carry over to the Subject Property east of these developments, influencing residential development patterns in the Fort Myers Shores Community and justifying the appropriateness of the proposed map amendment.

The proposed CPA will be consistent with Objective 1.1 (Future Urban and Suburban Areas) and corresponding Policies 1.1.5, 1.1.6, and 1.1.11, for the Suburban, Outlying Suburban, and Sub-Outlying Suburban future land use categories based on the approval of the proposed map amendment to the Lee Plan. The concurrent River Hall rezoning application will ensure the Subject Property is developed at the density approved by this CPA request. The proposed increase of 489 dwelling units will allow for buffers, open space, recreational/amenities, and increased flexibility to allow for the protection of environmentally sensitive lands. The CPA's proposed density is compatible and consistent with the existing densities found in residential developments adjacent to the Subject Property east of Buckingham Road.

Under the proposed Suburban, Outlying Suburban (OS), Sub-Outlying Suburban (SOS), and Rural categories, the maximum number of dwelling units that could be developed on the Subject Property is 1,194 dwelling units, as shown on FLU Density Table 2. Based on the existing FLU designations, the River Hall Project could have up to 2,749 dwelling units, as shown on FLU Density Table 1, but is capped by the approved River Hall RPD to 2,695 dwelling units, per resolution number Z-15-003. The proposed FLU designations would allow up to 3,238 dwelling units within the River Hall Project, as shown on FLU Density Table 1 above. However, the companion rezoning application will cap density to a maximum of 3,184 (2,695 + 489) dwelling units for the River Hall RPD.

Growth Management

The request is consistent with Goal 2, Objective 2.1 (DEVELOPMENT LOCATION), and the corresponding applicable Policies 2.1.1 and 2.1.2, which outline the intent to promote contiguous and compact growth patterns, contain urban sprawl, and prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities. While the acreage included in this request is within the Rural and Sub-Outlying Suburban FLU categories, adequate urban services not only exist, but are in place for development to proceed without negatively affecting natural resources or requiring additional infrastructure.

The existing urban services support the appropriateness for densities allowed by the Sub-Outlying Suburban, Outlying Suburban and Suburban categories in this location, and indicate the residential development intensification in this region, supported by the approved CPAs to increase density on adjacent properties, as a logical extension of existing development patterns and an efficient use of public infrastructure. The developments that have recently went through a CPA, located to the west of the River Hall Project, were converted from the Sub-Outlying Suburban FLU designation to the Outlying Suburban designation.

The northern portion of the acreage included in this request (Amendment Area 1) abuts land within the Suburban FLU designation to the west. Its location adjacent to the Suburban FLU, access to urban services, and proximity to State Road 80 and future commercial substantiates the appropriateness of the Suburban category in this area. As such, both the existing Suburban and Outlying Suburban Future Land Uses that abut the River Hall Project's western boundary promote the increased density proposed by this request.

The proposed amendment will not result in urban sprawl, which is defined in the Lee Plan as "The uncontrolled, premature, or untimely expansion and spreading out of urban levels of density or intensity into out-lying, non-urban areas." Conversely, the proposed amendment will help to prevent leap-frogging of density into out-lying non-urban areas by permitting the additional density in a logical location as an extension of existing development patterns within the Community. The availability and current existence of urban services provides supporting evidence for development to take place in the proposed amendment areas, which will utilize and adhere to the strict regulations associated with the planned development process to deliver a quality product, which closely aligns with the needs and desires of the Fort Myers Shores Community.

The request is consistent with Objective 2.2 (DEVELOPMENT TIMING), which outlines the intent to direct new growth to future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. The existing and future residential uses surrounding the property, and adequate urban services justify the timing of this map amendment, which will allow for medium to low-density development that will help fulfill housing needs in Lee County. A separate attached Public Facilities Impacts Analysis (Exhibit M15) and letters of determination of existing support facilities (Fire, EMS, Law Enforcement, Solid Waste, Mass Transit,

Schools) further emphasize the adequacy of timing and support in place for the purposed development.

The project will comply with Objective 2.5 (HISTORIC RESOURCES). A Historical Resources Impact Analysis included with this submittal (Exhibit M14) delineating the location of the property regarding historical and culturally sensitive areas in Lee County. The Subject Property was found to be clear of any cultural or historical resources.

General Development Standards

The request is consistent with Standard 4.1.1 (WATER), AND 4.1.2 (SEWER), and 4.1.4 (ENIRONMENTAL FACTORS).

The River Hall Project's existing and proposed density does not and will not exceed 2 dwellings units per acre. However, the Subject Property is located within the LCU future water service area, according to Map 4-A of the Lee Plan, and as a result is required to connect to a public water system, in accordance with Standard 4.1.1. The project intends to tap into LCU for potable water service. A letter of availability from LCU is included with this submittal, demonstrating sufficient capacity within the Olga Water Treatment Plant.

Due to the development's location within the LCU future sewer service area, as shown on Map 4-B of the Lee Plan, it must connect to sewer utility if there is existing infrastructure adequate to accept the effluents of the development within ¼ mile from any part of the development, as required by Standard 4.1.2. The project intends to tap into City of Fort Myers Utilities for sewer service. A letter of availability from LCU is included with this submittal, demonstrating sufficient treatment capacity within the City of Fort Myers South Water Reclamation Facility.

Consistent with Standard 4.1.4, an Environmental Assessment Report is included with this submittal. The report analyzes environmentally sensitive areas of the site. The concurrent rezoning of the planned development will utilize a clustered development pattern ensuring the development is well-integrated, properly designed, functionally interconnected, and not impacting the natural and most environmentally sensitive areas of the site.

Residential Land Uses

Pursuant to Goal 5 (RESIDENTIAL LAND USES) of the Lee Plan, the County needs "to accommodate the projected population of Lee County in the year 2045 in appropriate locations, guided by the Future Land Use Map, and in attractive and safe neighborhoods with a variety of price ranges and housing types." According to the Bureau of Economic and Business Research (BEBR), the medium range population projection for Lee County anticipates a population increase from 750,493 in 2020 to 904,700 by 2030. This influx of an additional 154,207 residents further emphasizes the need to provide housing to accommodate the projected population growth for the area. Additionally, the Subject Property is located within Unincorporated Lee County (a sub-section of Lee County), which has housed approximately half of the County's total population from 2010 to 2020. As such, Unincorporated Lee County should anticipate garnering a large percentage of

the County's total population increases year after year. The utilization of the Subject Property for some additional housing will assist in achieving this goal. Consistent with Policy 5.1.1, River Hall will be developed as a planned develoment. Furthermore, in alliance with Policy 5.1.3 – which emphasizes directing residential developments to locations near employment and shopping centers, parks and schools – the proposed development is proximate to SR 80 corridor growth and existing and future commercial nodes within 3 miles, public parks, and public schools to serve its residents.

The request is consistent with Policy 5.1.2, which outlines the intent to prohibit residential development where physical constraints or hazards exist. The Subject Property is outside of any Coastal High Hazard Area as delineated in Map 5-A of the Lee Plan. Through the Planned Development process, the proposed cluster development will provide the necessary environmental, historical, water quality, and infrastructure enhancement measures needed to ensure proper functionality and design.

Policy 5.1.6 calls for development regulations requiring high-density, multi-family, cluster, and mixed-use developments to have open space, buffering, landscaping, and recreation areas appropriate for their density and design. The River Hall Project is currently a clustered development plan and the companion rezoning to increase density and development regulations will provide for sufficient open space, preservation areas and recreational areas incorporated within the development.

Policy 5.1.7 requires that community facilities (such as park, recreational, and open space areas) in residential developments to be functionally related to all dwelling units and easily accessible via pedestrian and bicycle pathways. The proposed development has an existing centrally located amenity center facility with multi-access for all residents. Additionally, open space areas will meet or exceed requirements of the LDC, and passive recreational areas will be provided, such as a shared-use pathway network linked to interior sidewalks and any proposed pedestrian/bicycle facilities along State Road 80.

COMMUNITY PLANNING

The Subject Property is identified within Lee Plan Map 2-A as being within the Caloosahatchee Shores Planning Community. Listed as Goal 21 within the Lee Plan (Caloosahatchee Shores Community Plan), the intent for the area outlines the need to "Protect the existing character, natural resources and quality of life in the Caloosahatchee Shores Community Plan area, while promoting new development, redevelopment and maintaining a more rural identity for the neighborhoods east of I-75 by establishing minimum aesthetic requirements, planning the location and intensity of future commercial and residential uses, and providing incentives for redevelopment, mixed use development and pedestrian safe environments." The requested comprehensive plan map amendment will reinforce this goal by promoting new residential development in an ideal location planned for growth. Additionally, and consistent with Policy 21.1.3, a Residential Planned Development (RPD) zoning application will be submitted concurrently with this future land use map amendment request for review. The RPD, through "appropriate conditions of approval," will implement protection from inconsistent and incompatible urban development and ensure compatibility with the rural character through buffers and open space and a clustered development land use pattern.

TRANSPORTATION ELEMENT

A Traffic Study prepared by David Plummer & Associates is included in this submittal as Exhibit M16. In summary, the study reveals that with or without the proposed Comprehensive Plan Map Amendment the resulting project will not:

- Cause additional needed improvements on the public road network, pursuant to the MPO 2045 (long range) Needs Plan;
- Warrant revisions to the County's five-year CIP of FDOT's five-year work program, based on the year 2026 (short-term) traffic analysis

Objectives 39.2, 39.6, and associated policies of the Transportation Element ensure coordination of land use development with planned transportation facilities appropriate for that area, resulting in increased mobility options and improving all modes of transportation. The concurrent rezone application, will ensure consistency with Policy 39.2.2 by providing connectivity and accessibility via incorporating pedestrian, bicycle, and alternative modes other than motor vehicles, while ensuring connection to the adjacent public right-of-way (Palm Beach Blvd/SR 80).

Consistent with Policies 39.6.1, 39.6.2, and 39.6.3, the proposed River Hall development, at time of Development Order, will ensure all necessary traffic management infrastructure and pedestrian/bicycle connections are in place. Providing proper access both internally as well as externally to the planned shared use path/sidewalk along Palm Beach Blvd per Map 3-D and connection with the Pine Island – Hendry Trail per Map 4-E of the Lee Plan.

COMMUNITY FACILITIES & SERVICES ELEMENT

Potable Water

The Subject Property is currently located within the Lee County Utilities (LCU) service area based on the most recent Lee County Utilities Future Water Service Areas Map 4-A, dated November of 2021. The LCU Potable Water and Wastewater Availability Letter, dated August 31, 2021, indicates that potable water mains are in operation adjacent to the property and presently have sufficient capacity to service the 489 SF dwelling units proposed by this FLUM amendment.

In summary, LCU has sufficient potable water capacity to meet the needs of the requested amendment based on consistency with Policies 53.1.2 and 95.1.3, and pursuant to the LOA and supporting data presented as Exhibit M17.

Sanitary Sewer

The Subject Property is located within the Lee County Utilities future sewer service area based on Lee Plan Map 4-B. The LCU Potable Water and Wastewater Availability Letter, dated August 31, 2021, indicates that sanitary sewer lines are in operation adjacent to the property and presently have sufficient capacity to service the 489 SF dwelling units proposed by this FLUM amendment.

In summary, LCU has sufficient sanitary sewer capacity to meet the needs of the requested amendment based on consistency with Policies 56.1.2 and 95.1.3, and pursuant to the LOA and supporting data presented as Exhibit M17.

Surface Water Management

The Subject Property is located within the South Florida Water Management District's (SFWMD) Tidal Caloosahatchee Basin. Lee Plan Map 5-D shows the property within the Olga Creek Watershed area. The River Hall RPD has a current surface water management system on site and a surface water management permit on file with the South Florida Water Management District. There are existing wetlands on site. The existing and proposed system meets the applicable County's LOS Standard, which is as follows per Lee Plan Policy 95.1.3.4:

> ***Policy 95.1.3.4:*** *Stormwater Management Facilities LOS: The existing surface water management system in the unincorporated areas of the county will be sufficient to prevent the flooding of designated evacuation routes (see Map3J) from the 25-year, 3-day storm event (rainfall) for more than 24 hours.*

A modified storm water management system will be provided for the property and will benefit the public through clearly defining storm water treatment methods, establishing maintenance accountability, and providing runoff attenuation consistent with Objective 60.1 and Policy 60.1.1. Treated runoff from the developed site will discharge to adjacent tidal creeks and rivers. The Lee County Public Facilities 2020 LOS and Concurrency Report (2020 Report) indicates that all watersheds within the county were studied and concluded that no evacuation routes located within these watersheds are expected to be flooded for more than a 24-hour period. Per the 2020 Report, Lee County states that all new developments receiving approval from SFWMD and in compliance with appropriate standards will be deemed concurrent with the Lee Plan's surface water management level-of-service standards.

The proposed development will seek and obtain all applicable South Florida Water Management District approvals, as well as comply with all Florida Administrative Code Chapter 62-330 standards to ensure consistency with the stated LOS standards per Policy 95.1.3.4 of the Lee Plan. Additionally, through the utilization of clustered development, the proposed development will ensure preservation of existing waterways and wetland habitats consistent with Policy 60.1.2.

Objective 60.4 outlines the intent to Incorporate natural systems into surface water management systems to improve water quality, air quality, water recharge/infiltration, water storage, wildlife habitat, recreational opportunities, and visual relief. The proposed development will provide Florida Friendly Landscaping vegetation, retention/detention lakes, and preserved wetlands and conservation easements. It will also provide a surface water management system that will incorporate natural flow ways through utilization of the existing wetland systems, complying with policies 60.4.1, 60.4.2, and 60.4.3.

PARKS, RECREATION & OPEN SPACE

Pursuant to Section 10-415 of the LDC, the development is required to provide 40% open space with 50% of the required open space provided as indigenous native vegetation preserve areas. The clustered design and site layout of the MCP for the concurrent rezoning application allows a significant amount of land area to be provided for open space, meeting the LDC's requirements. These open spaces will encompass preserve areas, passive recreational areas, lakes, and buffers ensuring consistency with Goal 77 – requiring new development "to provide adequate open space for improved aesthetic appearance, visual relief, environmental quality, preservation of existing native trees and plant communities, and the planting of required vegetation." Consistent with Policy 77.3.1, the development will provide more than half of the required 40% open space as existing native plant communities. Additionally, the project's clustered design incorporates "large, contiguous open space areas in the development design," consistent with Policy 77.3.4.

CONSERVATION & COASTAL MANAGEMENT ELEMENT

The Subject Property is not within the Coastal High Hazard Area or Coastal Building Zone, based on Lee Plan Map 5-A.

To ensure consistency with Goal 123 of the Lee Plan, an environmental assessment was conducted and a report by Passarella & Associates, Inc., dated October 2021 is included as part of this submittal (Exhibit M13). Consistent with Policies 123.1.5, 123.1.7, 123.2.2 and 123.2.4, the concurrent River Hall rezoning application's proposed clustered development, provides designated preserve areas and conservation easements. These preserves/conservation easements protect high quality wetlands, plant communities, and indigenous uplands, while addressing restoration and management of non-indigenous/invasive areas of the property. In addition, the preserves/conservation easements located in the eastern portion of the River Hall Project abut a LAMSID Canal followed by Hickey Creek mitigation park (County owned conservation land), supporting "connectivity between public and private conservation and preservation efforts," outlined in Policy 123.1.5.

Consistent with the intent of Policies 123.2.8, 123.2.9, 123.2.10, and 123.2.11, the River Hall Project is subject to a long-term plan, as approved by Lee County, to provide management and maintenance of the preservation areas and be designed to protect the natural character of adjacent nature preserves.

Lee Plan Goal 124 provides language to ensure adequate maintenance and enforcement for any development in wetlands that is cost-effective, complements federal and state permitting processes, and protects the fragile ecological characteristics of wetland systems. No lands with a wetland FLU designation are included in this request. As such, there will be no development related impacts to the River Hall Project's existing wetlands, by the requested FLUM amendment. The Project's provided wetlands and conservation areas will be reviewed for compliance with the Lee Plan during the rezoning process. The use of a cluster development pattern on the urban and rural designated lands, included in this request, permits an increase in the Project's density without impacting the project's existing wetlands, preservation, and conservation areas. The development, as it moves through the permitting process, will be reviewed by the South Florida Water Management

District and as a result will be consistent with overall Goal 124, Objective 124.1, and Policies 124.1.1 and 124.1.2.

The proposed CPA to the River Hall Project will be consistent with Lee Plan Goal 125, Objective 125.1, and Policies 125.1.2 and 125.1.3. The comprehensive plan map amendment and concurrent rezoning application review processes will ensure that water quality is maintained or improved through a comprehensive surface water management system, which will be modified if needed to support the additional 489 dwelling units. The proposed development will reduce nutrient loading and impacts to adjacent waterways; preserve high-quality wetlands; and eliminate the potential for hundreds of individual wells and septic systems by requiring connection to the adjacent potable water and sanitary sewer infrastructure.

HOUSING ELEMENT

Consistent with Goal 135, the proposed amendment will help to provide adequate housing for existing and future residents of Lee County. The County's objective is to work with private and public housing providers to ensure the types, costs, and locations of housing are provided to meet the needs of the County's population, per Objective 135.1 of the Lee Plan. Southwest Florida is one of the state's leading in-migration areas with Fort Myers being among one of the fastest growing metro areas in the nation, based on data from the U.S. Census Bureau. The County's population is estimated to increase to approximately 900,000 by 2030 (8 years), pursuant to the University of Florida's BEBR Projections of Florida Population by County 2025-2045, and will need additional dwelling units to be provided in unincorporated Lee County to meet the needs of the County's existing and future residents. The proposed comprehensive plan amendment and companion rezoning will allow for up to 489 new housing units to help meet Goal 135 and the intent of Objective 135.1. The proposed amendment and companion rezoning is also consistent with Policy 135.1.9, which outlines the need to provide "a wide variety of allowable housing densities and types through the planned development process."

PLANNING COMMUNITY ACREAGE ALLOCATION – TABLE 1(b) ANALYSIS & EFFECT ON POPULATION

Lee Plan Policy 1.6.5 outlines, by reference Lee Plan Map 1-B and Table 1(b), the "proposed distribution, extent, and location of generalized land uses through the Plan's horizon." As discussed with Staff on February 1, 2022, there is adequate acreage within Table 1(b) at this time for the proposed River Hall CPA, which will be re-evaluated prior to development.

Lee County's population projections will not be impacted negatively by the proposed Comprehensive Plan Amendment. There are 2.64 persons per household and an overall population of 618,754 (2010 Census) in Lee County, as estimated by the United States Census Bureau's Quick Facts database. The Subject Property under the proposed map amendment and concurrent rezoning application, which caps density at 489 additional units, could accommodate approximately 1,291 additional persons (489 units x 2.64 persons per household).

Lee County's 2020 population estimate was 760,822 according to the United States Census Bureau QuickFacts. The County's 2030 projected population is 904,700 and 1,010,900 in the year 2040, according to the UFCLAS – Bureau of Economic and Business Research. Taking these projections into consideration, more than 50,000 dwelling units will be needed within the next 5 to 10 years, with over one third of those dwelling units needed in Unincorporated Lee County. The proposed map amendment and concurrent rezoning will provide 489 additional dwelling units that are compatible and complimentary to the surrounding community and support the future population growth in Lee County.

SANDSTONE AQUIFER

The use of the Sandstone aquifer at the project site is permitted under South Florida Water Management District Irrigation Water Use Permit No. 36-04006-W. The irrigation system is permitted with the supply derived from the lake system with groundwater from the Sandstone and Lower Hawthorn aquifers discharged to the lakes as recharge. The permit has a source limitation on the Sandstone aquifer and allocates a maximum monthly usage of 16.76 million gallons (MG) and an annual use of 203.67 MG from the aquifer.

During the application and review process of the permit prior to development, computer impact analyses were conducted to determine the allowable allocation to be derived from each source. As the Sandstone aquifer is also a source for nearby domestic use, the allocation from the aquifer was limited to volumes that computer modeling showed did not create adverse impacts to adjacent users and that met the applicable SFWMD permitting criteria.

With respect to the Sandstone aquifer and the requirements of the Lee Plan policy 60.1.1 (POLICY 60.1.1: Require design of surface water management systems to protect or enhance the groundwater), the permitted use of the aquifer is as an irrigation source that discharges to the surface water system to recharge the water withdrawn from the lake system. The specific use of the Sandstone aquifer and the surface water system is balanced as there is no net change in the water levels in the lake system resulting from use of the Sandstone aquifer as the recharge from the aquifer is replacing an equal volume withdrawn for irrigation. The Sandstone aquifer on site is a confined aquifer that is separated from the water-table aquifer/surface water system by an approximately 40 foot thick confining unit (District Publication WS-35) which limits interaction between zones. Therefore, the interaction between the surface water management system and the Sandstone aquifer is negligible and has no net positive or negative effect. No changes to the allocation or use of the Sandstone aquifer are proposed.

The Lee Plan's Goal 126: Water Resources is to "Conserve, manage, and protect the natural hydrologic systems of Lee County to ensure continued water resource availability." The use of the Sandstone aquifer on site meets this goal and the

requirements of policy 126.1.2 (POLICY 126.1.2: Recognize and encourage water and wastewater management practices that do not exceed the natural assimilative capacity of the environment or applicable health standards. Conservation and Coastal Management VII-16 November 2021 Water and wastewater management includes, but is not limited to, aquifer recharge, aquifer storage and recovery, reuse water, reverse osmosis, dual water systems, use of low volume irrigation systems, use of water-conserving vegetation, and other conservation and recycling techniques.).

As noted, the impacts of the use of the Sandstone aquifer had been evaluated during the SFWMD permitting process. Computer modeling conducted during the permitting process done in 2005 and 2006 (Application No. 050531-4) assessed the impacts of Sandstone aquifer withdrawals at the maximum monthly withdrawals of 16.76 MG. The District noted in the Staff Report prepared for the permit that modeling data were consistent with the criteria set forth in Subsection 3.1.2 of the SFWMD Applicant's Handbook. The aquifer parameters for the Sandstone aquifer modeling were obtained from onsite pump tests and aquifer parameters determined from the testing. Withdrawals of the recommended maximum monthly allocation were simulated for 90 days with no recharge. The purpose of the analysis was to simulate withdrawals of the maximum monthly allocations during a 1-in-10 year drought scenario. The modeling results showed that the maximum drawdown as a result of the maximum monthly withdrawals from the Sandstone aquifer was 5.77 feet at a well node.

To assess the impacts on the regional Sandstone aquifer, a determination of the effect of the modeled drawdown on the Maximum Developable Limit (MDL) was undertaken. The assessment assumed a land surface elevation at the project site of approximately 13 feet NGVD. The top of the Sandstone in the vicinity of the site is approximately -50 feet NGVD (District Publication WS-35). The MDL, which is defined as water levels 20 feet above the top of the aquifer, is -30 feet NGVD. The lowest recorded water level in the Sandstone aquifer, obtained from USGS Monitor Well L-1975, located approximately 1.5 miles north of the site was 4.10 feet NGVD. The modeling results submitted under Application 050531-4 show a drawdown of approximately 5.8 feet in the aquifer at the project's wells as a result of the withdrawal of the permitted allocation, leaving approximately 28 feet of head above the MDL. Therefore, the potential for harm to occur to water resource availability of the Sandstone aquifer as a result of the withdrawal of the recommended allocation was considered minimal.

To assess the water levels in the Sandstone aquifer on site, two monitor wells were constructed in June 2019 at the northern and southern property boundaries (Figure 1). Monitoring data have shown that the minimum level in the aquifer on site during the period of record occurred in April 2021 at the northern monitor well location. The minimum level recorded was -2.43 feet NAVD (approximately -1.23 feet NGVD). The minimum recorded level was greater than 28 feet above the MDL.

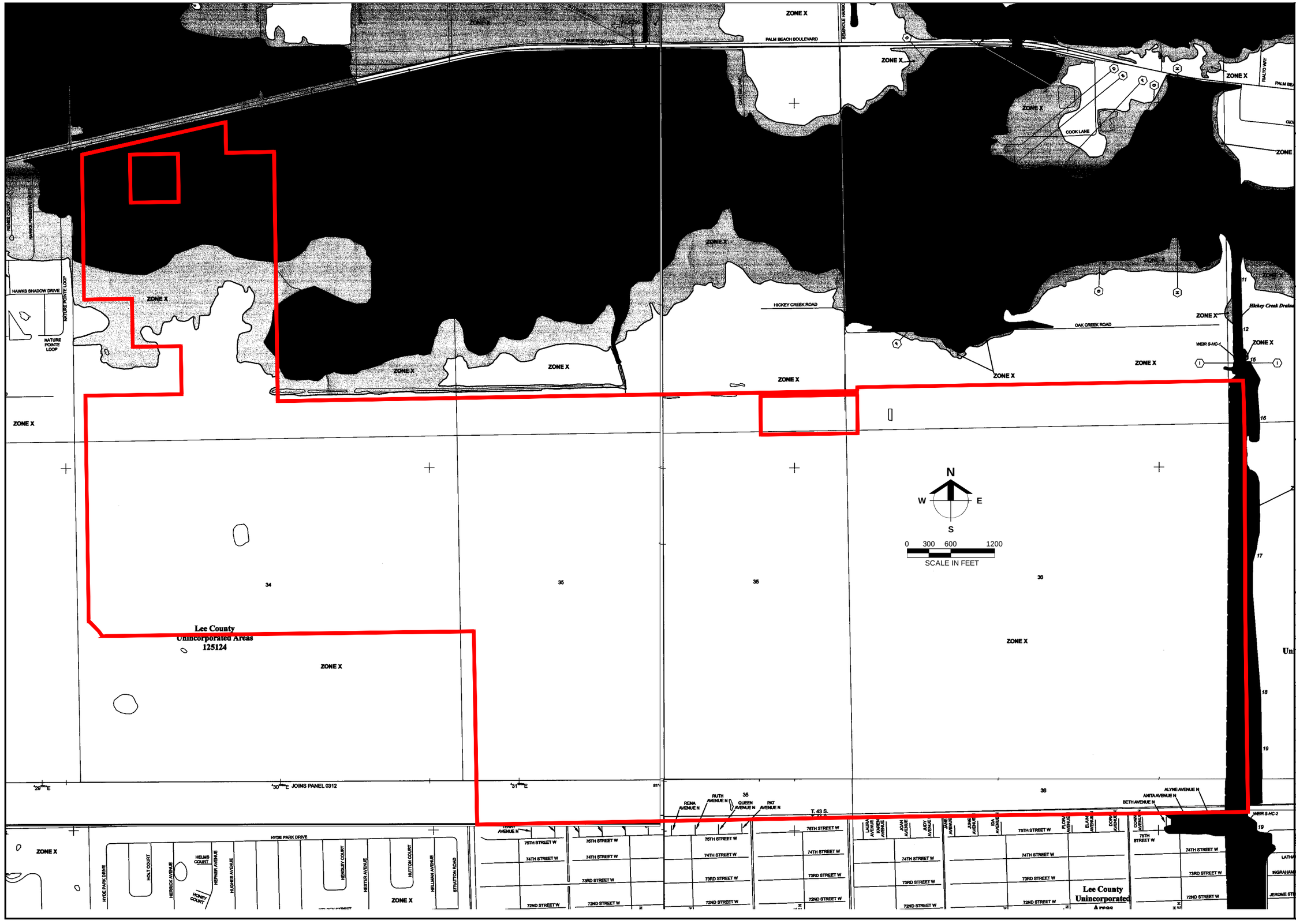
The site is currently utilizing onsite resources to supply the irrigation demands of the project. The use of reclaimed water as an irrigation source has been investigated with Lee County Utilities. A July 2021 letter (River Hall Reuse 07-16-21) from Nathan Beal, Utilities Planning Manager, indicates that the Utility does not have the capability to

supply reuse water to the site. The use of reclaimed water as an irrigation source will be considered for use in the future as it becomes available.

The project uses best management practices to limit unnecessary irrigation including the use of xeriscaping principles, soil moisture sensors, rain gauges, monitoring of site conditions by qualified onsite personnel, and employs the use of calibrated totalizing flow meters on all withdrawal sources. The project limits water usage to mandated irrigation schedules and watering restrictions. In addition, all irrigation measures comply with the mandatory year-round landscape measures for Lee, Charlotte, and Collier Counties, per Chapter 40E-24, F.A.C. A compliance monitoring program is currently in place to monitor water levels and water quality within the source aquifers and the lake system.

Cardno	PROJECT NAME: RIVER HALL	DWG. NUMBER: 02346002gs1
	PROJECT NUMBER: 02346002.00	DATE: 01/09/13

Figure 1. Map Showing Locations of Sandstone Aquifer Monitor Wells.



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PROJECT DESCRIPTION

RIVER HALL

COMPREHENSIVE PLAN AMENDMENT

PART OF SECTION 36,
TOWNSHIP 43, RANGE 26
LEE COUNTY, FLORIDA

THIS PLAN IS PRELIMINARY AND INTENDED FOR CONCEPTUAL PLANNING PURPOSES ONLY.

SITE LAYOUT AND LAND USE INTENSITIES OR DENSITIES MAY CHANGE SIGNIFICANTLY BASED UPON SURVEY, ENGINEERING, ENVIRONMENTAL AND / OR REGULATORY CONSTRAINTS AND / OR OPPORTUNITIES.

FILE NAME	23898CPA-FEMA.DWG
LOCATION	J:\23898\DWG\CPA\
PLOT DATE	FRI. 2-4-2022 - 4:06 PM
PLOT BY	JENNIFER SAPEN

CROSS REFERENCED DRAWINGS

BASEPLAN = 23898CPA00-EXIST.DWG

PLAN REVISIONS

PLAN STATUS

FEMA MAP

PROJECT / FILE NO.	SHEET NUMBER
23898	

RIVER HALL
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY

January 17, 2022

dpe
Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
GreenPointe Communities, LLC

Date Prepared:
August 27, 2021
January 17, 2022 - Revised

DPA Job #:
20512

RIVER HALL
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY

Introduction

River Hall, hereafter referred to as the Project, is an existing mixed-use development located in east Lee County, Florida. The Project site is located on SR 80, approximately three-fourths of a mile east of Buckingham Road at River Hall Parkway (Exhibit 1).

The existing FLUM and zoning for the River Hall community allows 2,695 residential dwelling units (and supporting amenities), 30,000 square feet of retail, and 15,000 square feet of office.

The applicant is requesting a comprehensive plan amendment (CPA) to allow a maximum residential density of 3,184 residential units. The purpose of this report is to provide a traffic analysis in support of the proposed CPA application.

Revised Traffic Study

The original traffic study dated August 27, 2021 was submitted to Lee County as part of the comprehensive plan amendment application. The traffic study has been revised in response to discussions with Lee County development review staff. Revisions to the study are limited to Exhibits 7 and 8 which have been updated for consistency with FDOT traffic data; the revisions do not affect the results of the original analysis.

Executive Summary

The results of this CPA transportation assessment are as follows.

- The Long Range – 20-year horizon analysis identified the following changes to the MPO 2045 Needs Plan are recommended to address the level of service deficiencies anticipated "without" and "with" the proposed CPA.
    - Widen Buckingham Road to 4 lanes from Gunnery Road to Orange River Boulevard.
    - Widen Cemetery Road to 4 lanes from Buckingham Road to Higgens Avenue.
    - Widen Orange River Boulevard to 4 lanes from Staley Road to Buckingham Road.
- The year 2045 needed improvements to support the proposed CPA are the same improvements that have been identified to support future conditions "without" the CPA. Therefore, the proposed CPA does not cause additional needed improvements on the public road network per Chapter 163.3180, F.S.

- The year 2026 (Short-Term) traffic analysis indicates that no revisions to the County's five-year CIP or FDOT's five-year work program are warranted as a result of the proposed CPA per Chapter 163.3180, F.S.

- The proposed CPA is anticipated to mitigate its traffic impacts through the payment of road impact fees at the time of permitting, as required by Lee County. The road impact fees generated by the proposed CPA will help fund future roadway improvements.

Transportation Methodology

The traffic study has been prepared in accordance with requirements included in the Lee County Application for a Comprehensive Plan Amendment, Appendix A.

Study Area

As required by Section III, Part B of Lee County's Application for a Comprehensive Plan Amendment, the traffic impacts of the proposed CPA are analyzed for major roadways within a three-mile radius of the subject property, as shown in Exhibit 2.

Existing Road Network

The existing roadway network in the vicinity of the Project is depicted in Exhibit 2. There are several major roadways in the vicinity of the Project including the following.

- Buckingham Road – County-maintained, two-lane arterial roadway.
- Cemetery Road – County-maintained, two-lane collector roadway.
- North River Road – County-maintained, two-lane arterial roadway.
- Olga Road – County-maintained, two-lane collector roadway.
- Orange River Boulevard – County maintained, two-lane arterial roadway.
- SR 80 – State maintained, arterial roadway. Four-lane roadway east of SR 31.

Planned Roadway Improvements

The Lee County MPO 2045 LRTP consists of two highway transportation plans: 1) the 2045 Highway Needs Plan; and 2) the 2045 Highway Cost Feasible Plan, Appendix B. The two highway plans are the subject of this CPA traffic analysis and described below.

2045 Highway Needs Plan

The MPO 2045 LRTP Highway Needs Plan identifies improvements that are considered to be

the future roadway "needs" to support the anticipated county-wide demands. The adopted 2045 LRTP Highway Needs Plan roadway improvements in the study area include the following.

- Buckingham Road from Orange River Boulevard to SR 80 – 2 to 4 Lanes
- SR 80 from SR 31 to Buckingham Road – 4 to 6 Lanes

2045 Highway Cost Feasible Plan

The MPO 2045 LRTP Highway Cost Feasible Plan identifies the needed improvements listed above that are considered to be financially feasible for construction, based on anticipated priorities and future revenues. The adopted 2045 LRTP Highway Cost Feasible Plan roadway improvements in the study area included the following.

- Buckingham Road from Orange River Boulevard to SR 80 – 2 to 4 Lanes

Scheduled Roadway Improvements

The scheduled road improvements in Lee County are shown on Lee County's Capital Improvement Program and FDOT's Five-Year Work Program. No roadway capacity improvements are currently scheduled for construction within the study area.

CPA Land Use Parameters

The proposed CPA increases the maximum allowable development of River Hall to a total of 3,184 residential units. Accessory/ancillary uses (amenities located behind community gated entrances) are not considered for this transportation assessment and are conservatively assumed to have no effect on the Project's net new external trip generation (no intrazonal capture). For purposes of this traffic assessment, the River Hall development parameters are summarized as follows.

River Hall
Development Parameters

Land Use	Constructed/Occupied	Without CPA	With CPA	Net Change
Residential Units	950	2,695	3,184	+489
Office (sq. ft.)	0	15,000	15,000	No change
Retail (sq. ft.)	0	30,000	30,000	No change

Travel Model

The Lee County Metropolitan Planning Organization (MPO) travel model is relied on for a CPA traffic analysis. The MPO 2045 traffic analysis zone (TAZ) structure was modified to reflect the River Hall community in the travel model as 4 separate TAZs as summarized in the following.

River Hall TAZ Development Parameters			
TAZ / Land Use	**Without CPA**	**With CPA**	**Net Change**
TAZ #4500 (School)	1,500 students	1,500 students	No change
TAZ #4501 (Town Center)	Office: 15,000 sq. ft. Retail: 30,000 sq. ft.	Office: 15,000 sq. ft. Retail: 30,000 sq. ft.	No change
TAZ #4502 (Approved Residential)	2,695 SF units	2,695 SF units	No change
TAZ #4502 (Proposed Residential)	0 SF units	489 SF units	+ 489 SF units

Buildout of River Hall is assumed to occur within a five-year period (2026). For traffic analysis purposes, the River Hall development parameters were converted to socioeconomic data for the TAZs representing the River Hall community in the travel model, Appendix C.

Adjustments to the MPO 2045 road structure were made to reflect a secondary entrance connecting River Hall and Lehigh Acres. This planned entrance will allow Lehigh school traffic to directly access the River Hall Elementary School.

Level of Service Standards

Roadway level of service (LOS) standards generally vary depending on the jurisdiction. The Florida DOT LOS targets will apply to State-maintained facilities. For County roads, the LOS standards adopted in the Lee Plan will apply. The applicable roadway LOS targets/standards are as follows.

- State Roads in Urbanized Areas – LOS D
- State Roads outside Urbanized Areas – LOS C
- Lee County Roads – LOS E

Long Range – 20-Year Horizon (Year 2045) Analysis

The 2045 D1RPM (FSUTMS) travel model was used to run comparative travel model assignments both "without" and "with" the proposed CPA under the adopted Lee County MPO 2045 Cost Feasible Plan. For these assignments, the future year 2045 Cost Feasible road network and the MPO's 2045 socioeconomic data projections were used.

Year 2045 Traffic Conditions Without CPA

The study area included roadway segments within a three-mile radius of the Project. Exhibit 3 provides the results of the year 2045 travel model assignment for "without" the proposed CPA. For each road segment, the most representative link volumes from the travel model assignment were used in the segment analysis. Traffic data used for the segment analysis is provided in Appendix D.

Based on the travel model, River Hall (not including the school) generates 22,276 annual average daily traffic (AADT) without the CPA. As shown in Exhibit 3, the following segments are projected to be deficient in year 2045 without the proposed CPA.

Deficient Roadway Segments – 2045 Needs, Without CPA					
Roadway	**From**	**To**	**Needed # of Lanes**	**Adopted # of Lanes (1)**	**Consistent With Needs Plan?**
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	4	2	No
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	4	2	No
Orange River Blvd.	Staley Rd.	Buckingham Rd.	4	2	No
SR 80	SR 31	Buckingham Rd.	6	6	Yes

Footnote:
(1) As reflected in the Lee County 2045 LRTP Needs Plan.

Without the proposed CPA, three of the deficient roadway segments shown above are not consistent with the adopted Lee County MPO 2045 LRTP Needs Plan. The remaining deficient roadway is identified in the Needs Plan (please refer to Appendix B).

Year 2045 Traffic Conditions With CPA

The study area included roadway segments within a three-mile radius of the Project. Exhibit 4 provides the results of the year 2045 travel model assignment for the analysis "with" the proposed CPA. For each road segment, the most representative link volumes from the travel model assignment were used in the segment analysis. Traffic data used for the segment analysis is provided in Appendix D.

Based on the travel model, River Hall (not including the school) generates 26,274 annual average daily traffic (AADT) with the CPA. As shown in Exhibit 4, the following segments were projected to be deficient in year 2045 with the proposed CPA.

Deficient Roadway Segments – 2045 Needs, With CPA					
Roadway	**From**	**To**	**Needed # of Lanes**	**Adopted # of Lanes (1)**	**Consistent With Needs Plan?**
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	4	2	No
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	4	2	No
Orange River Blvd.	Staley Rd.	Buckingham Rd.	4	2	No
SR 80	SR 31	Buckingham Rd.	6	6	Yes

Footnote:
(1) As reflected in the Lee County 2045 LRTP Needs Plan.

Summary Comparison of Year 2045 Traffic Conditions

A comparison of the roadway segment "needs" without and with the CPA, along with the MPO needs and financially feasible lanes, is provided in Exhibits 5 and 6 and summarized below.

2045 Roadway Needs Comparison								
Roadway	**From**	**To**	**Existing**	**MPO Cost Feasible**	**MPO Needs**	**Needs Without CPA**	**Needs With CPA**	**Difference With CPA**
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	2	2	2	4	4	0
	Orange River Blvd.	SR 80	2	4	4	4	4	0
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	2	2	2	4	4	0
North River Rd.	SR 31	Franklin Lock Rd.	2	2	2	2	2	0
	Franklin Lock Rd.	Broadway Rd.	2	2	2	2	2	0
Olga Rd.	SR 80 W	SR 80 E	2	2	2	2	2	0
Orange River Blvd.	Staley Rd.	Buckingham Rd.	2	2	2	4	4	0
SR 80	SR 31	Buckingham Rd	4	4	6	6	6	0
	Buckingham Rd	River Hall Pkwy.	4	4	4	4	4	0
	River Hall Pkwy.	W. of Werner Drive	4	4	4	4	4	0
	W. of Werner Drive	Hickey Creek Rd.	4	4	4	4	4	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	4	4	4	0

The complete FSUTMS-Cube travel model run for all CPA scenarios are available for download from: ftp://ftpfm.dplummer.com/Public/20512_RiverHall_CPA.

Based on the long range 20-year horizon comparative model analysis, the following conclusions are derived.

- Deficient roadway segments on Buckingham Road, Cemetery Road, Orange River Boulevard, and SR 80 have been identified without the proposed CPA in the study area.
- The deficient roadway segments and the corresponding needed improvements have already been identified in the Lee County MPO 2045 LRTP for the following.
    - SR 80 from SR 31 to Buckingham Road.
    - The Needs Plan does not address the remaining road segments that are deficient as a result of current traffic projections without the CPA.
- The roadway improvements needed to correct the deficient roadways for "without" and "with" the CPA are identical. Therefore, the proposed CPA does not warrant any additional updates to the Needs Plan.

Year 2045 Recommendations

To address the anticipated 2045 needs without the CPA identified in this study, it is recommended that the Lee County MPO further evaluate the following roadway segments for consideration to be added to the Needs Plan in the next LRTP plan update effort.

- Widen Buckingham Road to 4 lanes from Gunnery Road to Orange River Boulevard.
- Widen Cemetery Road to 4 lanes from Buckingham Road to Higgens Avenue.
- Widen Orange River Boulevard to 4 lanes from Staley Road to Buckingham Road.

The proposed CPA does not warrant any additional updates to the Needs Plan.

Short Range Five-Year CIP (Year 2026) Analysis

The traffic projections for the short-term analysis are based on growth trend analysis and ITE trip generation estimates rather than relying on the travel model.

Growth trends were established from historical AADT data from FDOT's Florida Traffic Online Web Application (2020 data), Appendix D. Future background traffic was estimated by applying growth rates derived from the trend analysis to the existing peak hour directional volumes reported by Lee County (2020 Concurrency Report) and FDOT (District 1 LOS Report), Appendix D.

The select zone assignments from the 2045 model runs are the basis for Project trip distribution.

Year 2026 Traffic Conditions Without CPA

The trip generation estimate for the approved development was estimated based on trip generation rates and equations from the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition. The trip generation is reflective of future unbuilt units (45,000 sq. ft. of commercial uses and 1,745 residential units) approved under the current zoning. The trips associated with the existing (occupied) 950 residential units are presumed to be accounted for as part of the field measured segment volumes reported by Lee County and FDOT. The calculated trip generation for the future unbuilt development without the CPA is summarized below and documented in Appendix E.

River Hall
Without CPA Trip Generation Summary

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Net New External	450	1,002	1,452	1,106	717	1,823	17,253

Percent distributions derived from the daily (AADT) select zone model assignments were applied to the ITE PM peak hour volumes. Therefore, traffic volumes without the CPA are reflective of future background traffic volumes plus the ITE PM peak hour trip assignment associated with the unbuilt development without the CPA.

Exhibit 7 provides the results of the year 2026 analysis "without" the proposed CPA. As shown in Exhibit 7, the following segments are projected to be deficient in year 2026 without the proposed CPA.

Deficient Roadway Segments – 2026 Needs, Without CPA					
Roadway	**From**	**To**	**Needed # of Lanes**	**E+C # of Lanes (1)**	**Consistent With E+C?**
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	4	2	No
SR 80	SR 31	Buckingham Rd.	6	4	No

Footnote:
(1) As reflected in the MPO E+C road network.

Year 2026 Traffic Conditions With CPA

The trip generation estimate for the proposed development was estimated based on trip generation rates and equations from the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition. The trip generation is reflective of future unbuilt units (45,000 sq. ft. of commercial uses and 2,234 residential units) allowed with the CPA. The trips associated with the existing (occupied) 950 residential units are presumed to be accounted for as part of the field measured segment volumes reported by Lee County and FDOT. The calculated trip generation for the future unbuilt development with the CPA is summarized below and documented in Appendix E.

River Hall With CPA Trip Generation Summary							
	AM Peak Hour			**PM Peak Hour**			**Daily**
	In	**Out**	**Total**	**In**	**Out**	**Total**	**Total**
Net New External	537	1,262	1,799	1,373	873	2,246	20,936

Percent distributions derived from the daily (AADT) select zone model assignments were applied to the ITE PM peak hour volumes. Therefore, traffic volumes with the CPA are reflective of future background traffic volumes plus the ITE PM peak hour trip assignment associated with the unbuilt development with the CPA.

Exhibit 8 provides the results of the year 2026 analysis "with" the proposed CPA. As shown in Exhibit 8, the following segments are projected to be deficient in year 2026 without the proposed CPA.

Deficient Roadway Segments – 2026 Needs, Without CPA					
Roadway	**From**	**To**	**Needed # of Lanes**	**E+C # of Lanes (1)**	**Consistent With E+C?**
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	4	2	No
SR 80	SR 31	Buckingham Rd.	6	4	No

Footnote:
(1) As reflected in the MPO E+C road network.

Summary Comparison of Year 2026 Traffic Conditions

A comparison of the roadway segment "needs" without and with the CPA, along with the existing and E+C number of lanes, is provided in Exhibits 9 and 10 and summarized below.

2026 Roadway Needs Comparison							
Roadway	**From**	**To**	**Existing**	**E+C**	**Needs Without CPA**	**Needs With CPA**	**Difference With CPA**
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	2	2	2	2	0
	Orange River Blvd.	SR 80	2	2	4	4	0
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	2	2	2	2	0
North River Rd.	SR 31	Franklin Lock Rd.	2	2	2	2	0
	Franklin Lock Rd.	Broadway Rd.	2	2	2	2	0
Olga Rd.	SR 80 W	SR 80 E	2	2	2	2	0
Orange River Blvd.	Staley Rd.	Buckingham Rd.	2	2	2	2	0
SR 80	SR 31	Buckingham Rd	4	4	6	6	0
	Buckingham Rd	River Hall Pkwy.	4	4	4	4	0
	River Hall Pkwy.	W. of Werner Drive	4	4	4	4	0
	W. of Werner Drive	Hickey Creek Rd.	4	4	4	4	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	4	4	0

Based on the short-term (year 2026) comparative analysis, the following conclusions are derived.

- Deficient roadway segments on Buckingham Road and SR 80 have been identified without the proposed CPA in the study area. The improvements needed to address these deficiencies are not identified in Lee County's CIP for FDOT's five-year work program.
- The roadway improvements needed to correct the deficient roadways for "without" and "with" the CPA are identical. Therefore, no additional changes to the County's five-year CIP or FDOT's five-year work program are warranted as a result of the proposed CPA.

Year 2026 Recommendations

To address the anticipated short-term needs without the CPA identified in this study, it is recommended that the Lee County MPO further evaluate the following roadway segments for consideration to be added to the Cost Feasible Plan and/or prioritized for programming.

- Widen Buckingham Road to 4 lanes from Orange River Boulevard to SR 80.
- Widen SR 80 to 6 lanes from SR 31 to Buckingham Road.

No revisions to the County's five-year CIP or FDOT's five-year work program are warranted as a result of the proposed CPA.

Traffic Mitigation

The payment of road impact fees represents the full mitigation requirements to accommodate the proposed CPA. The CPA will also generate ad valorem taxes, gas taxes, and other revenues that

may be used to further assist with the funding of the Lee County MPO LRTP improvements needed without and with the CPA.

Conclusions

The results of this CPA transportation assessment are as follows.

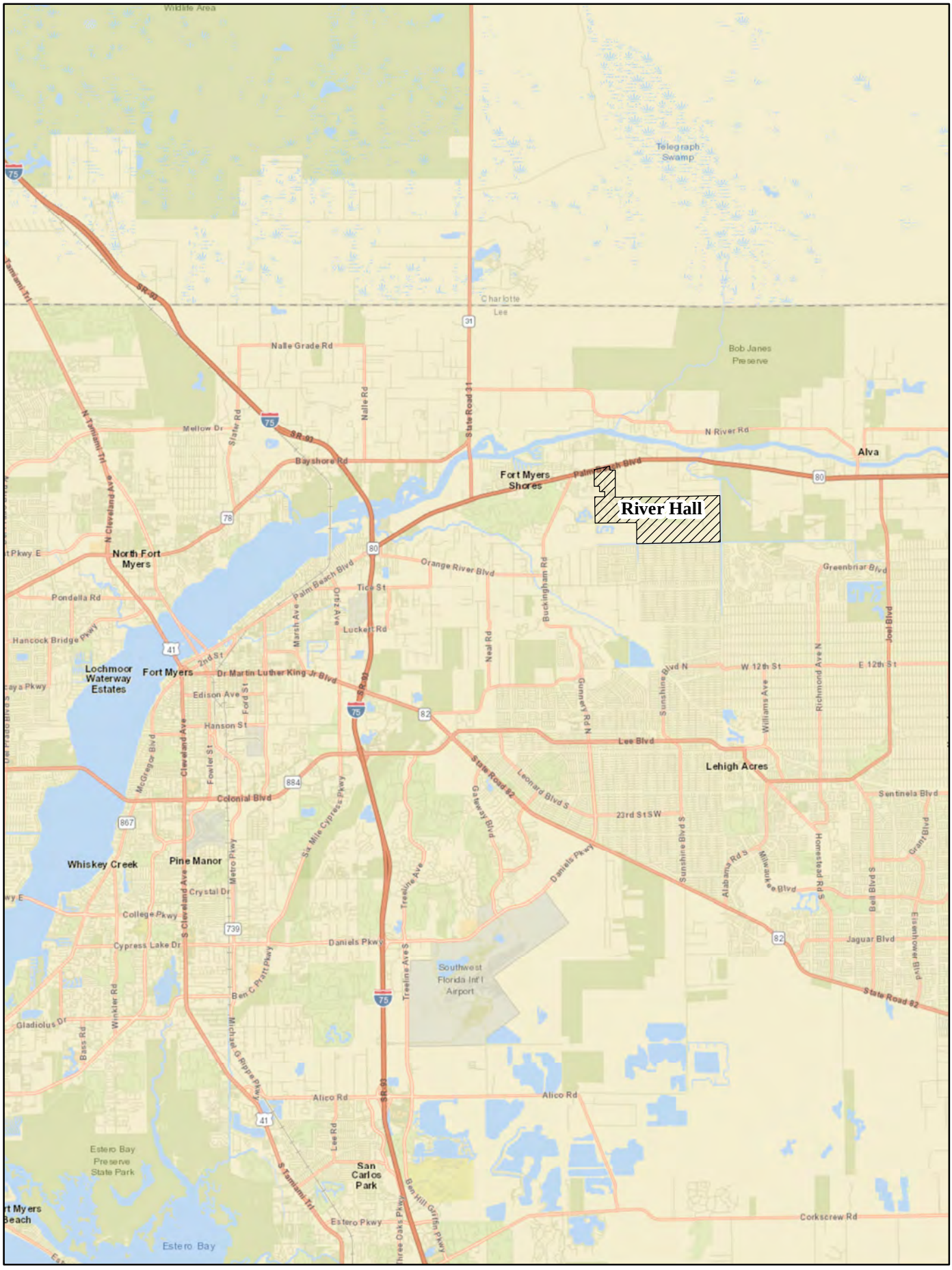
- The Long Range – 20-year horizon analysis identified the following changes to the MPO 2045 Needs Plan are recommended to address the level of service deficiencies anticipated "without" and "with" the proposed CPA.

    - Widen Buckingham Road to 4 lanes from Gunnery Road to Orange River Boulevard.
    - Widen Cemetery Road to 4 lanes from Buckingham Road to Higgens Avenue.
    - Widen Orange River Boulevard to 4 lanes from Staley Road to Buckingham Road.

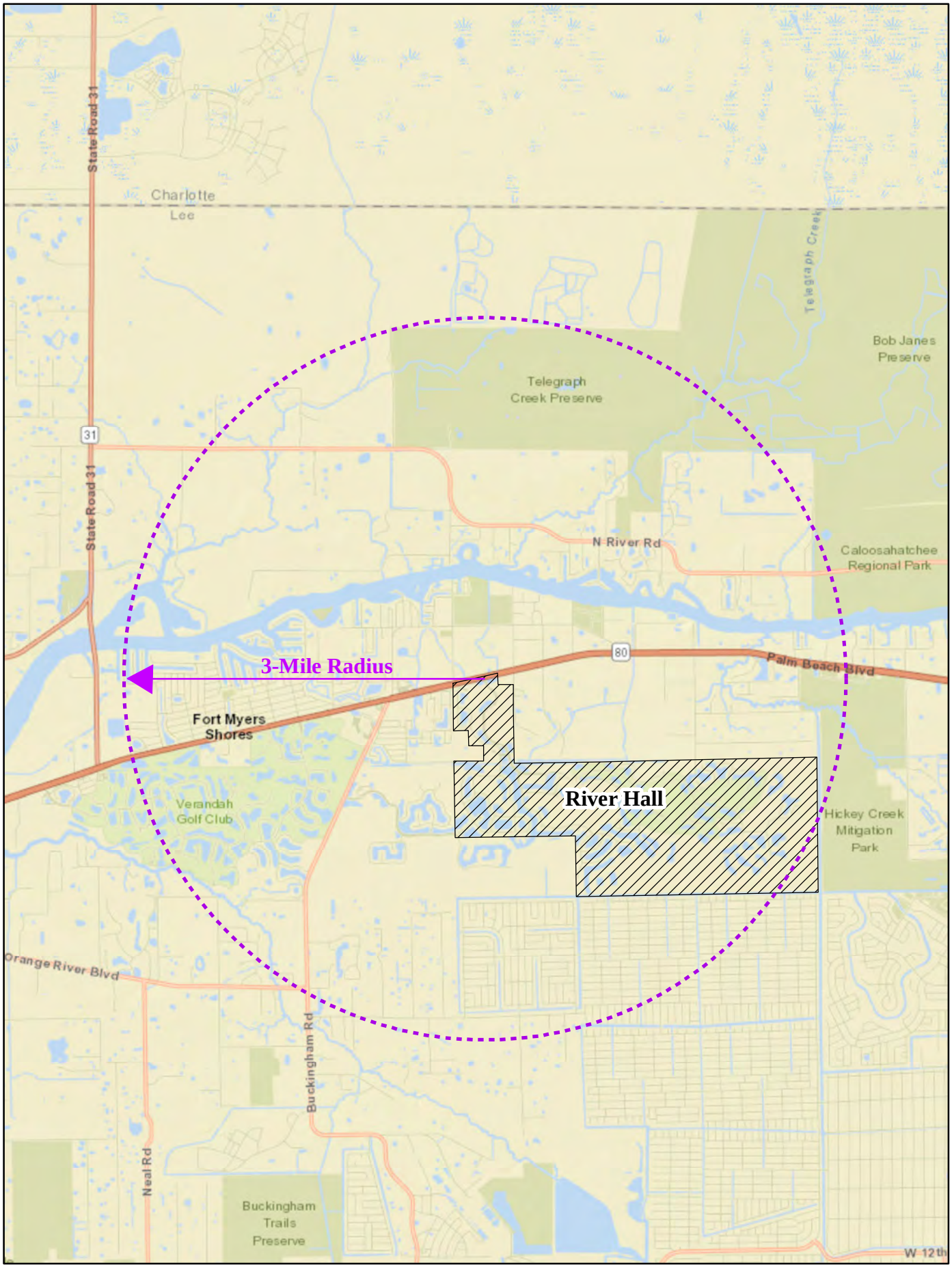
- The year 2045 needed improvements to support the proposed CPA are the same improvements that have been identified to support future conditions "without" the CPA. Therefore, the proposed CPA does not cause additional needed improvements on the public road network per Chapter 163.3180, F.S.

- The year 2026 (Short-Term) traffic analysis indicates that no revisions to the County's five-year CIP or FDOT's five-year work program are warranted as a result of the proposed CPA per Chapter 163.3180, F.S.

- The proposed CPA is anticipated to mitigate its traffic impacts through the payment of road impact fees at the time of permitting, as required by Lee County. The road impact fees generated by the proposed CPA will help fund future roadway improvements.



	RIVER HALL CPA	PROJECT LOCATION	DATE	PROJECT NO.	FILE NO.	EXHIBIT
dpa			08/21	20512	01/0821	1



	RIVER HALL CPA	STUDY AREA	DATE	PROJECT NO.	FILE NO.	EXHIBIT
dpa			08/21	20512	01/0821	2

EXHIBIT 3

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
LONG RANGE 20-YEAR HORIZON (2045) - WITHOUT CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	D1RPM Node Numbers A_1	B_1	A_2	B_2	# of Lanes[1]	State/ County Roadway	Cost Feasible LOS Facility Type	LOS Std.[2]	FDOT Station[3]	2045 AADT[4]	2045 Project AADT[4]	% Project Distribution	K Factor[5]	Two-way Peak Hour Volume	D Factor[5] Dir1	D Factor[5] Dir2	Directional Peak Hr. Vol. Dir1	Directional Peak Hr. Vol. Dir2	Directional Service Volumes[6] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	LOS V/C Dir1	LOS V/C Dir2	2045 LOS Dir1	2045 LOS Dir2	Directional Service Volumes[6] 1 Lane	2 Lanes	3 Lanes	4 Lanes	Lanes Needed	Additional Lanes Needed
													22276																							
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	26412	26417			2	LC	LC_ClassIArterial_2L	E	126011	27649	2204	9.9%	0.090	2,488	0.534	0.466	1,329	1,159	0	140	800	860	860	860	1.55	1.35	F	F	860	1,960	2,940	3,940	4	Add 2 L
	Orange River Blvd.	SR 80	26567	26607			4	LC	LC_ClassIArterial_4L	E	124656	28875	4892	22.0%	0.095	2,743	0.538	0.462	1,476	1,267	0	250	1,840	1,960	1,960	1,960	0.75	0.65	C	C	860	1,960	2,940	3,940	4	Add 0 L
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	26417	26703			2	LC	LC_Collector_2LU	E	124656	15397	612	2.7%	0.095	1,463	0.538	0.462	787	676	0	0	310	660	740	740	1.06	0.91	F	E	740	1,520	2,280	3,040	4	Add 2 L
North River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	LC_ClassIArterial_2L	E	124650	12710	13	0.1%	0.095	1,207	0.538	0.462	649	558	0	140	800	860	860	860	0.75	0.65	C	C	860	1,960	2,940	3,940	2	Add 0 L
	Franklin Lock Rd.	Broadway Rd.	27309	27426			2	LC	LC_ClassIArterial_2L	E	124650	10925	7	0.0%	0.095	1,038	0.538	0.462	558	480	0	140	800	860	860	860	0.65	0.56	C	C	860	1,960	2,940	3,940	2	Add 0 L
Olga Rd.	SR 80 W	SR 80 E	26607	26626			2	LC	LC_Collector_2LU	E	126011	4350	560	2.5%	0.090	392	0.534	0.466	209	183	0	0	310	660	740	740	0.28	0.25	C	C	740	1,520	2,280	3,040	2	Add 0 L
Orange River Blvd.	Staley Rd.	Buckingham Rd.	26263	26412			2	LC	LC_Collector_2LU	E	124202	18736	453	2.0%	0.095	1,780	0.538	0.462	958	822	0	0	310	660	740	740	1.29	1.11	F	F	740	1,520	2,280	3,040	4	Add 2 L
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olg	26393	26607			4	FDOT	UA_S2WAC1_2W_4L_D_WL_WR	D	120085	44560	11669	52.4%	0.090	4,010	0.537	0.463	2,153	1,857	0	0	2,006	2,100	2,100	2,100	1.03	0.88	F	C	970	2,100	3,171	4,242	6	Add 2 L
	CR 80A/Buckingham Rd/Old Olg	River Hall Pkwy.	26783	89956			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	44822	17670	79.3%	0.090	4,034	0.537	0.463	2,166	1,868	0	1,800	2,600	3,280	3,730	3,280	0.66	0.57	C	C	1,260	3,280	4,920	7,380	4	Add 0 L
	River Hall Pkwy.	W. of Werner Drive	89956	26949			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29842	3276	14.7%	0.090	2,686	0.537	0.463	1,442	1,244	0	1,800	2,600	3,280	3,730	3,280	0.44	0.38	B	B	1,260	3,280	4,920	7,380	4	Add 0 L
	W. of Werner Drive	Hickey Creek Rd.	27174	26290			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120012	28367	2549	11.4%	0.090	2,553	0.537	0.463	1,371	1,182	0	1,530	2,210	2,820	3,220	2,210	0.62	0.53	B	B	861	2,210	3,320	4,980	4	Add 0 L
	Hickey Creek Rd.	Broadway St./CR 78	27290	27356			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120006	28075	2498	11.2%	0.090	2,527	0.537	0.463	1,357	1,170	0	1,530	2,210	2,820	3,220	2,210	0.61	0.53	B	B	861	2,210	3,320	4,980	4	Add 0 L

FOOTNOTES:

(1) Lee County MPO 2045 Long Range Transportation Plan Highway Cost Feasible Plan number of lanes.
(2) Lee County roadway LOS standard used for county roadways (LOS E). FDOT roadway LOS standard used for state roadways (LOS D for urbanized and LOS C for non-urbanized).
(3) FDOT count station from FDOT Traffic Online.
(4) AADT from 2045 travel model assignment on MPO 2045 Cost Feasible road network.
(5) Adjustment factors per FDOT Traffic Online.
(6) Lee County Generalized Peak Hour Service Volumes (April 2016) used for County roads. FDOT Generalized Peak Hour Directional Volumes used for State roads.

EXHIBIT 4

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
LONG RANGE 20-YEAR HORIZON (2045) - WITH CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	D1RPM Node Numbers A_1	B_1	A_2	B_2	# of Lanes[1]	State/ County Roadway	Cost Feasible LOS Facility Type	LOS Std.[2]	FDOT Station[3]	2045 AADT[4]	2045 Project AADT[4]	% Project Distribution	K Factor[5]	Two-way Peak Hour Volume	D Factor[5] Dir1	D Factor[5] Dir2	Directional Peak Hr. Vol. Dir1	Directional Peak Hr. Vol. Dir2	Directional Service Volumes[6] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	LOS V/C Dir1	LOS V/C Dir2	2045 LOS Dir1	2045 LOS Dir2	Directional Service Volumes[6] 1 Lane	2 Lanes	3 Lanes	4 Lanes	Lanes Needed	Additional Lanes Needed
													26274																							
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	26412	26417			2	LC	LC_ClassIArterial_2L	E	126011	27510	2448	9.3%	0.090	2,476	0.534	0.466	1,322	1,154	0	140	800	860	860	860	1.54	1.34	F	F	860	1,960	2,940	3,940	4	Add 2 L
	Orange River Blvd.	SR 80	26567	26607			4	LC	LC_ClassIArterial_4L	E	124656	28968	5441	20.7%	0.095	2,752	0.538	0.462	1,481	1,271	0	250	1,840	1,960	1,960	1,960	0.76	0.65	C	C	860	1,960	2,940	3,940	4	Add 0 L
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	26417	26703			2	LC	LC_Collector_2LU	E	124656	15262	590	2.2%	0.095	1,450	0.538	0.462	780	670	0	0	310	660	740	740	1.05	0.91	F	E	740	1,520	2,280	3,040	4	Add 2 L
North River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	LC_ClassIArterial_2L	E	124650	12699	13	0.0%	0.095	1,206	0.538	0.462	649	557	0	140	800	860	860	860	0.75	0.65	C	C	860	1,960	2,940	3,940	2	Add 0 L
	Franklin Lock Rd.	Broadway Rd.	27309	27426			2	LC	LC_ClassIArterial_2L	E	124650	10926	7	0.0%	0.095	1,038	0.538	0.462	558	480	0	140	800	860	860	860	0.65	0.56	C	C	860	1,960	2,940	3,940	2	Add 0 L
Olga Rd.	SR 80 W	SR 80 E	26607	26626			2	LC	LC_Collector_2LU	E	126011	4362	619	2.4%	0.090	393	0.534	0.466	210	183	0	0	310	660	740	740	0.28	0.25	C	C	740	1,520	2,280	3,040	2	Add 0 L
Orange River Blvd.	Staley Rd.	Buckingham Rd.	26263	26412			2	LC	LC_Collector_2LU	E	124202	18763	528	2.0%	0.095	1,782	0.538	0.462	959	823	0	0	310	660	740	740	1.30	1.11	F	F	740	1,520	2,280	3,040	4	Add 2 L
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olg	26393	26607			4	FDOT	UA_S2WAC1_2W_4L_D_WL_WR	D	120085	46028	13516	51.4%	0.090	4,143	0.537	0.463	2,225	1,918	0	0	2,006	2,100	2,100	2,100	1.06	0.91	F	C	970	2,100	3,171	4,242	6	Add 2 L
	CR 80A/Buckingham Rd/Old Olg	River Hall Pkwy.	26783	89956			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	47066	20213	76.9%	0.090	4,236	0.537	0.463	2,275	1,961	0	1,800	2,600	3,280	3,730	3,280	0.69	0.60	C	C	1,260	3,280	4,920	7,380	4	Add 0 L
	River Hall Pkwy.	W. of Werner Drive	89956	26949			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29985	3653	13.9%	0.090	2,699	0.537	0.463	1,449	1,250	0	1,800	2,600	3,280	3,730	3,280	0.44	0.38	B	B	1,260	3,280	4,920	7,380	4	Add 0 L
	W. of Werner Drive	Hickey Creek Rd.	27174	26290			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120012	28351	2811	10.7%	0.090	2,552	0.537	0.463	1,370	1,182	0	1,530	2,210	2,820	3,220	2,210	0.62	0.53	B	B	861	2,210	3,320	4,980	4	Add 0 L
	Hickey Creek Rd.	Broadway St./CR 78	27290	27356			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120006	28056	2755	10.5%	0.090	2,525	0.537	0.463	1,356	1,169	0	1,530	2,210	2,820	3,220	2,210	0.61	0.53	B	B	861	2,210	3,320	4,980	4	Add 0 L

FOOTNOTES:

(1) Lee County MPO 2045 Long Range Transportation Plan Highway Cost Feasible Plan number of lanes.
(2) Lee County roadway LOS standard used for county roadways (LOS E). FDOT roadway LOS standard used for state roadways (LOS D for urbanized and LOS C for non-urbanized).
(3) FDOT count station from FDOT Traffic Online.
(4) AADT from 2045 travel model assignment on MPO 2045 Cost Feasible road network.
(5) Adjustment factors per FDOT Traffic Online.
(6) Lee County Generalized Peak Hour Service Volumes (April 2016) used for County roads. FDOT Generalized Peak Hour Directional Volumes used for State roads.

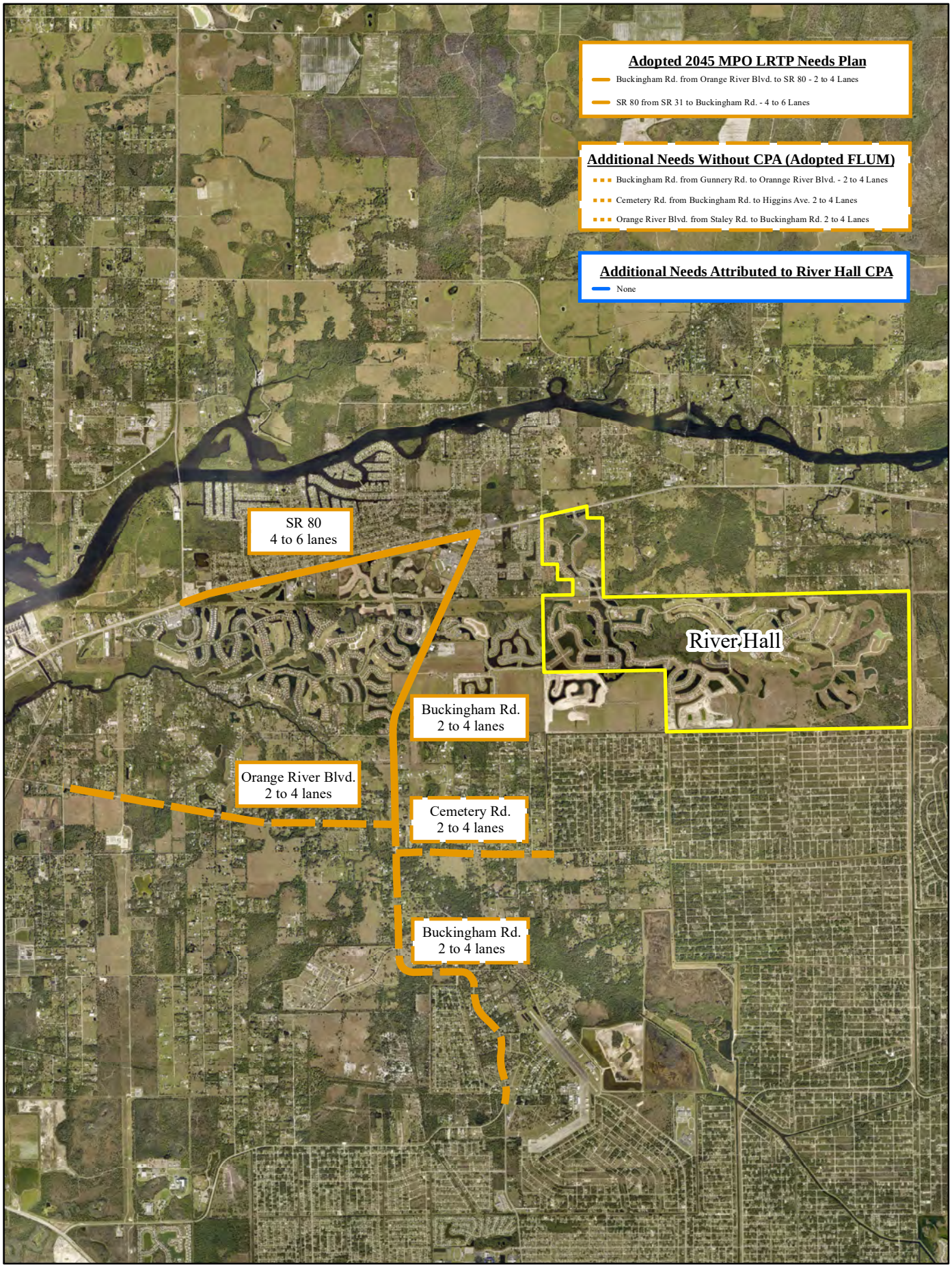
EXHIBIT 5

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
LONG RANGE 20-YEAR HORIZON (2045) - NEEDS COMPARISON

			Number of Lanes								
				Adopted 2045 MPO LRTP		CPA Analysis					
						Without CPA (Current)		With CPA (Proposed)		
ROADWAY	FROM	TO	Existing[1]	Needs Plan[2]	Cost Feasible Plan[3]	Needs[4]	Consistent w/ MPO Needs[5]	Needs[6]	Consistent w/ MPO Needs[7]	Consistent w/ Without CPA[8]
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	2	2	2	4	No	4	No	Yes
	Orange River Blvd.	SR 80	2	4	4	4	Yes	4	Yes	Yes
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	2	2	2	4	No	4	No	Yes
North River Rd.	SR 31	Franklin Lock Rd.	2	2	2	2	Yes	2	Yes	Yes
	Franklin Lock Rd.	Broadway Rd.	2	2	2	2	Yes	2	Yes	Yes
Olga Rd.	SR 80 W	SR 80 E	2	2	2	2	Yes	2	Yes	Yes
Orange River Blvd.	Staley Rd.	Buckingham Rd.	2	2	2	4	No	4	No	Yes
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.	4	6	4	6	Yes	6	Yes	Yes
	CR 80A/Buckingham Rd/Old Olga Rd.	River Hall Pkwy.	4	4	4	4	Yes	4	Yes	Yes
	River Hall Pkwy.	W. of Werner Drive	4	4	4	4	Yes	4	Yes	Yes
	W. of Werner Drive	Hickey Creek Rd.	4	4	4	4	Yes	4	Yes	Yes
	Hickey Creek Rd.	Broadway St./CR 78	4	4	4	4	Yes	4	Yes	Yes

FOOTNOTES:

(1) Existing 2021 conditions.
(2) Adopted MPO 2045 LRTP - Highway Needs Plan.
(3) Adopted MPO 2045 LRTP - Highway Cost Feasible Plan.
(4) CPA Traffic Analysis - Needed number of lanes without the CPA.
(5) Comparison between (4) and (2) - Are the needed improvements without the CPA the same or less than those adopted by the MPO?
(6) CPA Traffic Analysis - Needed number of lanes with the CPA.
(7) Comparison between (6) and (2) - Are the needed improvements with the CPA the same or less than those adopted by the MPO?
(8) Comparison between (6) and (4) - Are the needed improvements with the CPA the same or less than those needed without the CPA?



	RIVER HALL CPA	LONG RANGE 20-YEAR HORIZON YEAR 2045 ANALYSIS ROADWAY NEEDS COMPARISON	DATE	PROJECT NO.	FILE NO.	EXHIBIT
dpa			08/21	20512	01/0821	6

EXHIBIT 7 (Revised 12/02/2021)

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
SHORT RANGE 5-YEAR CIP HORIZON (2026) - WITHOUT CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	D1RPM Node Numbers A_1	B_1	A_2	B_2	# of Lanes[1]	State/ County Roadway	E+C LOS Facility Type	LOS Std.[2]	FDOT Station[3]	2020 AADT	K Factor	D Factor	Existing Directional Peak Hr. Vol.[4]	Annual Growth %[5]	Growth Factor[6]	Future 2026 Background Directional Peak Hr. Vol.[7]	2045 Project AADT[8]	% Project Directional Distribution	Project Directional Peak Hr. Vol.[9]	Future 2026 Total Directional Peak Hr. Vol.[10]	Directional Service Volumes[11] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	V/C	LOS	Directional Service Volumes[11] 1 Lane	2 Lanes	3 Lanes	4 Lanes	Lanes Needed	Additional Lanes Needed
																			22276		1106															
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	26412	26417			2	LC	LC_ClassIArterial_2L	E	126011	-	-	-	423	1.9%	1.13	479	2204	9.9%	109	588	0	140	800	860	860	860	0.68	C	860	1,960	2,940	3,940	2	Add 0 L
	Orange River Blvd.	SR 80	26567	26607			2	LC	LC_ClassIArterial_2L	E	124656	-	-	-	538	2.4%	1.17	628	4892	22.0%	243	871	0	140	800	860	860	860	1.01	F	860	1,960	2,940	3,940	4	Add 2 L
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	26417	26703			2	LC	LC_Collector_2LU	E	124656	-	-	-	242	2.4%	1.17	283	612	2.7%	30	313	0	0	310	660	740	740	0.42	D	740	1,520	2,280	3,040	2	Add 0 L
North River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	13	0.1%	1	253	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
	Franklin Lock Rd.	Broadway Rd.	27309	27426			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	7	0.0%	0	252	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
Olga Rd.	SR 80 W	SR 80 E	26607	26626			2	LC	LC_Collector_2LU	E	126011	-	-	-	82	1.9%	1.13	93	560	2.5%	28	121	0	0	310	660	740	740	0.16	C	740	1,520	2,280	3,040	2	Add 0 L
Orange River Blvd.	Staley Rd.	Buckingham Rd.	26263	26412			2	LC	LC_Collector_2LU	E	124202	-	-	-	427	5.0%	1.35	576	453	2.0%	22	598	0	0	310	660	740	740	0.81	D	740	1,520	2,280	3,040	2	Add 0 L
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga	26393	26607			4	FDOT	UA_S2WAC1_2W_4L_D_WL_WR	D	120085	36,500	0.09	0.537	1,764	1.0%	1.06	1,870	11669	52.4%	579	2,449	0	0	2,006	2,100	2,100	2,100	1.17	F	970	2,100	3,171	4,242	6	Add 2 L
	CR 80A/Buckingham Rd/Old Olga	River Hall Pkwy.	26783	89956			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	17670	79.3%	877	2,414	0	1,800	2,600	3,280	3,730	3,280	0.74	C	1,260	3,280	4,920	7,380	4	Add 0 L
	River Hall Pkwy.	W. of Werner Drive	89956	26949			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	3276	14.7%	163	1,700	0	1,800	2,600	3,280	3,730	3,280	0.52	B	1,260	3,280	4,920	7,380	4	Add 0 L
	W. of Werner Drive	Hickey Creek Rd.	27174	26290			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	2549	11.4%	127	1,664	0	1,530	2,210	2,820	3,220	2,210	0.75	C	861	2,210	3,320	4,980	4	Add 0 L
	Hickey Creek Rd.	Broadway St./CR 78	27290	27356			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120006	24,000	0.095	0.537	1,224	2.0%	1.12	1,371	2498	11.2%	124	1,495	0	1,530	2,210	2,820	3,220	2,210	0.68	B	861	2,210	3,320	4,980	4	Add 0 L

FOOTNOTES:

(1) Lee County MPO 2045 Long Range Transportation Plan E+C number of lanes.
(2) Lee County roadway LOS standard used for county roadways (LOS E). FDOT roadway LOS standard used for state roadways (LOS D for Urban and LOS C for Rural/Transitioning).
(3) FDOT count station from FDOT Traffic Online.
(4) For Lee County Roads: directional peak hour volumes sourced from 2020 Public Facilities Level of Service and Concurrency Report. For State Roads: directional peak hour volumes fereived from traffic data sourced from FDOT Traffic Online (2020).
(5) Linear growth rate. Growth rate developed from FDOT Traffic Online (2020 data).
(6) Linear growth rate multiplied by the number of years from 2019 to 2026 (7 years) for County roads and from 2020 to 2026 (6 years) for State roads..
(7) Year 2026 directional volume equals existing directional volume multiplied by growth factor.
(8) Distribution based on 2045 model run select zone assignment (TAZs #4501, #4502, and #4503).
(9) Project directional peak hour volume equals Project distribution multiplied by ITE PM peak hour trip generation estimate (peak direction).
(10) Future 2026 peak hour directional volume equals future background traffic plus Project traffic.
(11) Lee County Generalized Peak Hour Service Volumes (April 2016) used for County roads. FDOT Generalized Peak Hour Directional Volumes used for State roads.

EXHIBIT 8 (Revised 12/02/2021)

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
SHORT RANGE 5-YEAR CIP HORIZON (2026) - WITH CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	D1RPM Node Numbers A_1	B_1	A_2	B_2	# of Lanes[1]	State/ County Roadway	E+C LOS Facility Type	LOS Std.[2]	FDOT Station[3]	2020 AADT	K Factor	D Factor	Existing Directional Peak Hr. Vol.[4]	Annual Growth %[5]	Growth Factor[6]	Future 2026 Background Directional Peak Hr. Vol.[7]	2045 Project AADT[8]	% Project Distribution	Project Directional Peak Hr. Vol.[9]	Future 2026 Total Directional Peak Hr. Vol.[10]	Directional Service Volumes[11] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	V/C	LOS	Directional Service Volumes[11] 1 Lane	2 Lanes	3 Lanes	4 Lanes	Lanes Needed	Additional Lanes Needed
																			26274		1373															
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	26412	26417			2	LC	LC_ClassIArterial_2L	E	126011	-	-	-	423	1.9%	1.13	479	2448	9.3%	128	607	0	140	800	860	860	860	0.71	C	860	1,960	2,940	3,940	2	Add 0 L
	Orange River Blvd.	SR 80	26567	26607			2	LC	LC_ClassIArterial_2L	E	124656	-	-	-	538	2.4%	1.17	628	5441	20.7%	284	912	0	140	800	860	860	860	1.06	F	860	1,960	2,940	3,940	4	Add 2 L
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	26417	26703			2	LC	LC_Collector_2LU	E	124656	-	-	-	242	2.4%	1.17	283	590	2.2%	31	314	0	0	310	660	740	740	0.42	D	740	1,520	2,280	3,040	2	Add 0 L
North River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	13	0.0%	1	253	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
	Franklin Lock Rd.	Broadway Rd.	27309	27426			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	7	0.0%	0	252	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
Olga Rd.	SR 80 W	SR 80 E	26607	26626			2	LC	LC_Collector_2LU	E	126011	-	-	-	82	1.9%	1.13	93	619	2.4%	32	125	0	0	310	660	740	740	0.17	C	740	1,520	2,280	3,040	2	Add 0 L
Orange River Blvd.	Staley Rd.	Buckingham Rd.	26263	26412			2	LC	LC_Collector_2LU	E	124202	-	-	-	427	5.0%	1.35	576	528	2.0%	28	604	0	0	310	660	740	740	0.82	D	740	1,520	2,280	3,040	2	Add 0 L
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga	26393	26607			4	FDOT	UA_S2WAC1_2W_4L_D_WL_WR	D	120085	36,500	0.09	0.537	1,764	1.0%	1.06	1,870	13516	51.4%	706	2,576	0	0	2,006	2,100	2,100	2,100	1.23	F	970	2,100	3,171	4,242	6	Add 2 L
	CR 80A/Buckingham Rd/Old Olga	River Hall Pkwy.	26783	89956			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	20213	76.9%	1056	2,593	0	1,800	2,600	3,280	3,730	3,280	0.79	C	1,260	3,280	4,920	7,380	4	Add 0 L
	River Hall Pkwy.	W. of Werner Drive	89956	26949			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	3653	13.9%	191	1,728	0	1,800	2,600	3,280	3,730	3,280	0.53	B	1,260	3,280	4,920	7,380	4	Add 0 L
	W. of Werner Drive	Hickey Creek Rd.	27174	26290			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	2811	10.7%	147	1,684	0	1,530	2,210	2,820	3,220	2,210	0.76	C	861	2,210	3,320	4,980	4	Add 0 L
	Hickey Creek Rd.	Broadway St./CR 78	27290	27356			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120006	24,000	0.095	0.537	1,224	2.0%	1.12	1,371	2755	10.5%	144	1,515	0	1,530	2,210	2,820	3,220	2,210	0.69	B	861	2,210	3,320	4,980	4	Add 0 L

FOOTNOTES:

(1) Lee County MPO 2045 Long Range Transportation Plan E+C number of lanes.
(2) Lee County roadway LOS standard used for county roadways (LOS E). FDOT roadway LOS standard used for state roadways (LOS D for Urban and LOS C for Rural/Transitioning).
(3) FDOT count station from FDOT Traffic Online.
(4) For Lee County Roads: directional peak hour volumes sourced from 2020 Public Facilities Level of Service and Concurrency Report. For State Roads: directional peak hour volumes fereived from traffic data sourced from FDOT Traffic Online (2020).
(5) Linear growth rate. Growth rate developed from FDOT Traffic Online (2020 data).
(6) Linear growth rate multiplied by the number of years from 2019 to 2026 (7 years) for County roads and from 2020 to 2026 (6 years) for State roads..
(7) Year 2026 directional volume equals existing directional volume multiplied by growth factor.
(8) Distribution based on 2045 model run select zone assignment (TAZs #4501, #4502, and #4503).
(9) Project directional peak hour volume equals Project distribution multiplied by ITE PM peak hour trip generation estimate (peak direction).
(10) Future 2026 peak hour directional volume equals future background traffic plus Project traffic.
(11) Lee County Generalized Peak Hour Service Volumes (April 2016) used for County roads. FDOT Generalized Peak Hour Directional Volumes used for State roads.

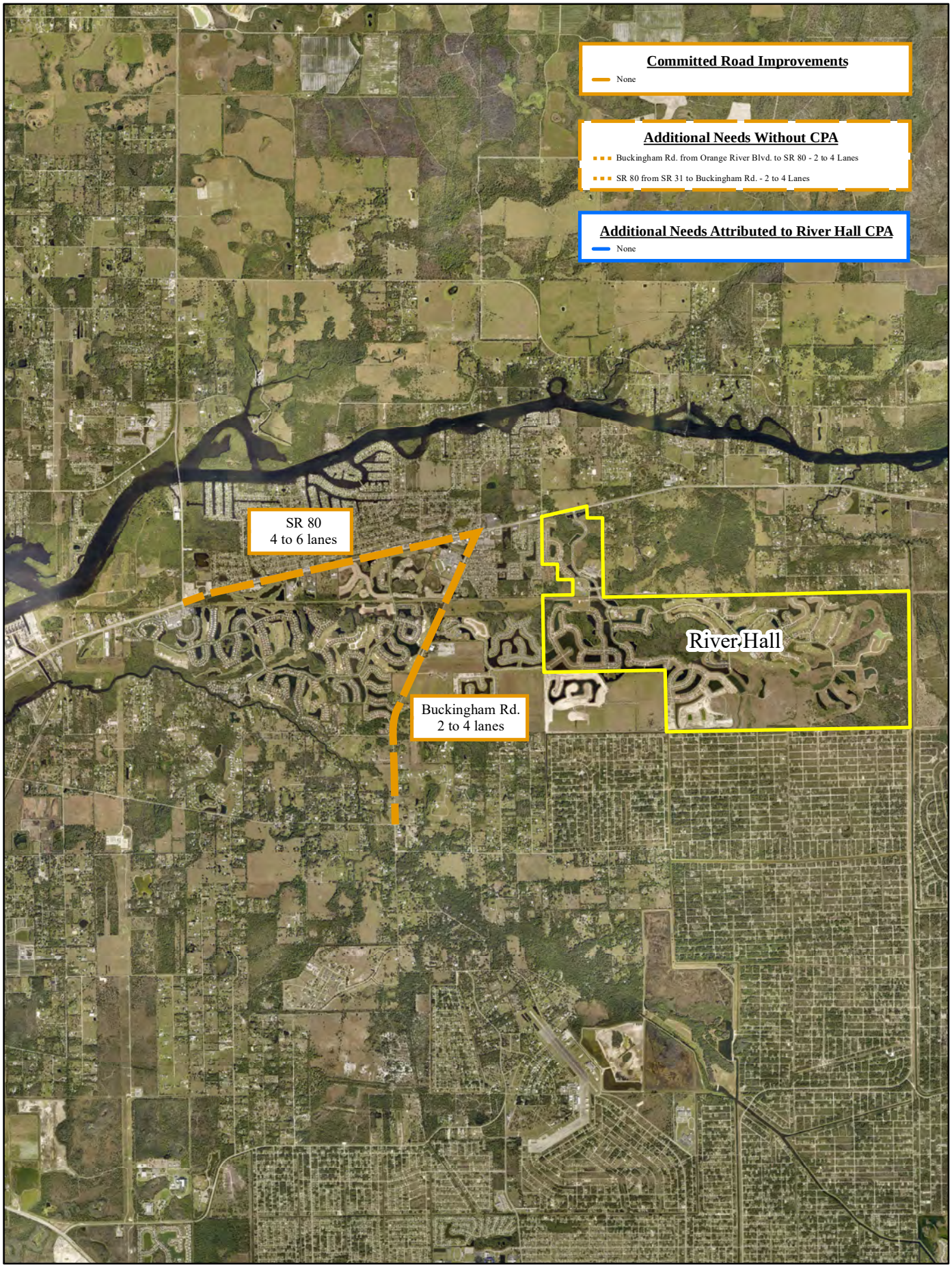
EXHIBIT 9

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
SHORT RANGE 5-YEAR CIP HORIZON (2026) - NEEDS COMPARISON

			Number of Lanes						
					CPA Analysis				
					Without CPA (Current)		With CPA (Proposed)		
ROADWAY	FROM	TO	Existing[1]	E+C[2]	Needs[3]	Consistent w/ E+C[4]	Needs[5]	Consistent w/ E+C[6]	Consistent w/ Without CPA[7]
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	2	2	2	Yes	2	Yes	Yes
	Orange River Blvd.	SR 80	2	2	4	No	4	No	Yes
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	2	2	2	Yes	2	Yes	Yes
North River Rd.	SR 31	Franklin Lock Rd.	2	2	2	Yes	2	Yes	Yes
	Franklin Lock Rd.	Broadway Rd.	2	2	2	Yes	2	Yes	Yes
Olga Rd.	SR 80 W	SR 80 E	2	2	2	Yes	2	Yes	Yes
Orange River Blvd.	Staley Rd.	Buckingham Rd.	2	2	2	Yes	2	Yes	Yes
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.	2	2	6	No	6	No	Yes
	CR 80A/Buckingham Rd/Old Olga Rd.	River Hall Pkwy.	2	2	4	No	4	No	Yes
	River Hall Pkwy.	W. of Werner Drive	4	4	4	Yes	4	Yes	Yes
	W. of Werner Drive	Hickey Creek Rd.	4	4	4	Yes	4	Yes	Yes
	Hickey Creek Rd.	Broadway St./CR 78	2	2	4	No	4	No	Yes

FOOTNOTES:

(1) Existing 2021 conditions.
(2) Existing plus commited number of lanes.
(3) CPA Traffic Analysis - Needed number of lanes without the CPA.
(4) Comparison between (3) and (2) - Are the needed improvements without the CPA the same or less than those adopted by the MPO?
(5) CPA Traffic Analysis - Needed number of lanes with the CPA.
(6) Comparison between (5) and (2) - Are the needed improvements with the CPA the same or less than those adopted by the MPO?
(7) Comparison between (6) and (4) - Are the needed improvements with the CPA the same or less than those needed without the CPA?



dpa	RIVER HALL CPA	SHORT RANGE 5-YEAR CIP YEAR 2026 ANALYSIS ROADWAY NEEDS COMPARISON	DATE	PROJECT NO.	FILE NO.	EXHIBIT
			08/21	20512	01/0821	10

APPENDIX A

LEE COUNTY CPA APPLICATION
(TRAFFIC CIRCULATION ANALYSIS)

Lee County Board of County Commissioners
Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 533-8585
FAX: (239) 485-8344

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

PROJECT NAME: _____

PROJECT SUMMARY:

_____

_____

_____

_____

Plan Amendment Type: ☐ Normal ☐ Small Scale ☐ DRI

APPLICANT – PLEASE NOTE:

Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is: _____

Submit **3** copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning.

Once staff has determined that 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, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out.

I, the undersigned owner or authorized representative, hereby submit this application and the attached amendment support documentation. The information and documents provided are complete and accurate to the best of my knowledge.

_____ _____

Signature of Owner or Authorized Representative Date

_____

Printed Name of Owner or Authorized Representative

I. APPLICANT/AGENT/OWNER INFORMATION (Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.)

Applicant: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ Email: _____

Agent*: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ Email: _____

Owner(s) of Record: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ Email: _____

* This will be the person contacted for all business relative to the application.

II. REQUESTED CHANGE

A. TYPE: (Check appropriate type)

☐ Text Amendment

☐ Future Land Use Map Series Amendment (Maps 1 thru 24)

List Number(s) of Map(s) to be amended: _____

1. Future Land Use Map amendments require the submittal of a complete list, map, and one set of mailing labels of all property owners and their mailing addresses, for all property within 500 feet of the perimeter of the subject parcel. The list and mailing labels may be obtained from the Property Appraisers office. The map must reference by number or other symbol the names of the surrounding property owners list. The applicant is responsible for the accuracy of the list and map.

   At least 15 days before the Local Planning Agency (LPA) hearing, the applicant will be responsible for posting signs on the subject property, supplied by the Division of Planning, indicating the action requested, the date of the LPA hearing, and the case number. An affidavit of compliance with the posting requirements must be submitted to the Division of Planning prior to the LPA hearing. The signs must be maintained until after the final Board adoption hearing when a final decision is rendered.

III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY (for amendments affecting development potential of property)

A. Property Location:
   1. Site Address: _____
   2. STRAP(s): _____

B. Property Information:
   Total Acreage of Property: _____
   Total Acreage included in Request: _____
      Total Uplands: _____
      Total Wetlands: _____
   Current Zoning: _____
   Current Future Land Use Designation: _____
   Area of each Existing Future Land Use Category: _____
   Existing Land Use: _____

C. State if the subject property is located in one of the following areas and if so how does the proposed change affect the area:
   Lehigh Acres Commercial Overlay: _____
   Airport Noise Zone 2 or 3: _____
   Acquisition Area: _____
   Joint Planning Agreement Area (adjoining other jurisdictional lands): _____
   Community Redevelopment Area: _____

D. Proposed change for the subject property:

   _____

E. Potential development of the subject property:
   1. Calculation of maximum allowable development under existing FLUM:
      Residential Units/Density _____
      Commercial intensity _____
      Industrial intensity _____

   2. Calculation of maximum allowable development under proposed FLUM:
      Residential Units/Density _____
      Commercial intensity _____
      Industrial intensity _____

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats.)

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.

The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).

1. Provide any proposed text changes.

2. Provide a current Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.

3. Provide a proposed Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.

4. Map and describe existing land *uses* (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes.

5. Map and describe existing zoning of the subject property and surrounding properties.

6. 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.

7. A copy of the deed(s) for the property subject to the requested change.

8. An aerial map showing the subject property and surrounding properties.

9. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

B. Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).

1. Traffic Circulation Analysis: The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

   Long Range – 20-year Horizon:

   a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
   b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
   c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
   d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
   e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
   f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

   Short Range – 5-year CIP horizon:

   a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
   b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;
      Projected 2030 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
   c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;
   d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.

2. Provide an existing and future conditions analysis for (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 should include (but is not limited to) the following (see the Lee County Concurrency Management Report):
   - Franchise Area, Basin, or District in which the property is located;
   - Current LOS, and LOS standard of facilities serving the site;
   - Projected 2030 LOS under existing designation;
   - Projected 2030 LOS under proposed designation;
   - Existing infrastructure, if any, in the immediate area with the potential to serve the subject property.
   - Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
   - Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
   - Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water.

   In addition to the above analysis for Potable Water:
   - 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.
   - Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
   - Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
   - 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; and
   f. Schools.

In reference to above, the applicant should supply the responding agency with the information from Section's II and III for their evaluation. This application should include the applicant's correspondence to the responding agency.

C. 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 use 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 Flood Insurance Rate Map effective August 2008.

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).

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically 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 archeological sensitivity map for Lee County.

E. Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2030 Allocations), 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. 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.

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

F. Additional Requirements for Specific Future Land Use Amendments

1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
   a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
   b. Provide data and analysis required by Policy 2.4.4,
   c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

2. Requests moving lands from a Non-Urban Area to a Future Urban Area

   a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.

3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.

4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

G. Justify the proposed amendment based upon sound planning principles
Be sure to support all conclusions made in this justification with adequate data and analysis.

H. Planning Communities/Community Plan Area Requirements
If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

- ☐ Not Applicable
- ☐ Alva Community Plan area [Lee Plan Objective 26.7]
- ☐ Buckingham Planning Community [Lee Plan Objective 17.7]
- ☐ Caloosahatchee Shores Community Plan area [Lee Plan Objective 21.6]
- ☐ Captiva Planning Community [Lee Plan Policy 13.1.8]
- ☐ North Captiva Community Plan area [Lee Plan Policy 25.6.2]
- ☐ Estero Planning Community [Lee Plan Objective 19.5]
- ☐ Lehigh Acres Planning Community [Lee Plan Objective 32.12]
- ☐ Northeast Lee County Planning Community [Lee Plan Objective 34.5]
- ☐ North Fort Myers Planning Community [Lee Plan Policy 28.6.1]
- ☐ North Olga Community Plan area [Lee Plan Objective 35.10]
- ☐ Page Park Community Plan area [Lee Plan Policy 27.10.1]
- ☐ Palm Beach Boulevard Community Plan area [Lee Plan Objective 23.5]
- ☐ Pine Island Planning Community [Lee Plan Objective 14.7]

AFFIDAVIT

I, _____, 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.

_____ _____

Signature of Applicant Date

_____

Printed Name of Applicant

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on _____ (date) by _____ (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

_____

Signature of Notary Public

_____

(Name typed, printed or stamped)

APPENDIX B

PLANNED AND SCHEDULED ROADWAY IMPROVEMENTS

Lee County Metropolitan Planning Organization
2045 Long Range Transportation Plan – Needs Plan

Map 4-3: Roadway Capacity Needs Plan, 2020–2045

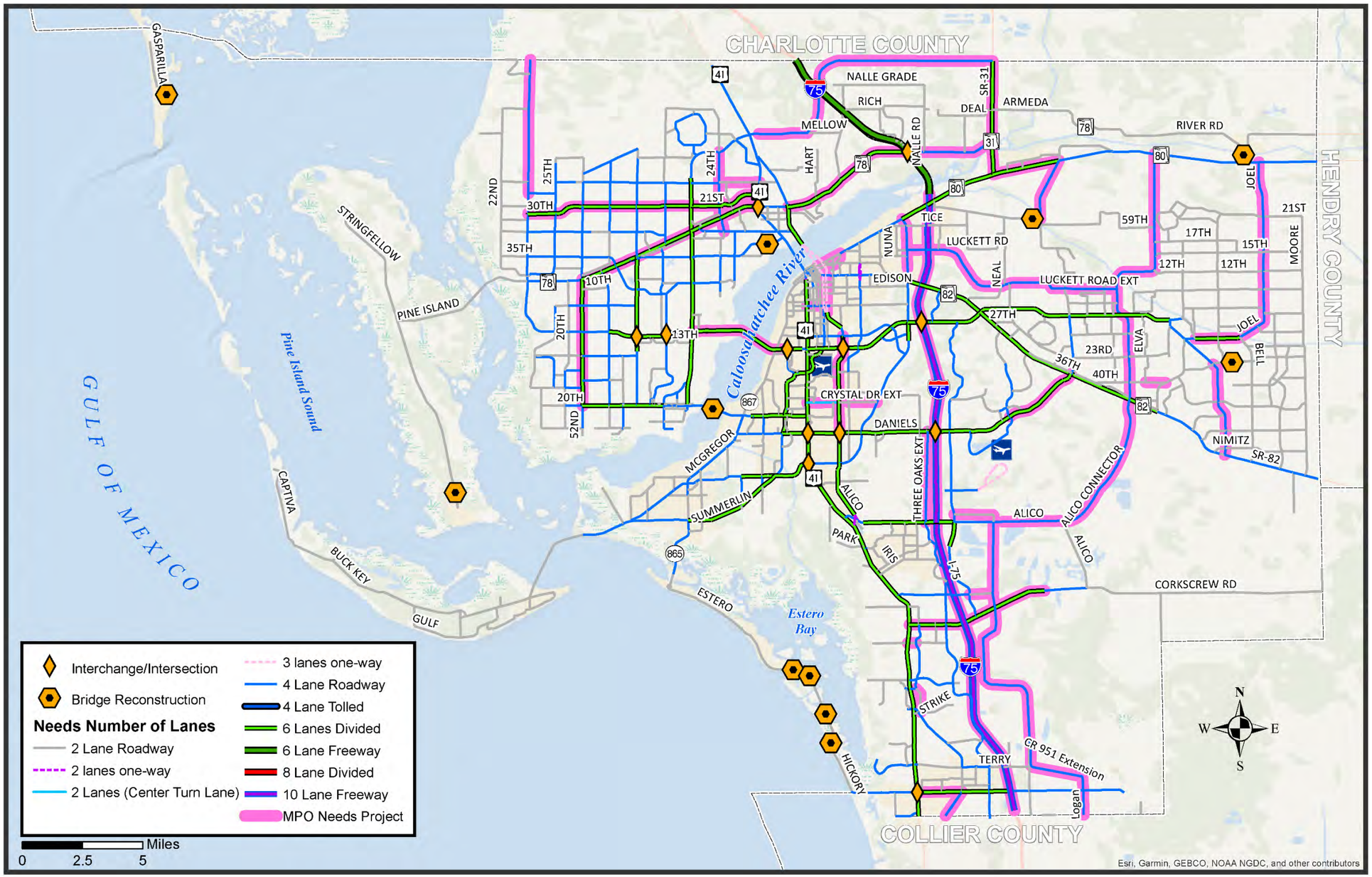


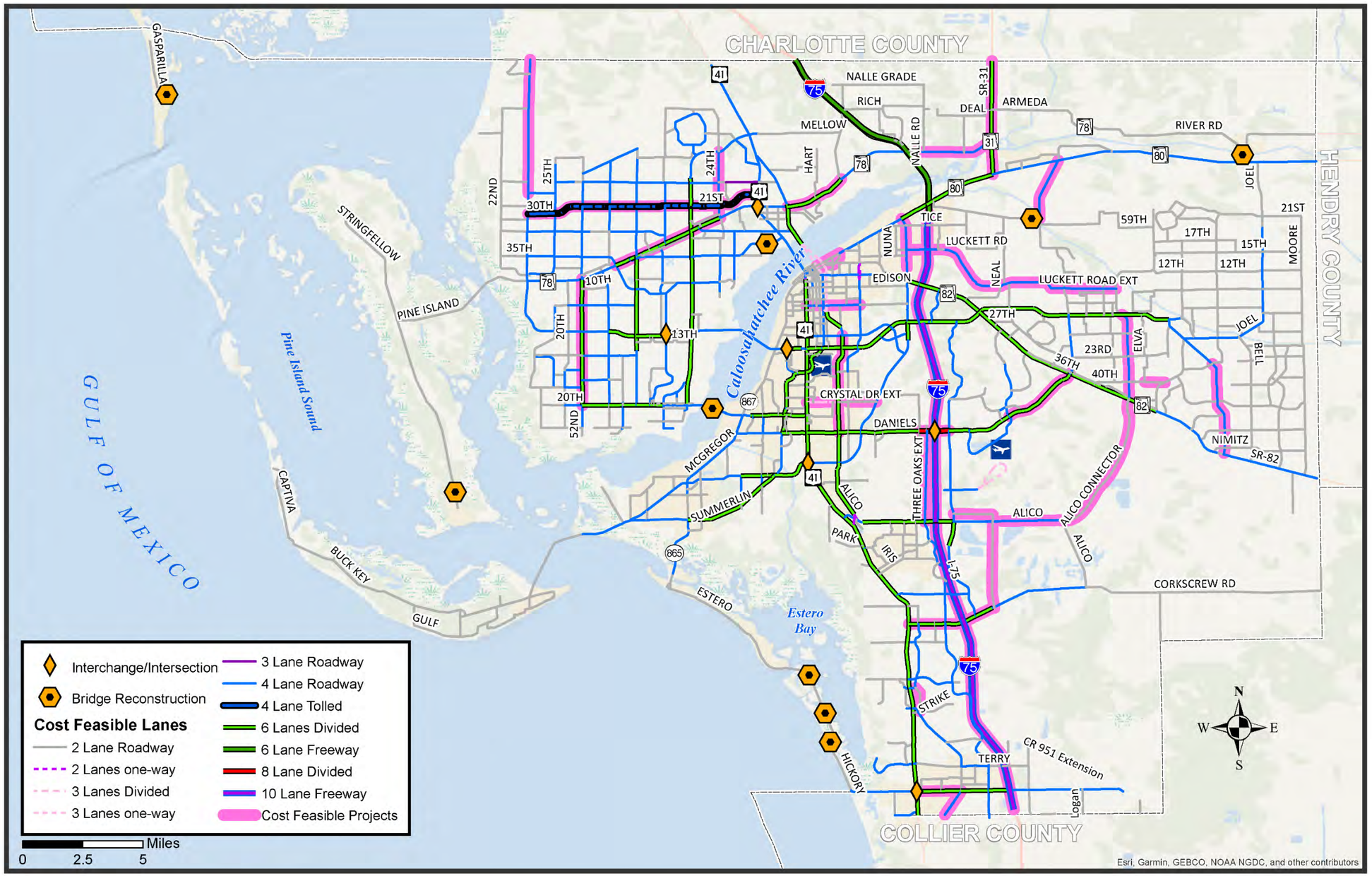
Table 4-1: Roadway Needs List ($ Millions, 2020 Present Day Cost)

Project #	Rank	Facility	From	To	Jurisdiction	Improvement	Unweighted Score	Weighted Score	Cost	Length (miles)
1	18	1st Street	Fowler St	Palm Beach Blvd	Fort Myers	Two way	40	3.7	**$ 2.50**	**1.00**
2	47	2ndStreet	Fowler St	Palm Beach Blvd	Fort Myers	Two way	30	2.28	**$ 2.50**	**1.00**
3	54	40th Street	End of 40th Street	Alabama	County	New 2L	10	1.6	**$ 4.51**	**0.20**
4	56	Airport Haul Rd Ext	Corkscrew Road	Alico Road	County	New 4 lanes	24	1.33	**$ 93.60**	**3.70**
5	53	Alico Road/Alico Road Connector	Airport Haul Road	SR 82	County	2 to 4 lanes/New 4 L.	29	1.68	**$ 96.88**	**9.20**
6	24	Bonita Beach Rd	US 41	Old US 41	County	4 to 6 lanes	32	3.23	**$ 27.70**	**1.70**
7	30	Buckingham Road	Orange River Blvd.	SR 80	County	2 to 4 lanes	30	3	**$ 50.30**	**2.60**
8	14	Burnt Store Road	Van Buren Parkway	Charlotte Co. Line	County	2 to 4 lanes	45	3.9	**$ 57.09**	**5.50**
9	39	Chiquita Blvd.	Cape Coral Parkway	Pine Island Road	Cape Coral	4 to 6 lanes	31	2.75	**$ 98.50**	**5.50**
10	1	Colonial	McGregor	US 41	County	Intersections	50	5.28	**$ 44.45**	**1.20**
11	5	Corkscrew Road	US 41	Three Oaks Pkwy	County	4 to 6 lanes	48	4.68	**$ 18.20**	**1.30**
12	7	Corkscrew Road	Three Oaks	I-75	County	4 to 6 lanes	50	4.58	**$ 7.70**	**1.00**
13	63	CR 951 Extension	Lee Co/L.	Corkscrew Road	County	New 4 lanes	10	0.85	**$ 426.00**	**11.80**
14	36	Crystal Drive	US 41	Metro Pkwy	County	2 to 3 lanes	30	2.83	**$ 10.25**	**1.20**
15	61	Crystal Drive Ext.	Plantation	Six Mile Cypress	County	New 2L	15	1.03	**$ 8.10**	**1.00**
16	23	Daniels Parkway	Gateway Blvd	SR 82	County	4 to 6 lanes	30	3.28	**$ 38.00**	**2.80**
17	71	Del Prado Extension	e/o US 41	e/o Prairie Pines	County	2 to 4 lanes	7	0.55		**3.00**
18	65	Del Prado Extension	e/o Prairie Pines	I-75	County	New 4 lanes	12	0.73		**1.30**
19	60	Del Prado Extension	I-75	SR 31	County	New 4 lanes	17	1.05	**$ 263.20**	**6.80**
20	51	Diplomat Parkway	Burnt Store Road	US 41	Cape Coral	4 to 6 lanes	18	1.98	**$ 49.11**	**8.80**
21	72	East West	Ben Hill Griffin	Airport Haul Road	Developer	New 2 lane	7	0.48	**$ 46.90**	**2.60**
56	50	Edison Ave Extension	Arcadia Street	Ortiz Avenue	Fort Myers	New 2 lanes	32	2.03		
22	73	Estero Ext.	Ben Hill Griffin	Airport Haul Ext	County	New 2 lanes	7	0.48	**$ 34.50**	**1.20**
23	10	Fowler Street	Metro/Fowler	SR 82	State	Reconstruct 3/2	43	4.08		
24	57	Hanson Street	US 41	Fowler St	Fort Myers	2 to 4 lanes	20	1.28	**$ 13.60**	**0.60**
25	49	Homestead Road	SR 82	Milwaukee	County	2 to 4 lanes	20	2.1	**$ 36.41**	**2.30**
26	48	Homestead Road	Milwaukee	Sunrise	County	2 to 4 lanes	20	2.1	**$ 21.30**	**1.60**
27	37	I-75	Collier Co. Line	SR80	State	Managed Lanes	29	2.8	**$1,534.00**	
28	28	I-75	at Daniels Parkway		State	Interchange	32	3.1	**$ 19.30**	**0.50**
29	34	I-75	SR 78		State	Interchange	37	2.85	**$ 40.00**	**1.00**
30	46	Joel Blvd	17th St	Palm Beach Blvd	County	2 to 4 lanes	25	2.35	**$ 60.30**	**3.25**
61	Not Ranked	Joel Blvd	Leeland Heights	East 17th Street	County	Reconstruction			**$33.69**	**4.5**
31	33	Leeland Heights Boulevard	Lee Blvd	Bell Blvd	County	4 to 6 lanes	38	2.88	**$ 39.40**	**1.70**
32	68	Luckett Road ext.	e/o I-75	Buckingham Rd	County	New 4 lanes	12	0.73	**$ 124.90**	**3.90**
33	66	Luckett Road ext.	Buckingham Rd	Gunnery Rd	County	New 4 lanes	12	0.73	**$ 67.20**	**2.10**
34	67	Luckett Road ext.	Gunnery Rd	Sunshine Blvd	County	2 to 4 lanes	12	0.73	**$ 34.00**	**1.90**
35	26	Metro Parkway	Daniels Parkway	South of Winkler Avenue	State	4 to 6 lanes	42	3.18	**$ 101.10**	**4.10**
36	27	MidPoint Bridge	Del Prado	W. of Summerlin	County	4 to 6 lanes	34	3.18	**$ 106.00**	**3.30**
37	52	NE 24th Avenue	Pondella Road	NE 28th Street	Cape Coral	2 to 4 lanes	21	1.78	**$ 53.10**	**2.50**
38	44	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	Cape Coral	New 4 lanes	28	2.48	**$ 32.10**	**0.80**

Project #	Rank	Facility	From	To	Jurisdiction	Improvement	Unweighted Score	Weighted Score	Cost	Length (miles)
39	38	Old US 41	Bonita Beach Road	Collier Co. Line	Bonita	2 to 4 lanes	30	2.8	**$ 21.00**	**1.20**
40	42	Ortiz Avenue/Luckett Rd	Martin Luther King	I-75	County	2 to 4 lanes	31	2.63	**$ 22.04**	**1.30**
41	19	Ortiz Avenue	Luckett Road	SR 80	County	2 to 4 lanes	43	3.68	**$ 16.86**	**1.30**
42	41	Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	State	4 to 6 lanes	28	2.68	**$ 12.90**	**0.90**
43	55	Sandy Lane Extension	Strike Lane	Pelican Colony	Bonita	New 2 lane	14	1.38	**$ 28.80**	**1.00**
44	2	SR 31	SR 80	SR 78	State	2 to 6 lanes	57	4.85	**$ 100.00**	**1.40**
45	11	SR 31	SR 78	Charlotte Co. Line	State	2 to 6 lanes	45	4	**$ 67.00**	**3.30**
46	25	SR 78	Chiquita Boulevard	w/o Santa Barbara	State	4 to 6 lanes	38	3.23	**$ 28.40**	**2.00**
47	20	SR 78	W. of Santa Barbara	East of Pondella	State	4 to 6 lanes	34	3.58	**$ 41.10**	**2.90**
48	31	SR 78	24th Ave	US 41	State	4 to 6 lanes	31	2.98	**$ 21.40**	**1.50**
49	13	SR 78	Business 41	I-75	State	4 to 6 lanes	41	3.98	**$ 73.70**	**5.20**
50	4	SR 78	I-75	SR 31	State	2 to 4 lanes	55	4.73	**$ 24.60**	**1.40**
51	12	SR 80	SR 31	Buckingham Rd	State	4 to 6 lanes	39	4	**$ 35.40**	**2.50**
59	Not Ranked	Sunshine Blvd	Lee Blvd	75th Street West	County	2L to 4L			**Included with total below**	**6**
60	Not Ranked	Sunshine Blvd	75th Street West	SR 80	County	New 4L			**$96.50**	**1.9**
52	59	Sunshine Blvd	SR 82	Lee Blvd	County	2 to 4 lanes	13	1.15	**$ 48.50**	**3.60**
53	15	US 41	Bonita Beach Road		State	Intersection	45	3.9	**$ 22.00**	**0.50**
54	16	US 41	Six Mile Cypress		State	Intersection	46	3.8	**$ 30.00**	**0.50**
55	22	US 41	SR 78		State	Intersection	39	3.35	**$ 3.30**	**0.50**
57	Not Ranked	Veterans Parkway	Santa Barbara Blvd		Cape Coral	Intersection			**$ 30.00**	
58	Not Ranked	US 41	Daniels Parkway		State	Intersection			**$ 30.00**	
b1	40	Alva Drawbridge			County	Reconstruct Bridge	31	2.73	**$ 17.89**	
b2	17	Big Carlos Bridge	Bridge Replacement		County	Reconstruct Bridge	47	3.78	**$ 25.00**	
b3	3	Cape Coral Bridge			County	Reconstruct Bridge	53	4.78	**$ 99.10**	**0.80**
b4	6	Hancock Bridge Parkway Bridge			County	Reconstruct Bridge	53	4.63	**$ 3.92**	
b5	58	Harbor Drive Bridge	Over Boca Grande Canal		County	Reconstruct Bridge	14	1.18	**$ 2.04**	
b6	32	Little Carlos Pass, New Pass & Big Hickory Bridges			County	Reconstruct Bridge	32	2.93	**$ 46.72**	
b7	9	Orange River Road Bridge			County	Reconstruct Bridge	50	4.46	**$ 2.42**	
b8	8	Stringfellow Road Bridge	Over Monroe Canal		County	Reconstruct Bridge	51	4.51	**$ 1.75**	
b9	Not Ranked	Sunrise Blvd	Bridge Connection		County	Reconstruct Bridge			**$4.11**	**0.1**
other	62	Intermodal Freight Terminal	Rail/Truck at Hanson/Veronica Shoemaker		State		20	0.93	**$ 3.00**	
other	74	ATMS Last Phase			State		0	0	**$ 9.20**	
other	75	Intersection and AV/CV Box			State		0	0		
other	76	Traffic Operations Center			County		0	0	**$ 0.92**	
Other	77	Transportation Enhancement Box	Bike/Ped/CMP/Transit		State		0	0	**$ 89.10**	

Lee County Metropolitan Planning Organization
2045 Long Range Transportation Plan – Cost Feasible Plan

Map 5-2: 2045 Cost Feasible Roadway Projects



Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	PE		$0	$7,420	$0	$7,420	$5,250
Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	ROW		$0	$15,120	$0	$15,120	$10,000
Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	CST		$0	$0	$64,930	$64,930	$35,000
Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	PE		$1,010	$0	$0	$1,010	$810
Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	ROW		$0	$3,020	$0	$3,020	$2,000
Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	CST		$0	$7,100	$0	$7,100	$4,500
Crystal Drive	US 41	Metro Parkway	Reconstruct/3L	PE/ROW/CST		$0	$16,160	$0	$16,160	$10,250
Crystal Drive Extension	Plantation Road	Six Mile Cypress Pkwy	New 2L	PE/ROW/CST		$0	$12,730	$0	$12,730	$8,075
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	PE		$2,810	$0	$0	$2,810	$2,250
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	ROW		$0	$6,050	$0	$6,050	$4,000
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	CST		$0	$23,660	$0	$23,660	$15,030
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	PE		$0	$5,520	$0	$5,520	$3,900
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	ROW		$0	$9,830	$0	$9,830	$6,500
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	CST		$0	$0	$48,230	$48,230	$26,000
Littleton Road	Corbett Road	US 41	Widen 2L to 3L	CST	$12,000	$0	$0	$0	$12,000	$12,000
Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	PE		$0	$4,960	$0	$4,960	$4,960
Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	CST		$0	$0	$61,360	$61,360	$33,080
Ortiz Avenue	Dr Martin Luther King Jr Blvd	Luckett Road & Luckett to I-75	Widen 2L to 4L	PE	$1,450	$0	$0	$0	$1,450	$1,450
Ortiz Avenue	Dr Martin Luther King Jr Blvd	Luckett Road & Luckett to I-75	Widen 2L to 4L	CST		$25,200	$0	$0	$25,570	$19,400
Ortiz Avenue	Luckett Road	Palm Beach Blvd	Widen 2L to 4L	CST		$0	$26,590	$0	$26,590	$16,860
Ortiz Avenue	Colonial Boulevard	Dr Martin Luther King Jr Blvd	Widen 2L to 4L	CST	$20,025	$0	$0	$0	$20,025	$20,025
Three Oaks Extension North	North of Alico Road	Daniels Parkway	New 4L	CST	$73,550	$0	$0	$0	$73,550	$73,550
Veterans Parkway	at Santa Barbara Boulevard		Intersection	PE		$0	$5,480	$0	$5,480	$3,970
Veterans Parkway	at Santa Barbara Boulevard		Intersection	CST		$0	$39,730	$0	$39,730	$26,480
Colonial Boulevard	McGregor Boulevard	US 41	Major Intersections/TBD	CST		$0	$70,100	$0	$70,100	$44,450
Major Intersection Improvements			Operational & Safety Improvements	PE/ROW/CST			$40,000	$100,000	$140,000	$74,600
40th Street Extension	East end of 4th Street	Alabama Road	New 2L	PE		$0	$440	$0	$440	$320
40th Street Extension	East end of 4th Street	Alabama Road	New 2L	ROW		$0	$0	$4,850	$4,850	$2,070
40th Street Extension	East end of 4th Street	Alabama Road	New 2L	CST		$0	$0	$4,050	$4,050	$2,120

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

APPENDIX C

FSUTMS SOCIOECONOMIC DATA

RIVER HALL
COMPREHENSIVE PLAN AMMENDMENT
D1RPM ZONAL DATA BY TAZ
WITHOUT CPA

APPROVED DEVELOPMENT SUMMARY

	Unit	COUNTY > Lee TYPE > School TAZ No. > 4500	Commercial 4501	Approved Residential 4502	Proposed Residential 4503	Total
Residential						
Single-Family	d.u.	0	0	2,695	0	2,695
Multifamily	d.u.	0	0	0	0	0
Senior Adult (Det)	d.u.	0	0	0	0	0
	Subtotal	0	0	2,695	0	2,695
Hotel	rooms	0	0	0	0	0
Industrial	sq. ft.	0	0	0	0	0
Retail	sq. ft.	0	30,000	0	0	30,000
Office						
General	sq. ft.	0	15,000	0	0	15,000
Medical	sq. ft.	0	0	0	0	0
Civic	sq. ft.	0	0	0	0	0
	Subtotal	0	15,000	0	0	15,000
Other						
Hospital	beds	0	0	0	0	0
Assisted Living	beds	0	0	0	0	0
Community - Ancillary [1]						
Golf	holes	0	36	0	0	36
Public Park	acres	0.00	0.00	0.00	0.00	0
Civic/Recreation Center	sq. ft.	0	0	0	0	0
Library	sq. ft.	0	0	0	0	0
Churches	sq. ft.	0	0	0	0	0
Elementary School	students	1,500	0	0	0	1,500
Middle School	students	0	0	0	0	0
High School	students	0	0	0	0	0

ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

			TYPE > School TAZ No. > 4500	Commercial 4501	Approved Residential 4502	Proposed Residential 4503	Total
	per/d.u.						
Single-Family	2.50	Tot. Pop.	0	0	6,738	0	6,738
	0%	PCTVAC					
	20%	PCTVNP					
	2.50	Single-Family Pop.	0	0	6,738	0	6,738
	per/d.u.						
Multifamily	2.00	Tot. Pop.	0	0	0	0	0
	0%	PCTVAC					
	40%	PCTVNP					
	2.00	Multifamily Pop.	0	0	0	0	0
	per/d.u.						
Senior Adult	1.50	Tot. Pop.	0	0	0	0	0
	0%	PCTVAC					
	25%	PCTVNP					
	1.50	Retire. Pop.	0	0	0	0	0
	occp/rm						
Hotel	2.00	Occupants	0	0	0	0	0
		Total Pop.	0	0	6,738	0	6,738
		Pop/HH	0.00	0.00	2.50	0.00	2.50

	Unit	TYPE > School TAZ No. > 4500	Commercial 4501	Approved Residential 4502	Proposed Residential 4503	Total
	emp/1k					
Industrial	2.00	Emplys	0	0	0	0	0
Commercial						
	emp/1k					
General Retail	2.50	Emplys	0	75	0	0	75
	emp/hole					
Golf [1]	1.74	Emplys	0	63	0	0	63
	Subtotal	Emplys	0	138	0	0	138
Service / Other							
	emp/rm						
Hotel	0.90	Emplys	0	0	0	0	0
	emp/1k						
General Office	4.50	Emplys	0	68	0	0	68
	emp/1k						
Medical Office	4.10	Emplys	0	0	0	0	0
	emp/1k						
Government Office	4.50	Emplys	0	0	0	0	0
	emp/bed						
Hospital	2.28	Emplys	0	0	0	0	0
	emp/unit						
Assisted Living	0.65	Emplys	0	0	0	0	0
	Sub Total	Emplys	0	68	0	0	68
Community - Ancillary							
	emp/acre						
Public Park	0.27	Emplys	0	0	0	0	0
	emp/1k						
Civic/Recreation Center	2.00	Emplys	0	0	0	0	0
	emp/1k						
Library	1.10	Emplys	0	0	0	0	0
	emp/1k						
Church	1.00	Emplys	0	0	0	0	0
	emp/student						
Elementary School	0.10	Emplys	150	0	0	0	150
	emp/student						
Middle School	0.19	Emplys	0	0	0	0	0
	emp/student						
High School	0.19	Emplys	0	0	0	0	0
	Sub Total	Emplys	150	0	0	0	150
	Total Service		150	68	0	0	218
Total Employment	Total	Emplys	150	206	0	0	356
Students							
Elementary School		Students	1,500	0	0	0	1,500
Middle School		Students	0	0	0	0	0
High School		Students	0	0	0	0	0
	Total	Students	1,500	0	0	0	1,500

RIVER HALL
COMPREHENSIVE PLAN AMMENDMENT
D1RPM ZONAL DATA BY TAZ
WITH CPA

PROPOSED DEVELOPMENT SUMMARY

	Unit	COUNTY > Lee TYPE > School TAZ No. > 4500	Commercial 4501	Approved Residential 4502	Proposed Residential 4503	Total
Residential						
Single-Family	d.u.	0	0	2,695	489	3,184
Multifamily	d.u.	0	0	0	0	0
Senior Adult (Det)	d.u.	0	0	0	0	0
	Subtotal	0	0	2,695	489	3,184
Hotel	rooms	0	0	0	0	0
Industrial	sq. ft.	0	0	0	0	0
Retail	sq. ft.	0	30,000	0	0	30,000
Office						
General	sq. ft.	0	15,000	0	0	15,000
Medical	sq. ft.	0	0	0	0	0
Civic	sq. ft.	0	0	0	0	0
	Subtotal	0	15,000	0	0	15,000
Other						
Hospital	beds	0	0	0	0	0
Assisted Living	beds	0	0	0	0	0
Community - Ancillary [1]						
Golf	holes	0	36	0	0	36
Public Park	acres	0.00	0.00	0.00	0.00	0
Civic/Recreation Center	sq. ft.	0	0	0	0	0
Library	sq. ft.	0	0	0	0	0
Churches	sq. ft.	0	0	0	0	0
Elementary School	students	1,500	0	0	0	1,500
Middle School	students	0	0	0	0	0
High School	students	0	0	0	0	0

ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

			TYPE > School TAZ No. > 4500	Commercial 4501	Approved Residential 4502	Proposed Residential 4503	Total
	per/d.u.						
Single-Family	2.50	Tot. Pop.	0	0	6,738	1,223	7,961
	0%	PCTVAC					
	20%	PCTVNP					
	2.50	Single-Family Pop.	0	0	6,738	1,223	7,961
	per/d.u.						
Multifamily	2.00	Tot. Pop.	0	0	0	0	0
	0%	PCTVAC					
	40%	PCTVNP					
	2.00	Multifamily Pop.	0	0	0	0	0
	per/d.u.						
Senior Adult	1.50	Tot. Pop.	0	0	0	0	0
	0%	PCTVAC					
	25%	PCTVNP					
	1.50	Retire. Pop.	0	0	0	0	0
	occp/rm						
Hotel	2.00	Occupants	0	0	0	0	0
		Total Pop.	0	0	6,738	1,223	7,961
		Pop/HH	0.00	0.00	2.50	0.00	2.50

	Unit	TYPE > School TAZ No. > 4500	Commercial 4501	Approved Residential 4502	Proposed Residential 4503	Total
	emp/1k					
Industrial	2.00	Emplys	0	0	0	0	0
Commercial						
	emp/1k					
General Retail	2.50	Emplys	0	75	0	0	75
	emp/hole					
Golf [1]	1.74	Emplys	0	63	0	0	63
	Subtotal	Emplys	0	138	0	0	138
Service / Other							
	emp/rm						
Hotel	0.90	Emplys	0	0	0	0	0
	emp/1k						
General Office	4.50	Emplys	0	68	0	0	68
	emp/1k						
Medical Office	4.10	Emplys	0	0	0	0	0
	emp/1k						
Government Office	4.50	Emplys	0	0	0	0	0
	emp/bed						
Hospital	2.28	Emplys	0	0	0	0	0
	emp/unit						
Assisted Living	0.65	Emplys	0	0	0	0	0
	Sub Total	Emplys	0	68	0	0	68
Community - Ancillary							
	emp/acre						
Public Park	0.27	Emplys	0	0	0	0	0
	emp/1k						
Civic/Recreation Center	2.00	Emplys	0	0	0	0	0
	emp/1k						
Library	1.10	Emplys	0	0	0	0	0
	emp/1k						
Church	1.00	Emplys	0	0	0	0	0
	emp/student						
Elementary School	0.10	Emplys	150	0	0	0	150
	emp/student						
Middle School	0.19	Emplys	0	0	0	0	0
	emp/student						
High School	0.19	Emplys	0	0	0	0	0
	Sub Total	Emplys	150	0	0	0	150
	Total Service		150	68	0	0	218
Total Employment	Total	Emplys	150	206	0	0	356
Students							
Elementary School		Students	1,500	0	0	0	1,500
Middle School		Students	0	0	0	0	0
High School		Students	0	0	0	0	0
	Total	Students	1,500	0	0	0	1,500

APPENDIX D

TRAFFIC DATA

FDOT TRAFFIC DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0006 - SR 80 W OF HERZOG ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	24000 C	E 12000	W 12000	9.50	53.70	13.00
2019	23000 C	E 11500	W 11500	9.50	54.00	13.10
2018	22000 C	E 11000	W 11000	9.50	55.20	12.40
2017	20000 C	E 10000	W 10000	9.50	54.40	14.00
2016	20000 C	E 10000	W 10000	9.00	57.70	12.40
2015	17700 C	E 8900	W 8800	9.00	57.50	13.30
2014	15600 S	E 7800	W 7800	9.00	56.80	10.90
2013	15200 F	E 7600	W 7600	9.00	56.50	10.90
2012	15200 C	E 7600	W 7600	9.00	54.20	10.90
2011	15200 F	E 7500	W 7700	9.00	56.20	14.10
2010	15200 C	E 7500	W 7700	9.91	56.34	14.10
2009	15600 C	E 7600	W 8000	9.98	55.90	15.90
2008	15500 C	E 7700	W 7800	10.16	57.01	13.40
2007	18000 C	E 8900	W 9100	10.16	54.76	17.50
2006	18600 C	E 9300	W 9300	10.23	54.38	19.40
2005	17500 F	E 8900	W 8600	10.30	54.10	17.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*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: 0012 - SR 80, EAST OF OLD OLGA ROAD/BUCKINGHAM ROAD LC362

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	29000 C	E 14500	W 14500	9.00	53.70	12.40
2019	28000 C	E 14000	W 14000	9.00	54.00	12.40
2018	26000 C	E 13000	W 13000	9.00	55.20	12.40
2017	24000 C	E 12000	W 12000	9.00	54.40	11.80
2016	23500 C	E 11500	W 12000	9.00	57.70	10.30
2015	21000 C	E 10500	W 10500	9.00	57.50	10.20
2014	18200 S	E 9100	W 9100	9.00	56.80	12.00
2013	17800 F	E 8900	W 8900	9.00	56.50	12.00
2012	17800 C	E 8900	W 8900	9.00	54.20	12.00
2011	21000 F	E 10500	W 10500	9.00	56.20	12.50
2010	21000 C	E 10500	W 10500	9.91	56.34	12.50
2009	21000 C	E 10500	W 10500	9.98	55.90	13.70
2008	21000 C	E 10500	W 10500	10.16	57.01	11.20
2007	23000 C	E 11500	W 11500	10.16	54.76	15.60
2006	21000 C	E 10500	W 10500	10.23	54.38	14.00
2005	21500 C	E 10500	W 11000	10.30	54.10	14.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0085 - SR 80/PALM BEACH BLVD, EAST OF SR 31 LC360

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	36500 C	E 18000	W 18500	9.00	53.70	8.30
2019	36500 C	E 18000	W 18500	9.00	54.00	9.00
2018	33500 C	E 16500	W 17000	9.00	55.20	9.30
2017	33500 C	E 16500	W 17000	9.00	54.40	8.50
2016	35000 C	E 17500	W 17500	9.00	57.70	8.20
2015	32000 C	E 16000	W 16000	9.00	57.50	9.00
2014	29500 S	E 15000	W 14500	9.00	56.80	9.20
2013	28500 F	E 14500	W 14000	9.00	56.50	9.20
2012	28500 C	E 14500	W 14000	9.00	54.20	9.20
2011	29500 F	E 14500	W 15000	9.00	56.20	9.40
2010	29500 C	E 14500	W 15000	9.91	56.34	9.40
2009	29500 C	E 14500	W 15000	9.98	55.90	9.50
2008	30000 C	E 15000	W 15000	10.16	57.01	8.10
2007	34000 C	E 17000	W 17000	10.16	54.76	8.50
2006	36000 C	E 18000	W 18000	10.23	54.38	11.00
2005	31500 C	E 15500	W 16000	10.30	54.10	12.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4202 - ORANGE RIVER BLVD, W OF BUCKINGHAM RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	9800 C	E 4800	W 5000	9.50	53.80	6.90
2019	8800 F	E 4400	W 4400	9.50	54.90	7.70
2018	8400 C	E 4200	W 4200	9.50	55.20	8.00
2017	7500 S	E 3700	W 3800	9.50	54.90	7.40
2016	7100 F	E 3500	W 3600	9.50	54.80	7.00
2015	6700 C	E 3300	W 3400	9.50	55.50	5.90
2014	6400 S			9.50	55.20	15.60
2013	6300 F	0	0	9.50	55.00	5.10
2012	6300 C	E 0	W 0	9.50	55.30	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*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: 4650 - NORTH RIVER ROAD, EAST OF S.R. 31

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	3400 S	E 1700	W 1700	9.50	53.80	12.50
2019	3400 F	E 1700	W 1700	9.50	54.90	12.50
2018	3200 C	E 1600	W 1600	9.50	55.20	12.50
2017	3200 T	E 1600	W 1600	9.50	54.90	12.20
2016	3000 S	E 1500	W 1500	9.50	54.80	15.00
2015	2800 F	E 1400	W 1400	9.50	55.50	15.00
2014	2600 C	E 1300	W 1300	9.50	55.20	15.00
2013	1000 S	0	0	9.50	55.00	12.20
2012	1000 F	0	0	9.50	55.30	11.50
2011	1000 C	E 0	W 0	9.50	55.20	11.70

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: 4656 - BUCKINGHAM / ORANGE ROAD, NORTH OF ASTORIA AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	10200 S	N 5000	S 5200	9.50	53.80	13.90
2019	10200 F	N 5000	S 5200	9.50	54.90	13.90
2018	9800 C	N 4800	S 5000	9.50	55.20	13.90
2017	9400 T	N 4700	S 4700	9.50	54.90	11.10
2016	9000 S	N 4500	S 4500	9.50	54.80	8.30
2015	8400 F	N 4200	S 4200	9.50	55.50	8.30
2014	8000 C	N 4000	S 4000	9.50	55.20	8.30
2013	8400 S	0	0	9.50	55.00	14.20
2012	8400 F	0	0	9.50	55.30	10.80
2011	8500 C	N 0	S 0	9.50	55.20	12.40

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: 6011 - BUCKINGHAM RD, 0.5 MI S OF SR 80/PALM BEACH BLVD, PTMS 2011, LCPR 11

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	10000 S		0		0	9.00	53.40	13.00
2019	10500 F		0		0	9.00	53.80	12.70
2018	10538 C		0		0	9.00	53.30	12.30
2017	9800 F		0		0	9.00	55.40	12.20
2016	9856 C	N	4913	S	4943	9.00	63.90	11.20
2015	9348 C	N	4665	S	4683	9.00	51.70	11.50
2014	9120 C	N	4581	S	4539	9.00	51.70	11.80
2013	8793 C	N	4369	S	4424	9.00	51.70	12.20
2012	8700 C	N	4290	S	4410	9.00	52.30	11.50
2011	8444 C	N	4178	S	4266	9.00	52.80	11.70
2010	8378 C	N	4156	S	4222	10.47	55.10	13.30
2009	8500 C	N	0	S	0	9.27	57.21	14.80
2008	8212 C	N	4103	S	4109	9.21	58.32	9.00

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

LEE COUNTY TRAFFIC DATA

5/25/2020

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

LINK NO.	ROADWAY LINK NAME	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	F	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	F	3,049	F	3,204	
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	F	2,882	F	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	F	2,129	F	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.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	VOLUME	NOTES
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4LD	E	1,940	D	1,170	D	1,230	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	4LD	E	1,940	D	1,472	D	1,547	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,472	D	1,547	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,198	D	2,310	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,341	D	2,461	
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	6LD	E	2,680	D	2,109	E	2,520	Constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	6LD	E	3,040	F	3,094	F	3,121	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	6LD	E	3,040	F	3,094	F	3,142	Constrained
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,260	B	2,698	B	2,835	
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,260	B	2,698	B	2,835	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	6LD	E	3,260	B	2,412	B	2,535	
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	4LD	E	2,160	B	1,726	B	1,870	SKY Walk *
08600	DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	378	C	409	
08700	DAVIS RD	McGREGOR BLVD	IONA RD	2LN	E	860	C	15	C	29	old count projection(2010)
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	6LD	E	2,660	C	1,404	C	1,586	old count projection(2009)
08900	DEL PRADO BLVD	SE 46TH ST	CORONADO PKWY	6LD	E	2,660	C	1,404	C	1,586	old count projection(2009)
09000	DEL PRADO BLVD	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,660	D	2,000	D	2,102	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	D	2,520	D	2,649	*
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	C	2,111	D	2,218	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,613	C	1,695	*
09400	DEL PRADO BLVD	US 41	SLATER RD	2LN	E	860	C	386	F	892	Crane Landing
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	30	C	31	*
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	339	A	356	Constrained*
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	2LN	E	726	C	629	D	662	Constrained*
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	C	629	D	662	Constrained*
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	809	Constrained, old count(2010)
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	790	B	1,083	East & West Cypress View*
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	876	B	921	*
10200	EVERGREEN RD	US 41	BUS 41	2LN	E	860	C	100	C	116	old count projection
10300	FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	2LN	E	860	C	346	C	379	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,300	D	1,258	D	1,322	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BLVD	6LD	E	2,300	D	1,504	D	1,581	
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	2LN	E	860	C	241	C	269	Constrained*
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	4LD	E	1,790	C	1,208	C	1,269	
	GATEWAY BLVD	GATEWAY LAKES BLVD	SR82	2LN	E	860	C	505	C	531	
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4LD	E	1,840	C	470	C	494	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,230	C	1,365	
11100	GLADIOLUS DR	BASS RD	WINKLER RD	6LD	E	2,780	C	1,230	C	1,292	
11200	GLADIOLUS DR	WINKLER RD	SUMMERLIN RD	6LD	E	2,780	C	1,230	C	1,292	
11300	GLADIOLUS DR	SUMMERLIN RD	US 41	6LD	E	2,780	B	1,977	C	2,078	
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	2LN	E	860	C	75	C	80	*
11500	GUNNERY RD	SR 82	LEE BLVD	4LD	E	1,920	B	965	B	1,014	*
11600	GUNNERY RD	LEE BLVD	BUCKINGHAM RD	2LN	E	1,020	C	773	C	908	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	4LD	E	1,880	B	1,017	B	1,069	*
11800	HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	4LD	E	1,880	B	1,478	B	1,554	
11900	HANCOCK BRIDGE PKWY	ORANGE GROVE BLVD	MOODY RD	4LD	E	1,880	B	1,529	B	1,607	
12000	HANCOCK BRIDGE PKWY	MOODY RD	US 41	4LD	E	1,880	B	1,529	B	1,607	
12100	HART RD	SR 78	TUCKER LANE	2LN	E	860	C	357	C	375	*
12200	HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	2LN	E	890	E	533	E	560	Constrained*
12300	HICKORY BLVD	McLAUGHLIN BLVD	MELODY LANE	2LN	E	890	E	533	E	560	Constrained*
12400	HICKORY BLVD	MELODY LANE	ESTERO BLVD	2LN	E	890	E	533	E	560	Constrained*
12480	HOMESTEAD RD	SR 82	MILWAUKEE BLVD	2LN	E	1,010	D	649	E	820	*
12490	HOMESTEAD RD	MILWAUKEE BLVD	SUNRISE BLVD	2LN	E	1,010	D	649	E	682	*
12500	HOMESTEAD RD	SUNRISE BLVD	LEELAND HEIGHTS	4LN	E	2,960	C	649	C	682	4 lane under construction
12600	HOMESTEAD RD	LEELAND HEIGHTS	LEE BLVD	4LN	E	2,960	D	1,257	D	1,353	
31800	I-75	BONITA BEACH RD	CORKSCREW RD	6LF	D	5,620	E	5,811	E	5,967	
31900	I-75	CORKSCREW RD	ALICO RD	6LF	D	5,620	E	5,758	E	5,981	
32000	I-75	ALICO RD	DANIELS PKWY	6LF	D	6,620	D	5,730	D	6,139	
32100	I-75	DANIELS PKWY	COLONIAL BLVD	6LF	D	5,620	D	5,309	D	5,499	
32300	I-75	M.L.K.(SR 82)	LUCKETT RD	6LF	D	5,620	D	5,072	D	5,204	
32400	I-75	LUCKETT RD	SR 80	6LF	D	6,620	C	4,940	C	4,933	
32500	I-75	SR 80	SR 78	6LF	D	6,620	B	3,804	B	3,791	
32600	I-75	SR 78	COUNTY LINE	6LF	C	4,670	B	3,082	B	2,726	
12700	IDLEWILD ST	METRO PKWY	RANCHETTE RD	2LN	E	860	C	201	C	212	*
13000	IMMOKALEE RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	6LD	D	3,171	C	1,737	C	1,971	
13100	IMMOKALEE RD (SR 82)	GATEWAY BLVD	GUNNERY RD	6LD	D	3,171	C	1,166	C	1,245	
13200	IMMOKALEE RD (SR 82)	GUNNERY RD	ALABAMA RD	6LD	D	4,860	B	1,635	B	1,747	
13300	IMMOKALEE RD (SR 82)	ALABAMA RD	BELL BLVD	4LD	D	3,240	B	612	B	658	
13400	IMMOKALEE RD (SR 82)	BELL BLVD	COUNTY LINE	4LD	D	3,240	B	617	B	648	

5/25/2020

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

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	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	1,193	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.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD LOS	CAPACITY	2019 100TH HIGHEST HOUR LOS	VOLUME	FORECAST FUTURE LOS	VOLUME	NOTES
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	2,100	C	1,696	C	1,843	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	2,100	C	1,690	C	1,750	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	499	C	545	*
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	286	C	545	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	286	C	301	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	288	C	417	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	672	D	706	FDOT Metro Pkwy 6-laning
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	841	C	884	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	B	736	B	774	*
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	B	1,164	B	1,239	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	953	B	1,002	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	73	C	541	old count, Stoneybrook North(2009)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	93	C	98	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	55	C	62	old count projection(2009)
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	79	C	91	*
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	79	C	83	*
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS B.	MAIN ST	2LD	D	970	F	1,055	F	1,176	Constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	2,100	C	1,055	C	1,176	PD&E Study
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	970	C	744	C	847	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	2,100	C	744	C	847	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	427	C	449	*
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	484	C	508	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	944	E	992	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	290	C	304	*
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1,778	C	1,950	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,398	B	1,469	
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,149	B	1,352	
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,050	B	1,104	
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,050	A	1,104	
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	402	C	423	*
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	644	D	677	*
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	970	C	643	C	610	PD&E/SEIR Study
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN	C	820	C	564	C	460	PD&E/SEIR Study
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	189	C	215	*
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	2LN	E	1,060	B	315	D	672	Constrained
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	315	C	448	Constrained
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	C	551	D	652	Constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	C	551	D	648	
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	4LD	E	1,980	A	1,243	A	1,306	
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	4LD	E	1,980	A	1,243	A	1,306	
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	6LD	E	3,000	A	1,919	A	2,149	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,919	A	2,016	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,919	A	2,016	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,454	C	1,552	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,783	B	1,874	
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	1,916	B	2,014	
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	1,916	B	2,014	
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,260	D	1,324	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,260	D	1,324	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	42	C	53	
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	C	369	C	388	*
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	C	369	C	388	*
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	D	596	D	626	*
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	D	623	D	655	
26400	SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	D	650	D	683	
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,230	B	1,413	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	A	623	B	724	
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	A	633	B	976	
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	163	C	171	old count(2010)
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	203	D	716	Elementry U.
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,272	A	1,510	Harley Davidson
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	880	A	924	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	880	A	924	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	6LD	D	3,171	C	2,662	C	2,712	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	3,171	C	2,422	C	2,485	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	6LD	D	3,171	C	2,623	C	2,686	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	6LD	D	3,171	C	2,623	C	2,730	
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	6LD	D	3,171	C	2,905	D	3,092	

5/25/2020

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

LINK NO.	ROADWAY LINK NAME	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	F	2,347	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	4LD	D	2,100	D	2,068	F	2,347	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	4LD	D	2,100	D	2,068	F	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	F	2,159	F	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

GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES

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/

TABLE 7
(continued)

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

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

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

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

TABLE 8

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

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	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
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%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	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

Lanes	B	C	D	E
2	2,430	3,180	3,790	3,910
3	3,520	4,670	5,610	5,870
4	4,630	6,170	7,440	7,830
5	5,480	7,310	8,730	9,800

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	560	860	1,160	1,560
2	Divided	1,710	2,470	3,120	3,550
3	Divided	2,560	3,700	4,680	5,320

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/

TABLE 8
(continued)

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

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

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

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

TABLE 9

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

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

Rural Undeveloped

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

Developed Areas

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

PEDESTRIAN MODE[2]

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

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,010	2,770	3,270	3,650
3	2,820	3,990	4,770	5,470
4	3,630	5,220	6,260	7,300

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	450	730	1,490
2	Divided	1,630	2,350	2,910	3,280
3	Divided	2,450	3,530	4,360	4,920

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	540	820	1,110	1,490
2	Divided	1,530	2,210	2,820	3,220
3	Divided	2,300	3,320	4,240	4,830

Passing Lane Adjustments

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

Uninterrupted Flow Highway Adjustments

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

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

* 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/

TABLE 9
(continued)

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

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

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

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

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

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

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

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

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

Class II (35 mph or slower posted speed limit)

Level of Service

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

Controlled Access Facilities

Level of Service

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

Collectors

Level of Service

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

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

GROWTH TREND ANALYSIS

FDOT SITE: 120006
SR 80 W OF HERZOG ROAD

Year	AADT [(1)]
2020	24,000
2019	23,000
2018	22,000
2017	20,000
2016	20,000
2015	17,700
2014	15,600
2013	15,200
2012	15,200
2011	15,200
2010	15,200
2009	15,600
2008	15,500
2007	18,000
2006	18,600
2005	17,500

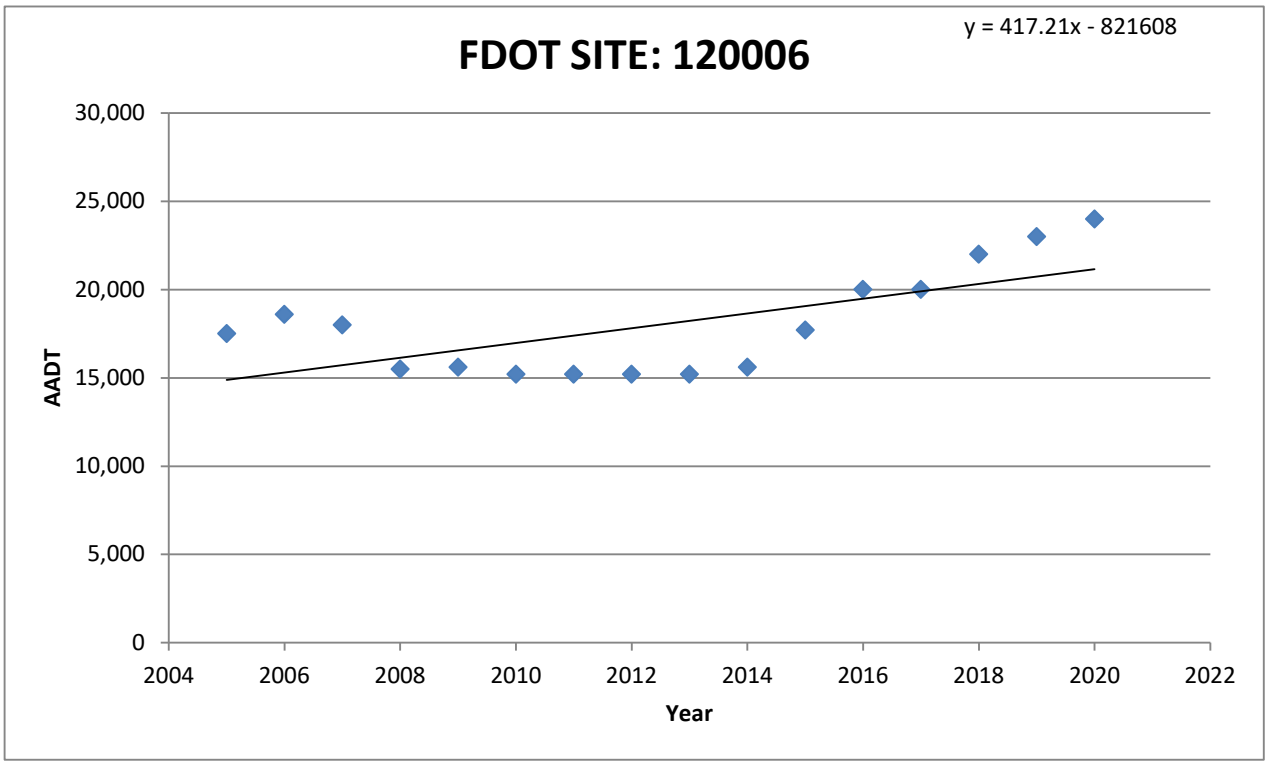
Equation

y_1 = 21,148 at x_1 = 2020

y_2 = 23,651 at x_2 = 2026

Growth

2.0% per year



Footnotes:

(1) FDOT Traffic Online (2020 Data)

FDOT SITE: 120012
SR 80, EAST OF OLD OLGA ROAD/BUCKINGHAM ROAD LC362

Year	AADT [1]
2020	29,000
2019	28,000
2018	26,000
2017	24,000
2016	23,500
2015	21,000
2014	18,200
2013	17,800
2012	17,800
2011	21,000
2010	21,000
2009	21,000
2008	21,000
2007	23,000
2006	21,000
2005	21,500

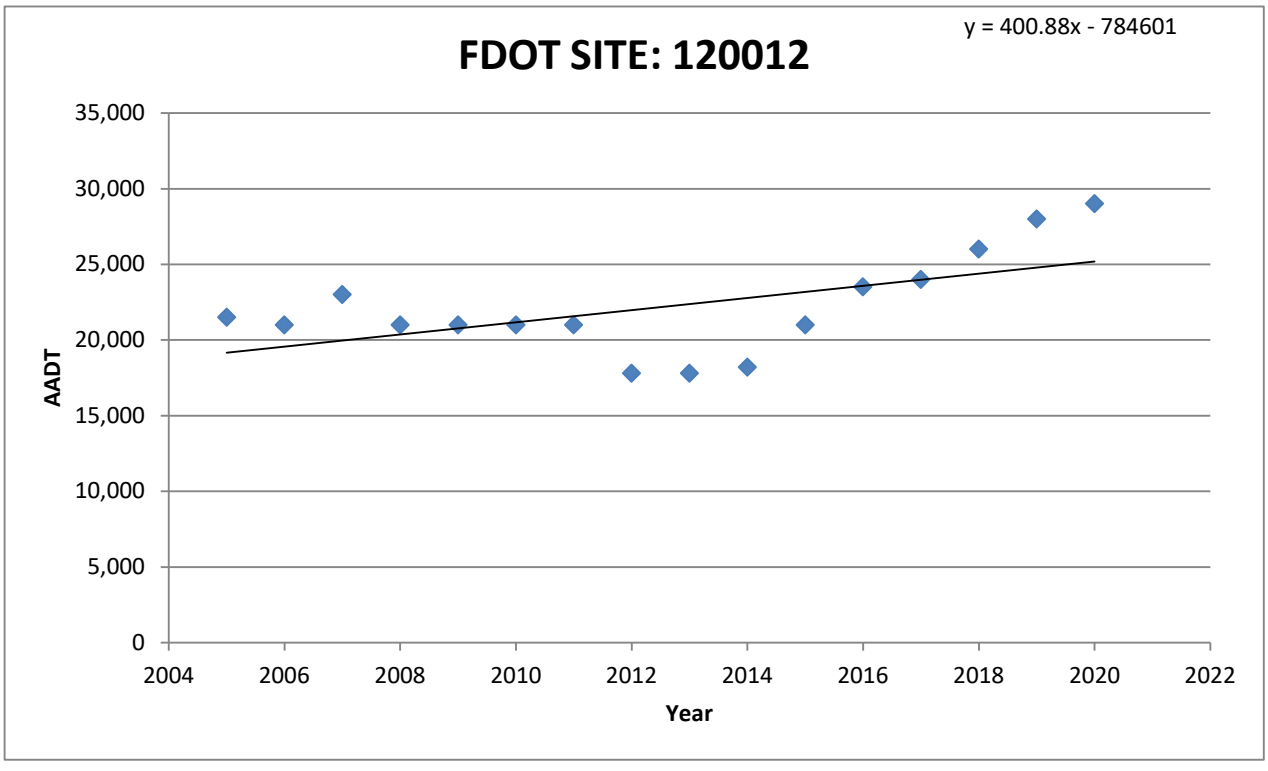
Equation

y_1 = 25,182 x_1 = 2020

y_2 = 27,587 x_2 = 2026

Growth

1.6% per year



Footnotes:
(1) FDOT Traffic Online (2020 Data)

FDOT SITE: 120085
SR 80/PALM BEACH BLVD, EAST OF SR 31

Year	AADT [(1)]
2020	36,500
2019	36,500
2018	33,500
2017	33,500
2016	35,000
2015	32,000
2014	29,500
2013	28,500
2012	28,500
2011	29,500
2010	29,500
2009	29,500
2008	30,000
2007	34,000
2006	36,000
2005	31,500

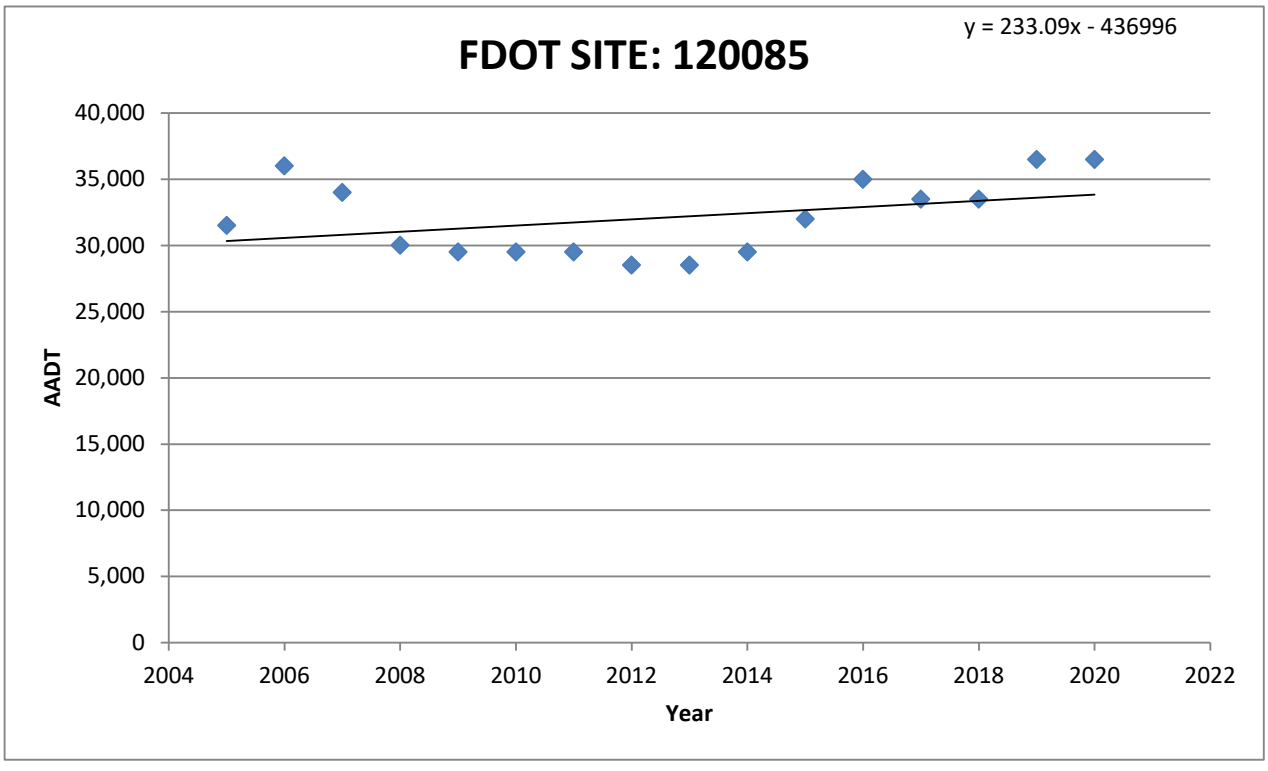
Equation

y_1 = 33,842 x_1 = 2020

y_2 = 35,240 x_2 = 2026

Growth

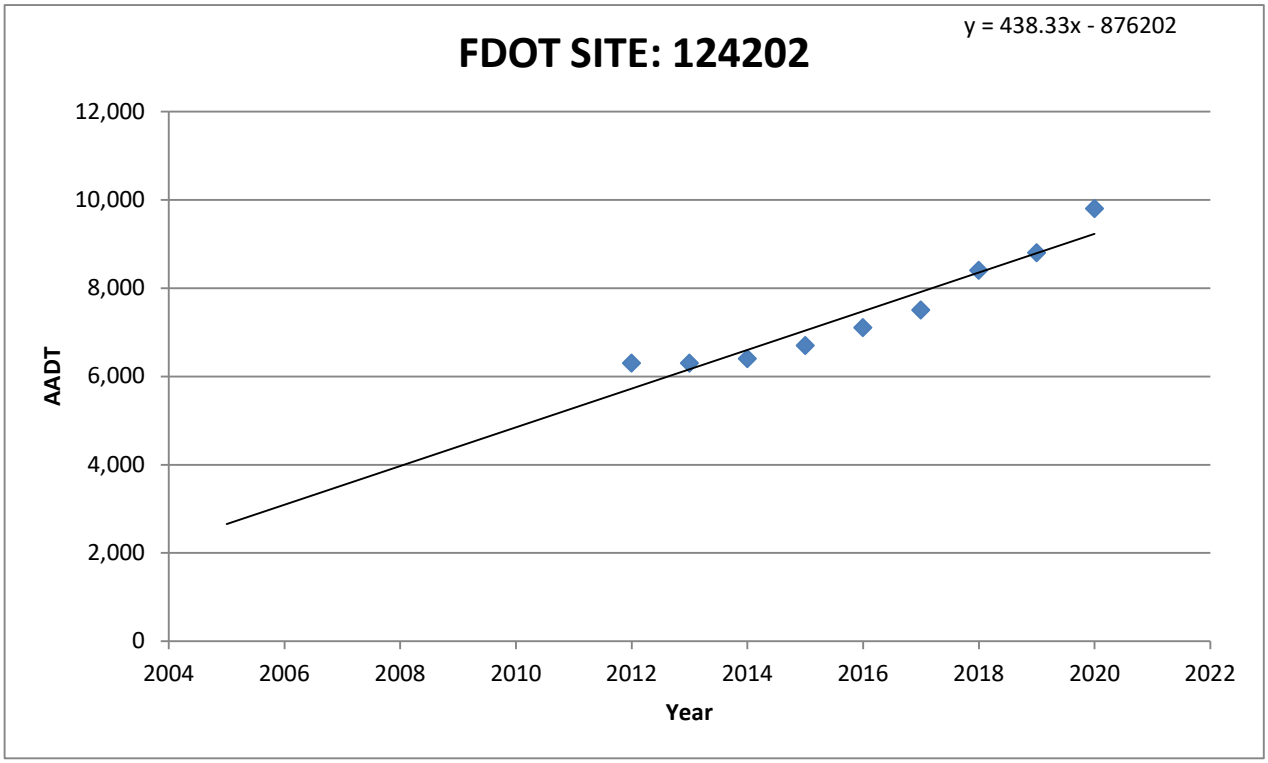
0.7% per year



Footnotes:
(1) FDOT Traffic Online (2020 Data)

FDOT SITE: 124202
ORANGE RIVER BLVD, W OF BUCKINGHAM RD

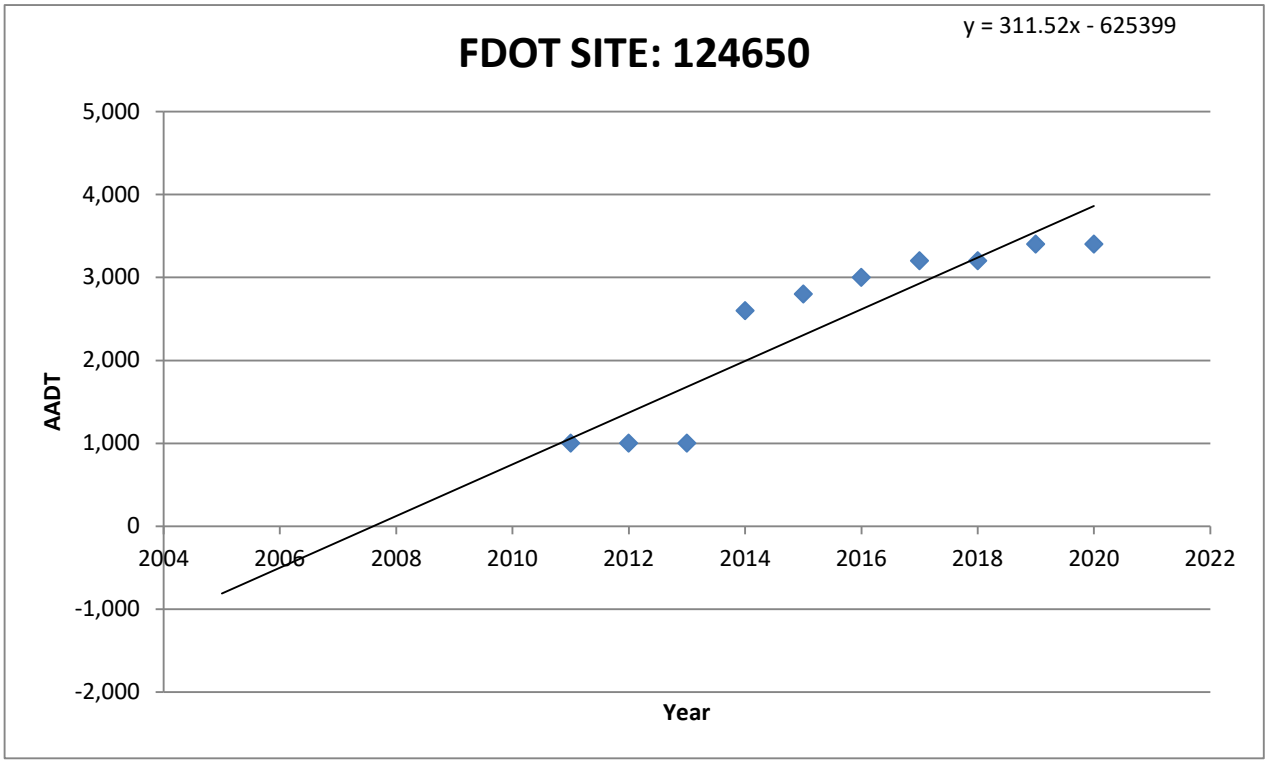
Year		Equation		Growth
2020	9,800	y_1	x_1	5.0% per year
2019	8,800	8,793	2019	
2018	8,400			
2017	7,500	y_2	x_2	
2016	7,100	11,861	2026	
2015	6,700			
2014	6,400			
2013	6,300			
2012	6,300			
2011				
2010				
2009				
2008				
2007				
2006				
2005				



Footnotes:
(1) FDOT Traffic Online (2020 Data)

FDOT SITE: 124650
NORTH RIVER ROAD, EAST OF S.R. 31

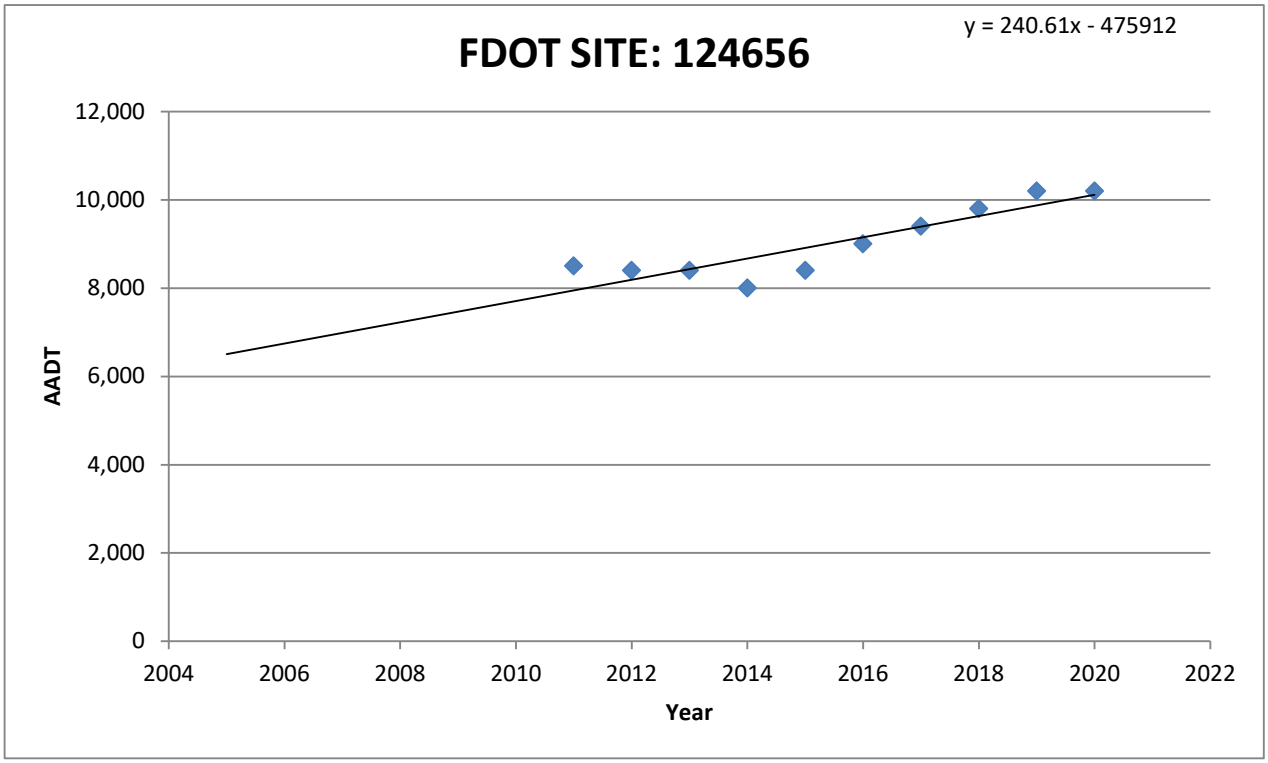
Year		Equation		Growth
2020	3,400	y_1	x_1	8.8% per year
2019	3,400	3,550	2019	
2018	3,200			
2017	3,200	y_2	x_2	
2016	3,000	5,731	2026	
2015	2,800			
2014	2,600			
2013	1,000			
2012	1,000			
2011	1,000			
2010				
2009				
2008				
2007				
2006				
2005				



Footnotes:
(1) FDOT Traffic Online (2020 Data)

FDOT SITE: 124656
BUCKINGHAM/ORANGE RIVER ROAD, NORTH OF ASTORIA AVENUE

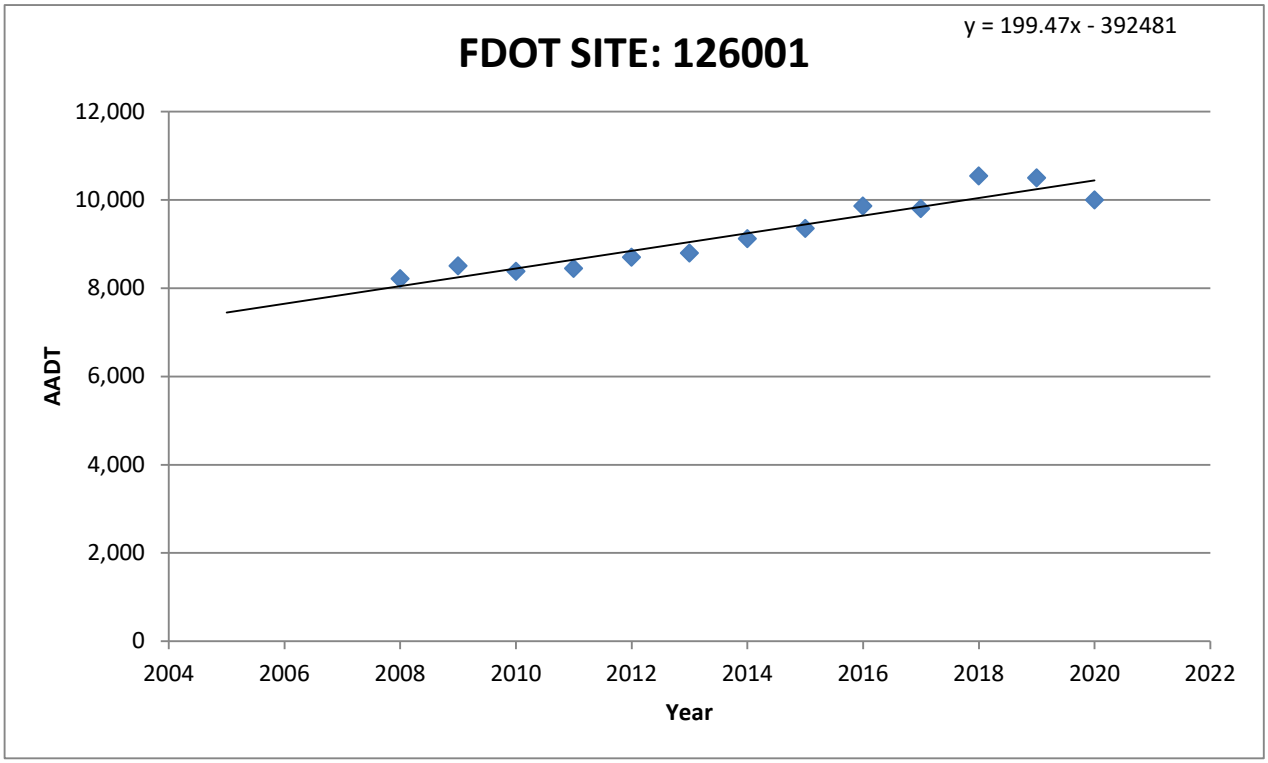
Year		Equation		Growth
2020	10,200	y_1	x_1	2.4% per year
2019	10,200	9,872	2019	
2018	9,800			
2017	9,400	y_2	x_2	
2016	9,000	11,556	2026	
2015	8,400			
2014	8,000			
2013	8,400			
2012	8,400			
2011	8,500			
2010				
2009				
2008				
2007				
2006				
2005				



Footnotes:
(1) FDOT Traffic Online (2020 Data)

FDOT SITE: 126001
BUCKINGHAM RD, 0.5 MI S OF SR 80/PALM BEACH BLVD, PTMS 2011, LCPR 11

Year		Equation		Growth
2020	10,000	y_1	x_1	1.9% per year
2019	10,500	10,243	2019	
2018	10,538			
2017	9,800	y_2	x_2	
2016	9,856	11,639	2026	
2015	9,348			
2014	9,120			
2013	8,793			
2012	8,700			
2011	8,444			
2010	8,378			
2009	8,500			
2008	8,212			
2007				
2006				
2005				



Footnotes:
(1) FDOT Traffic Online (2020 Data)

APPENDIX E

ITE TRIP GENERATION DATA

RIVER HALL
COMPREHENSIVE PLAN AMENDMENT

TRIP GENERATION WITHOUT CPA - APPROVED DEVELOPMENT PROGRAM (MINUS 950 OCCUPIED RESDIENTIAL D.U.) (1)

				AM PEAK HOUR						PM PEAK HOUR						DAILY					
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total
Single-Family Detached Housing (General Urban/Suburban)	210	1,745	Dwelling Units	Fitted Curve	25%	311	75%	933	1,244	Fitted Curve	63%	996	37%	585	1,581	Fitted Curve	50%	7,217	50%	7,217	14,434
General Office Bulding (General Urban/Suburban)	710	15.000	1000 Sq. Ft. GFA	Fitted Curve	86%	35	14%	6	41	Fitted Curve	16%	3	84%	16	19	Fitted Curve	50%	84	50%	84	168
Shopping Center (General Urban/Suburban)	820	30.000	1000 Sq. Ft. GLA	Fitted Curve	62%	104	38%	63	167	Fitted Curve	48%	107	52%	116	223	Fitted Curve	50%	1,326	50%	1,325	2,651
						In		**Out**	**Total**			**In**		**Out**	**Total**			**In**		**Out**	**Total**
TOTAL						450		1,002	1,452			1,106		717	1,823			8,627		8,626	17,253

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

RIVER HALL
COMPREHENSIVE PLAN AMENDMENT

TRIP GENERATION WITH CPA - PROPOSED DEVELOPMENT PROGRAM (MINUS 950 OCCUPIED RESDIENTIAL D.U.) [1]

				AM PEAK HOUR						PM PEAK HOUR						DAILY					
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total
Single-Family Detached Housing (General Urban/Suburban)	210	2,234	Dwelling Units	Fitted Curve	25%	398	75%	1,193	1,591	Fitted Curve	63%	1,263	37%	741	2,004	Fitted Curve	50%	9,059	50%	9,058	18,117
General Office Bulding (General Urban/Suburban)	710	15.000	1000 Sq. Ft. GFA	Fitted Curve	86%	35	14%	6	41	Fitted Curve	16%	3	84%	16	19	Fitted Curve	50%	84	50%	84	168
Shopping Center (General Urban/Suburban)	820	30.000	1000 Sq. Ft. GLA	Fitted Curve	62%	104	38%	63	167	Fitted Curve	48%	107	52%	116	223	Fitted Curve	50%	1,326	50%	1,325	2,651
						In		**Out**	**Total**			**In**		**Out**	**Total**			**In**		**Out**	**Total**
TOTAL						537		1,262	1,799			1,373		873	2,246			10,469		10,467	20,936

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

Land Use: 210
Single-Family Detached Housing

Description

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

Additional Data

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

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

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

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

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

Source Numbers

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

Single-Family Detached Housing
(210)

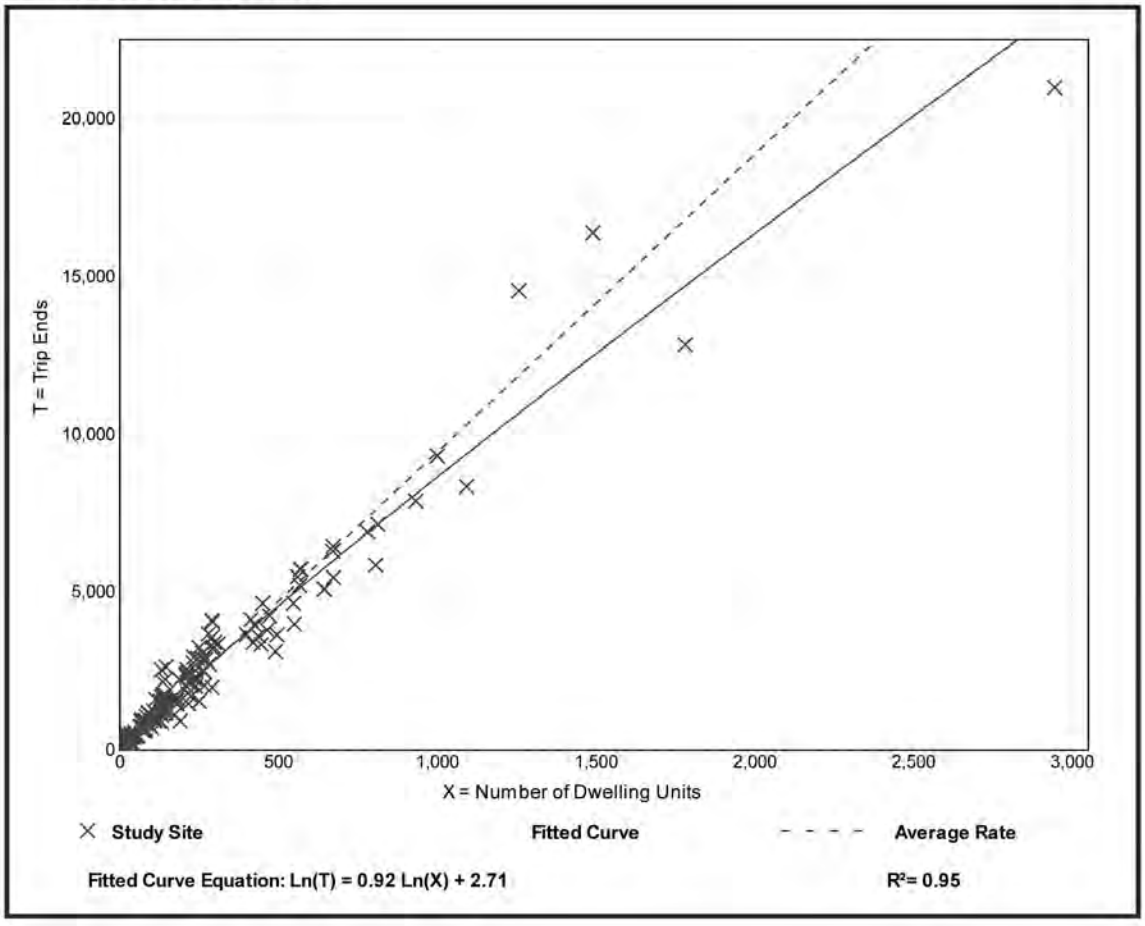
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



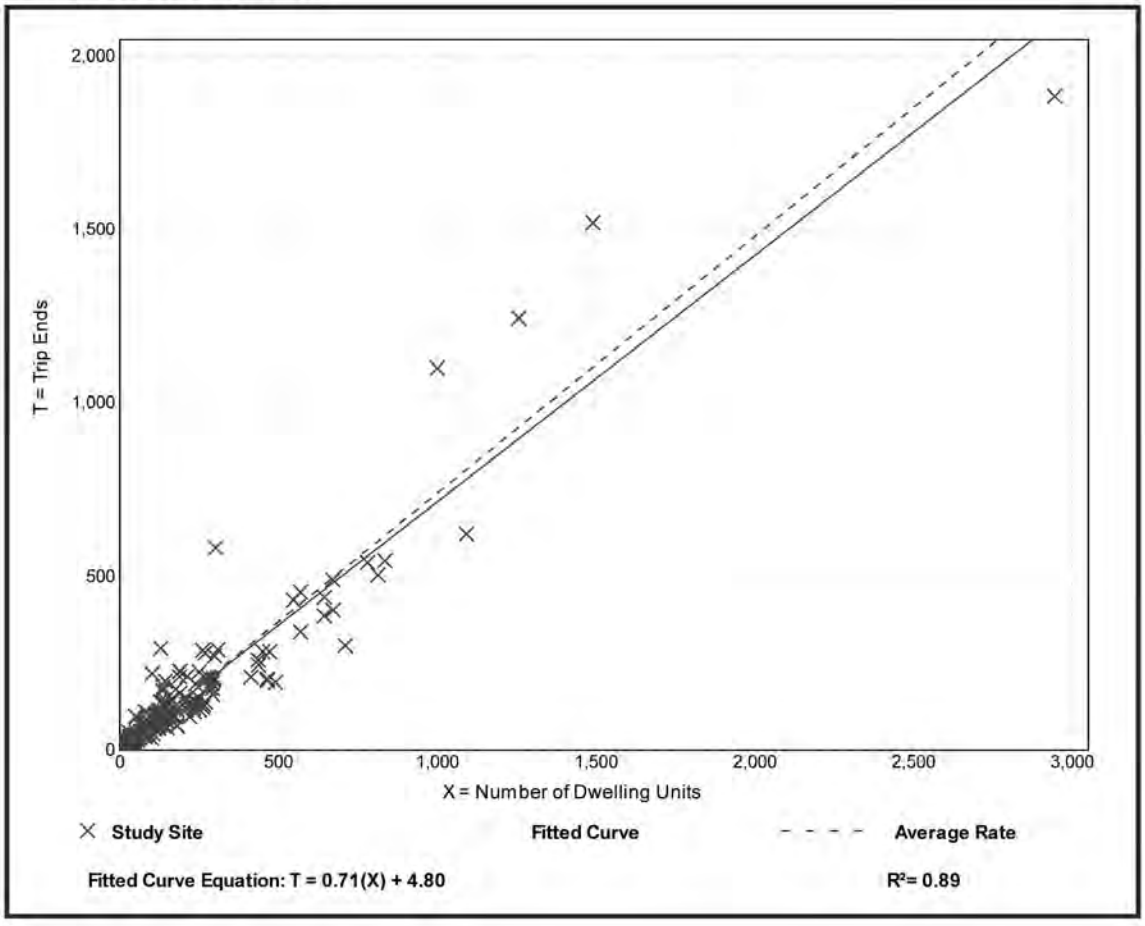
Single-Family Detached Housing
(210)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



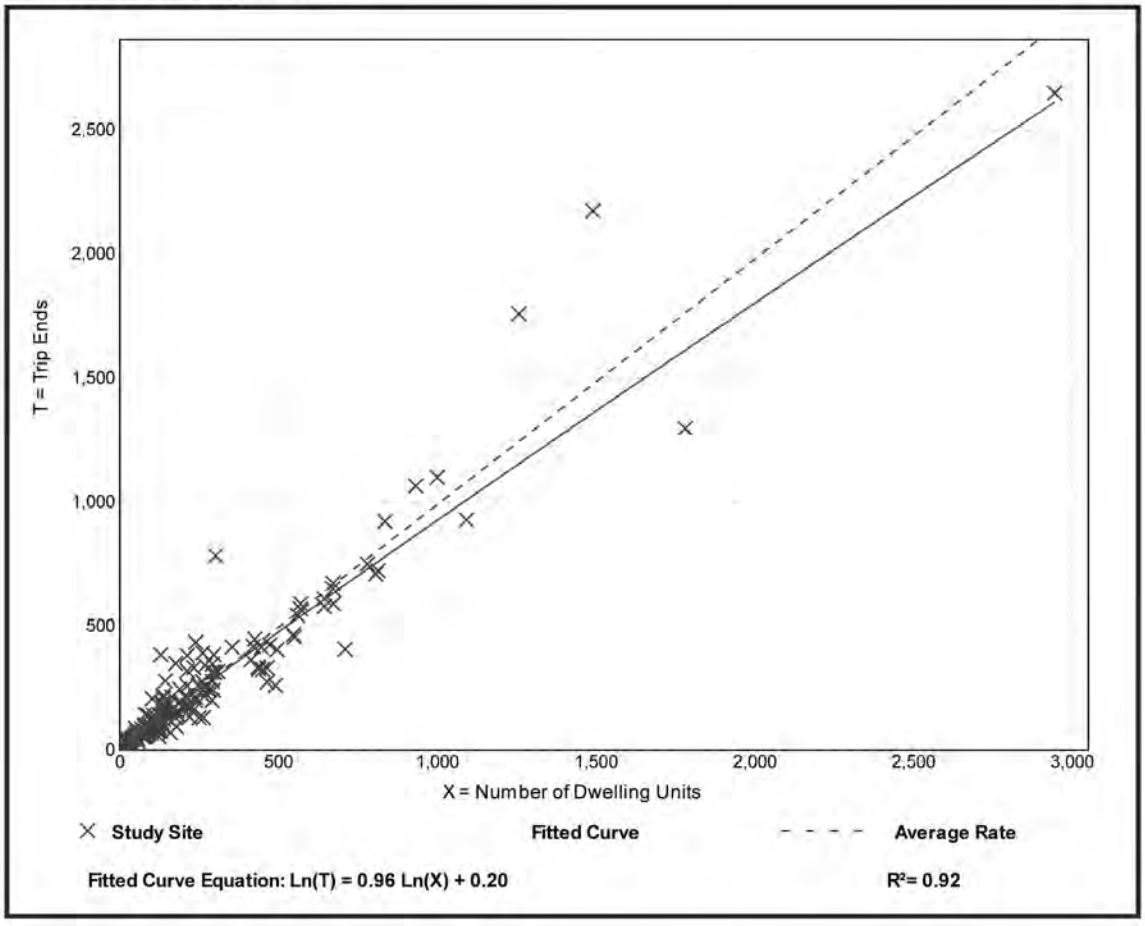
Single-Family Detached Housing
(210)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Land Use: 710
General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

The average building occupancy varied considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

For the three general urban/suburban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 12:45 and 1:45 p.m., respectively. For the three dense multi-use urban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 4:45 and 5:45 p.m., respectively. For the four center city core sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 12:45 and 1:45 p.m., respectively.

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.76 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.90 during Weekday, AM Peak Hour of Generator
- 2.91 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.02 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.47 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.47 during Weekday, AM Peak Hour of Generator
- 1.46 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.53 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.30 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.34 during Weekday, AM Peak Hour of Generator
- 1.32 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.41 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972

General Office Building
(710)

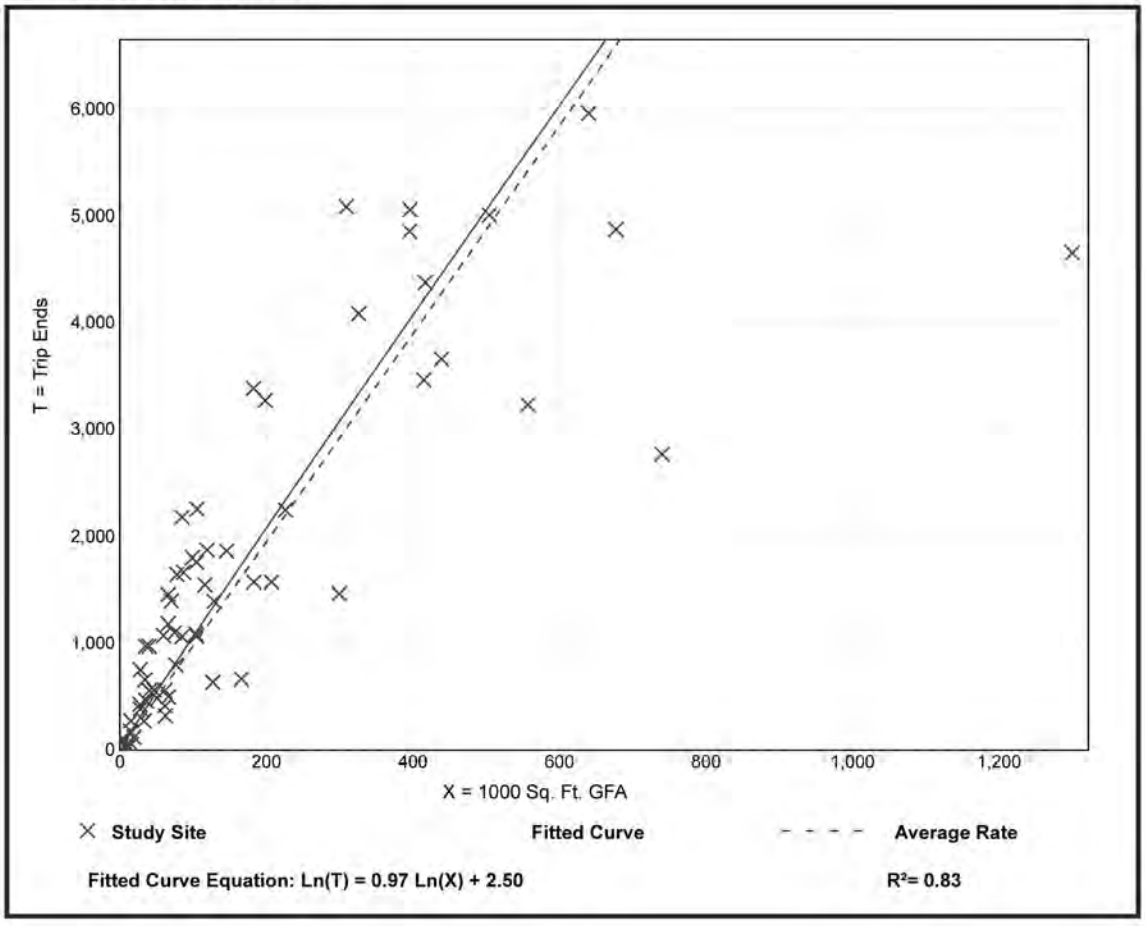
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



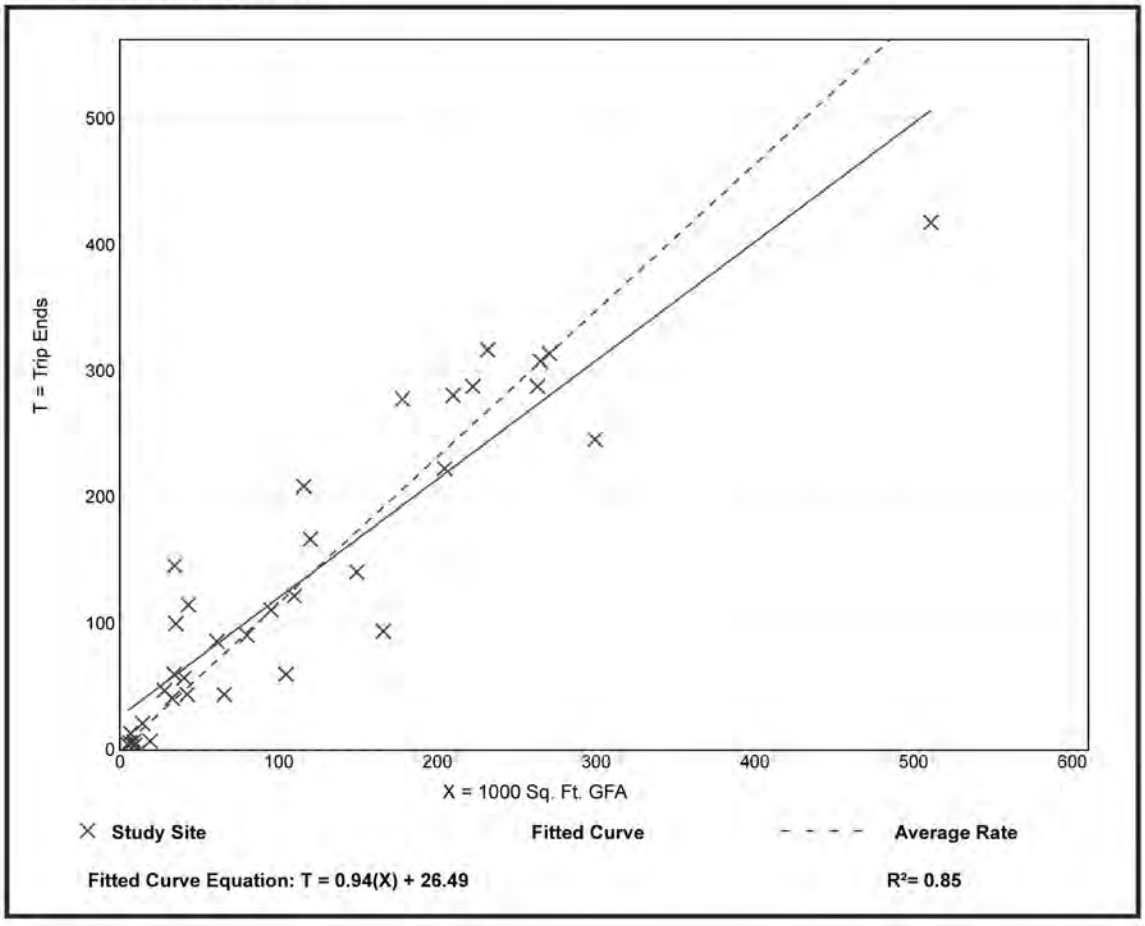
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 35
1000 Sq. Ft. GFA: 117
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



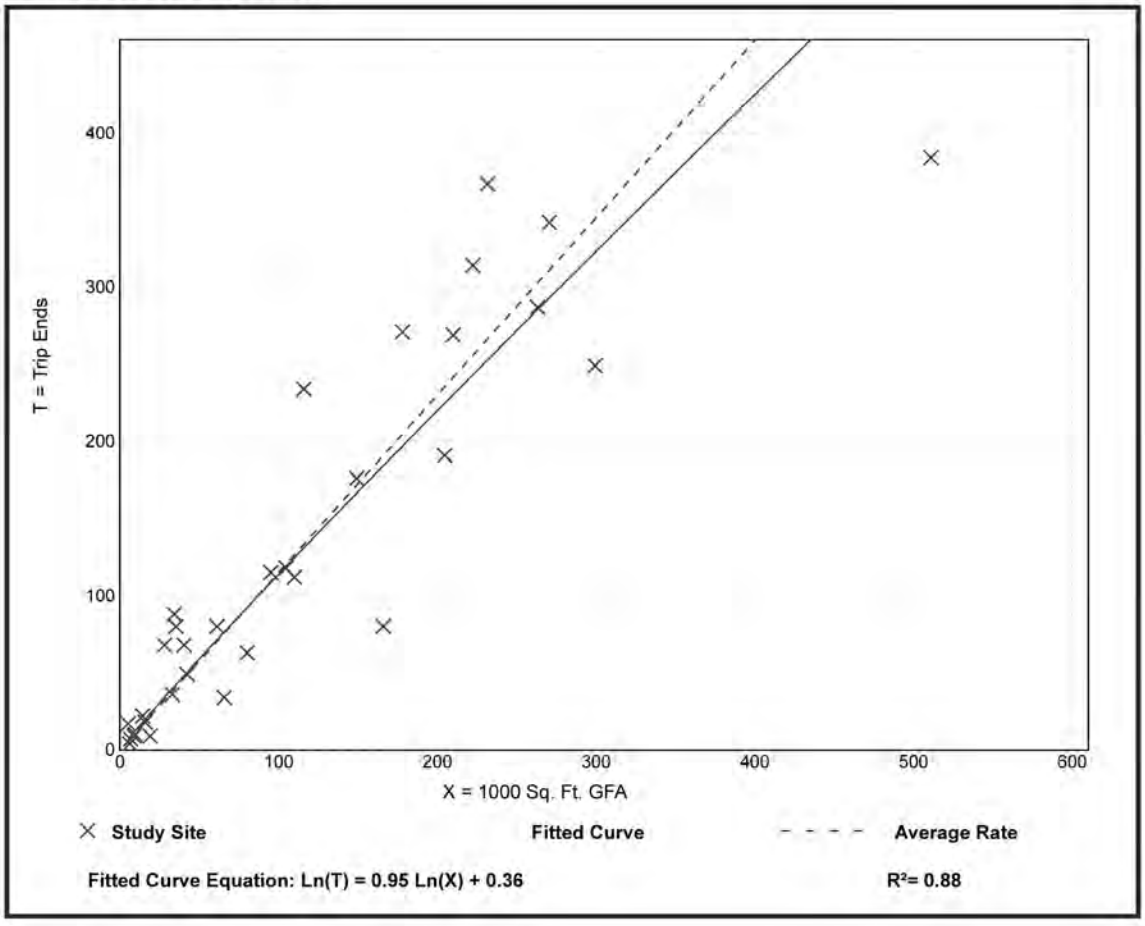
General Office Building
(710)

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: 32
1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Land Use: 820
Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively.

The average numbers of person trips per vehicle trip at the 27 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.31 during Weekday, AM Peak Hour of Generator
- 1.43 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.46 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

105, 110, 154, 156, 159, 186, 190, 198, 199, 202, 204, 211, 213, 239, 251, 259, 260, 269, 294, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 314, 315, 316, 317, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 580, 598, 629, 658, 702, 715, 728, 868, 870, 871, 880, 899, 908, 912, 915, 926, 936, 944, 946, 960, 961, 962, 973, 974, 978

Shopping Center
(820)

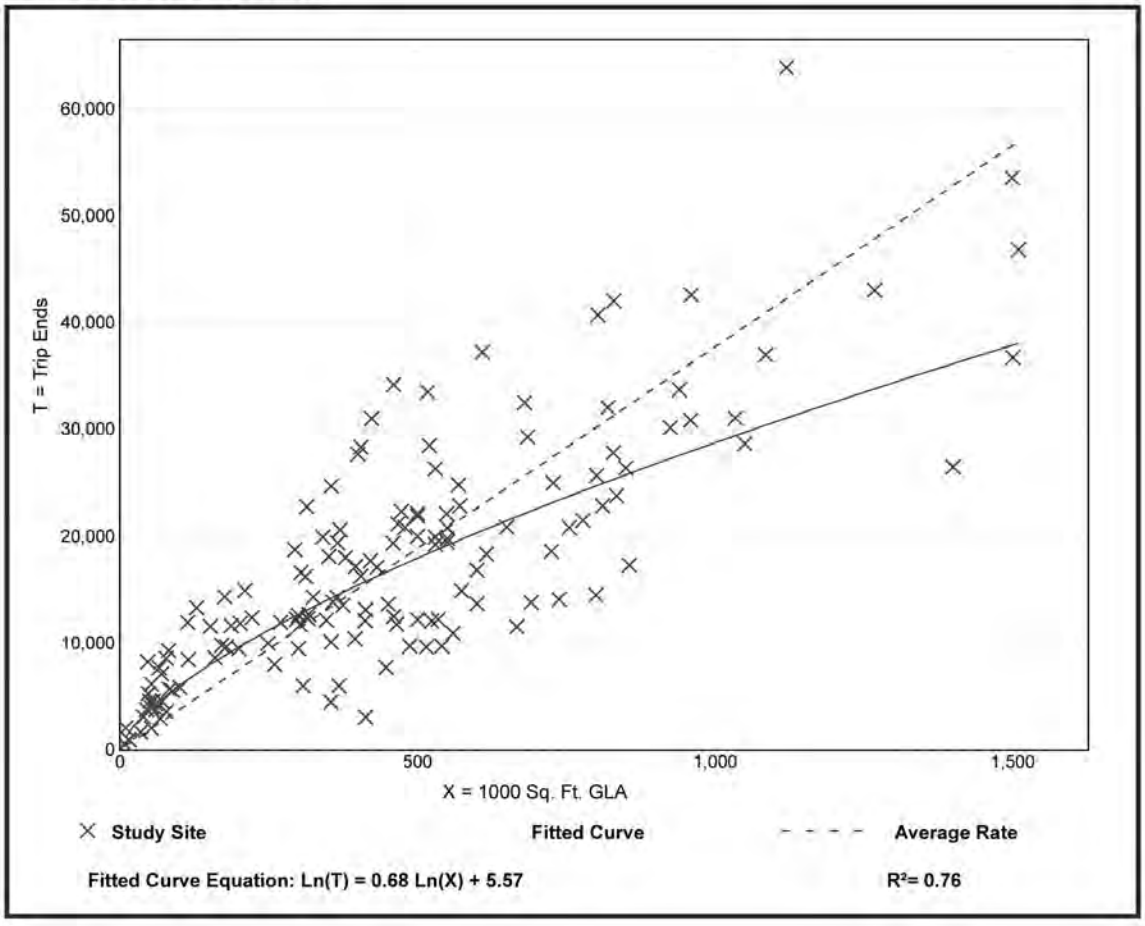
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



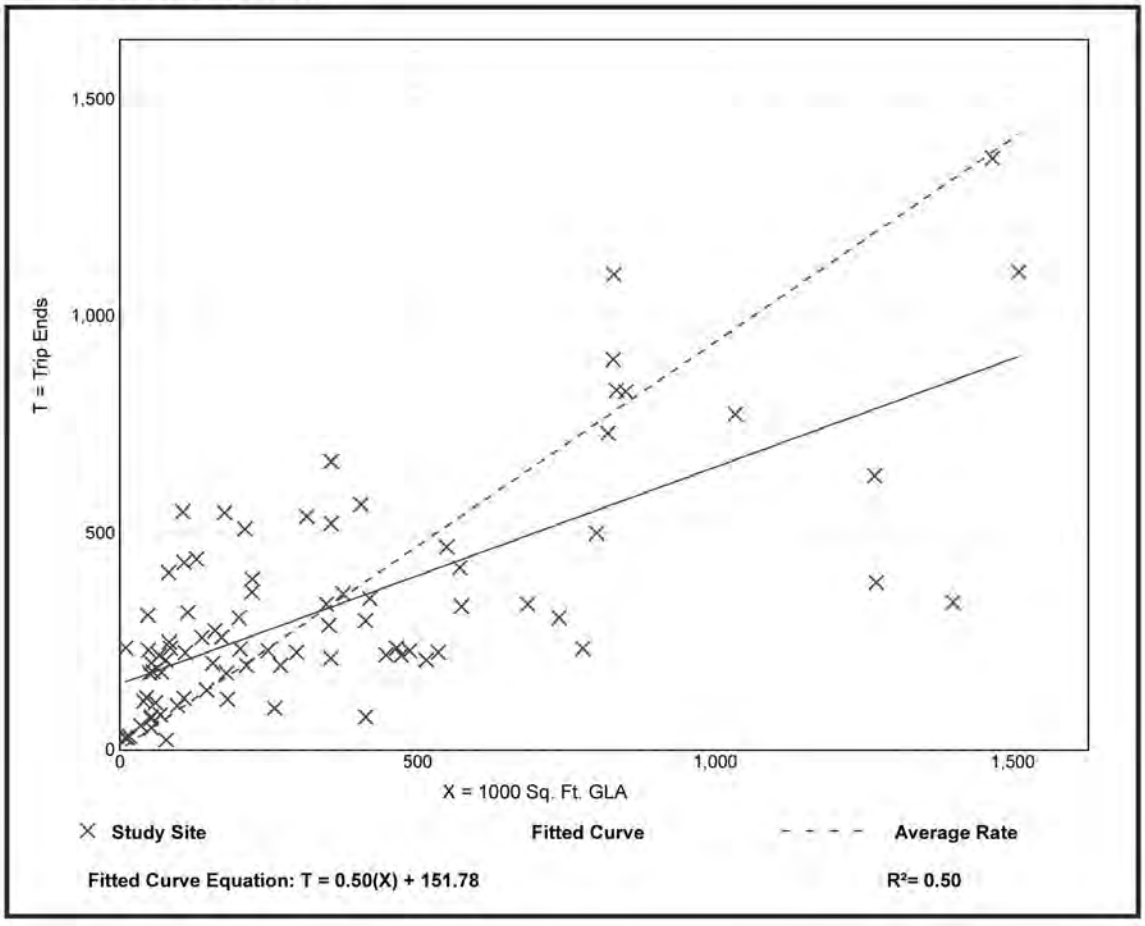
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



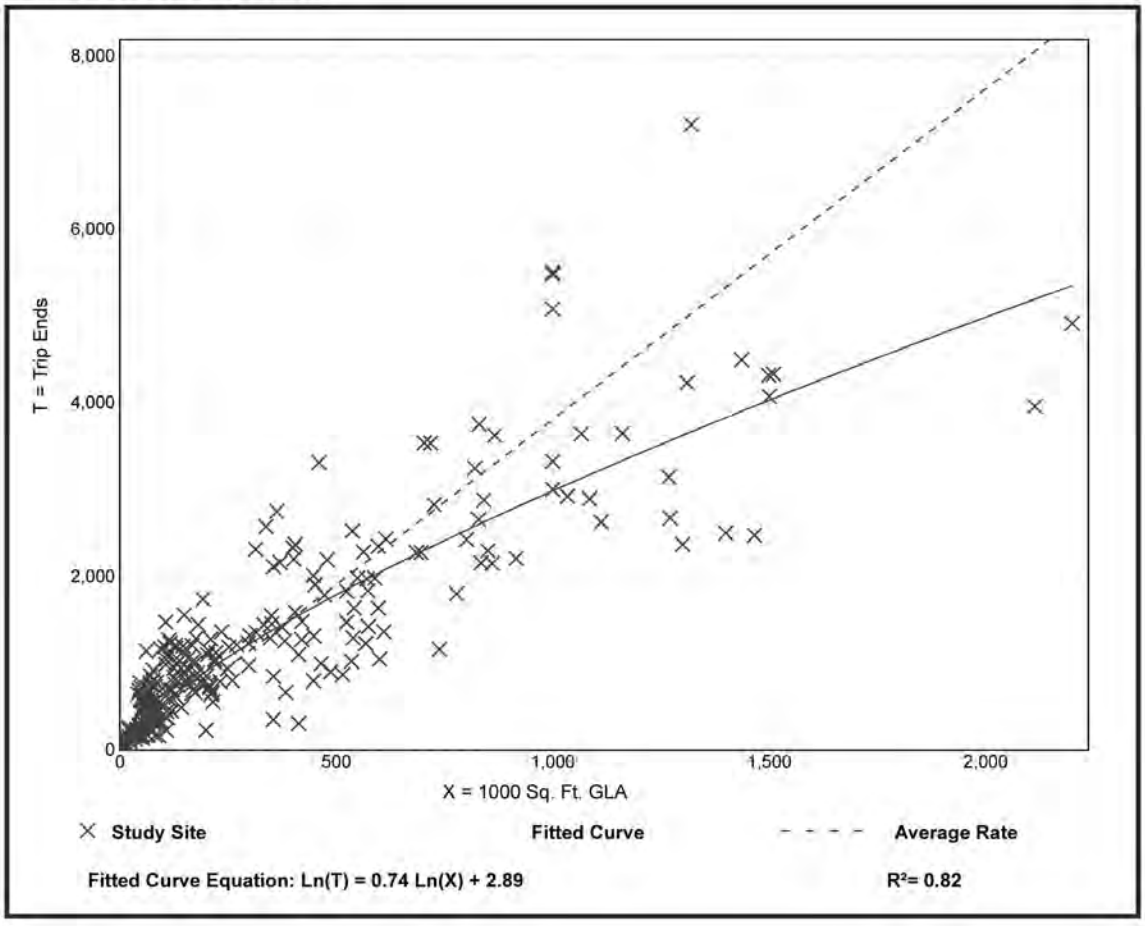
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



YEAR 2020 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	FIHS	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2020										Deficiency Determination
																		Arterial Class	Divided/ UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Peak Hour Peak Direction				
																								Capacity	Volume	LOS	
	12017000	SR 739	EVANS AVE	Hanson St	1.060	SR 82 (MLK Jr Blvd)	2.330	1.270	N		Minor Arterial	40	UA	A	D	D	E	1	U	1W	WL	WR	3	3,805	881	C	
	12020000	SR 80	MAIN ST	US 41 (Cleveland Ave)	0.000	SR 82/Monroe St	0.168	0.168	N		Principal Arterial-other	30	UA	A	D	D	E	2	U	2W	WL	WR	3	1,207	423	C	
	12020000	SR 80 WB	1ST ST	SR 739/US 41 Bus (Fowler St)	0.658	SR 80/Seaboard St	1.666	1.008	N		Principal Arterial-other	35	UA	A	D	D	E	2	U	1W	WL	WR	2	2,054	737	C	
	12020000	SR 80	PALM BEACH BLVD	SR 80/Seaboard St	1.666	Veronica Shoemaker Blvd	2.506	0.840	N		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	0R	4	2,000	855	C	
	12020000	SR 80	PALM BEACH BLVD	Veronica Shoemaker Blvd	2.506	CR 80B (Ortiz Ave)	4.364	1.858	N		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	2,100	1,069	C	
	12020000	SR 80	PALM BEACH BLVD	CR 80B (Ortiz Ave)	4.364	I-75	5.546	1.182	N		Principal Arterial-other	45	UA	A	D	D		1	D	2W	WL	WR	6	3,171	1,069	C	
	12020000	SR 80	PALM BEACH BLVD	I-75	5.546	SR 31 (Arcadia Rd)	8.249	2.703	Y	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	6	3,171	1,619	C	
	12020000	SR 80	PALM BEACH BLVD	SR 31 (Arcadia Rd)	8.249	CR 80A/Buckingham Rd/Old Olga Rd	10.741	2.492	Y	SIS	Principal Arterial-other	45	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,764	C	
**	12020000	SR 80	PALM BEACH BLVD	CR 80A/Buckingham Rd/Old Olga Rd	10.741	W. of Werner Drive	12.808	2.067	Y	SIS	Principal Arterial-other	55	UA	H	D	D			D	2W	WL	WR	4	3,280	1,402	B	
**	12020000	SR 80	PALM BEACH BLVD	W. of Werner Drive	12.808	Hickey Creek Rd	13.308	0.500	Y	SIS	Principal Arterial-other	55	RDA	H	C	C			D	2W	WL	0R	4	2,210	1,402	B	
	12020000	SR 80	PALM BEACH BLVD	Hickey Creek Rd	13.308	Broadway St/CR 78	17.654	4.346	Y	SIS	Principal Arterial-other	55	RDA	H	C	C			D	2W	WL	0R	4	2,210	1,224	B	
	12020000	SR 80	PALM BEACH BLVD	Broadway St/CR 78	17.654	CR 884 (Joel Blvd)	18.227	0.573	Y	SIS	Principal Arterial-other	45	RDA	A	C	C		1	D	2W	WL	WR	4	1,607	1,224	C	
	12020000	SR 80	PALM BEACH BLVD	CR 884 (Joel Blvd)	18.227	Hendry County Line	20.358	2.131	Y	SIS	Principal Arterial-other	60	RDA	H	C	C			D	2W	WL	WR	4	2,210	1,020	B	
	12020102	SR 80 EB	SR 80/2ND ST	SR 739 (Fowler St)	0.397	SR 739 (Park Ave)	0.634	0.237	N		Principal Arterial-other	35	UA	A	D	D	E	2	U	1W	WL	0R	3	3,024	818	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	N		Principal Arterial-other	35	UA	A	D	D	E	2	U	1W	WL	0R	2	1,956	1,033	D	
	12040000	SR 867	MCGREGOR BLVD	Old McGregor Blvd	0.000	A & W Bulb Rd	1.993	1.993	N		Minor Arterial	45	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,451	C	
	12040000	SR 867	MCGREGOR BLVD	A & W Bulb Rd	1.993	College Pkwy	3.465	1.472	N		Minor Arterial	45	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,599	C	
	12040000	SR 867	MCGREGOR BLVD	College Pkwy	3.465	Winkler Rd	4.896	1.431	N		Minor Arterial	40	UA	A	D	D		1	U	2W	WL	WR	2	924	727	C	
**	12040000	SR 867	MCGREGOR BLVD	Winkler Rd	4.896	CR 884/Colonial Blvd	6.485	1.589	N		Minor Arterial	40	UA	A	D	D	E	1	D	2W	WL	WR	2	970	1,057	F	Over Capacity
	12060000	SR 78	PINE ISLAND RD	CR 765/CR 884/Burnt Store Rd	5.467	Chiquita Blvd	7.514	2.047	Y		Principal Arterial-other	50	UA	A	D	D	C	1	D	2W	WL	WR	4	2,100	870	C	
	12060000	SR 78	PINE ISLAND RD	Chiquita Blvd	7.514	Santa Barbara Blvd	9.757	2.243	Y		Principal Arterial-other	50	UA	A	D	D	C	1	D	2W	WL	WR	4	2,100	1,701	C	
	12060000	SR 78	PINE ISLAND RD	Santa Barbara Blvd	9.757	Del Prado Blvd	12.061	2.304	N		Principal Arterial-other	55	UA	A	D	D	C	1	D	2W	WL	WR	4	2,100	2,236	F	Over Capacity
	12060000	SR 78	PINE ISLAND RD	Del Prado Blvd	12.061	W of CR 78A/Pondella Rd	12.284	0.223	N		Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	4	2,100	1,385	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	N		Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,621	C	
**	12060000	SR 78	PINE ISLAND RD	SR 45/US 41 (Cleveland Ave)	14.741	SR 739/US 41 Bus	15.858	1.117	N		Principal Arterial-other	40	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,580	C	
	12060000	SR 78	BAYSHORE RD	SR 739/US 41 Bus	15.858	New Post Rd/Hart Rd	17.015	1.157	N		Principal Arterial-other	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,750	C	
	12060000	SR 78	BAYSHORE RD	New Post Rd/Hart Rd	17.015	Coon Rd/Slater Rd	18.235	1.220	N		Principal Arterial-other	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,774	C	
	12060000	SR 78	BAYSHORE RD	Coon Rd/Slater Rd	18.235	W of Pritchett Pkwy	21.179	2.944	N		Principal Arterial-other	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	1,191	C	
	12060000	SR 78	BAYSHORE RD	W of Pritchett Pkwy	21.179	Pritchett Pkwy	21.400	0.221	N		Minor Arterial	50	UA	A	D	D		1	D	2W	WL	WR	4	2,100	691	C	
	12060000	SR 78	BAYSHORE RD	Pritchett Pkwy	21.400	Old Bayshore Rd	23.758	2.358	N		Minor Arterial	50	UA	H	D	D			U	2W	WL	WR	2	1,200	691	C	
	12060000	SR 78	BAYSHORE RD	Old Bayshore Rd	23.758	SR 31	24.404	0.646	N		Minor Arterial	50	UA	A	D	D		1	U	2W	WL	WR	2	924	532	C	
	12070000	SR 82	DR.M.L.KING JR.BLVD	US 41/SR 45	0.000	SR 82 (Monroe St)	0.200	0.200	N		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	0R	2	788	385	C	
**	12070000	SR 82	DR.M.L.KING JR.BLVD	SR 82 (Monroe St)	0.200	Jackson St	0.371	0.171	N		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	0R	2	788	760	D	Near Capacity
	12070000	SR 82	DR.M.L.KING JR.BLVD	Jackson St	0.371	SR 739 (Fowler St)	0.645	0.274	N		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	WR	2	827	760	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	N		Principal Arterial-other	30	UA	A	D	D	E	2	D	2W	WL	WR	4	1,712	1,805	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	N		Principal Arterial-other	50	UA	A	D	D	E	1	D	2W	WL	WR	5	2,636	2,233	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	N		Principal Arterial-other	50	UA	A	D	D	E	1	D	2W	WL	WR	6	3,171	1,972	C	
	12070000	SR 82	IMMOKALEE ROAD	W of Teter Rd/I-75 NB On Ramp	4.507	Buckingham Rd	6.154	1.647	N	SIS	Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	6	3,171	1,871	C	
	12070000	SR 82	IMMOKALEE ROAD	Buckingham Rd	6.154	CR 884/Colonial Blvd/Lee Blvd	6.874	0.720	N	SIS	Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	6	3,171	1,677	C	
	12070000	SR 82	IMMOKALEE ROAD	CR 884/Colonial Blvd/Lee Blvd	6.874	Gateway Blvd	7.906	1.032	N	SIS	Principal Arterial-other	55	UA	A	D	D	C	1	D	2W	WL	WR	6	3,171	1,701	C	
	12070000	SR 82	IMMOKALEE ROAD	Gateway Blvd	7.906	Griffin Dr/Ray Ave S	9.314	1.408	N	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	6	3,171	1,191	C	
	12070000	SR 82	IMMOKALEE ROAD	Griffin Dr/Ray Ave S	9.314	Daniels Pkwy/Gunnery Rd S	11.123	1.809	N	SIS	Principal Arterial-other	60	UA	A	D	D		1	D	2W	WL	WR	6	3,171	1,021	C	
	12070000	SR 82	IMMOKALEE ROAD	Daniels Pkwy/Gunnery Rd S	11.123	Alabama Rd	14.709	3.586	N	SIS	Principal Arterial-other	60	UA	H	D	D			D	2W	WL	WR	6	4,920	1,385	B	
	12070000	SR 82	IMMOKALEE ROAD	Alabama Rd	14.709	Bell Blvd S	18.929	4.220	N	SIS	Principal Arterial-other	60	UA	H	D	D			D	2W	WL	WR	4	3,280	564	B	
	12070000	SR 82	IMMOKALEE ROAD	Bell Blvd S	18.929	Hendry County Line	21.551	2.622	N	SIS	Principal Arterial-other	60	UA	H	D	D			D	2W	WL	0R	4	3,280	569	B	
**	12070001	SR 82	MONROE ST	MLK Jr Blvd	0.000	SR 80 (Main St)	0.148	0.148	N		Minor Arterial	30	UA	A	D	D	E	2	D	2W	WL	0R	2	788	413	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.

EXHIBIT 7 (Revised 12/02/2021)

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
SHORT RANGE 5-YEAR CIP HORIZON (2026) - WITHOUT CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	D1RPM Node Numbers A_1	B_1	A_2	B_2	# of Lanes[1]	State/ County Roadway	E+C LOS Facility Type	LOS Std.[2]	FDOT Station[3]	2020 AADT	K Factor	D Factor	Existing Directional Peak Hr. Vol.[4]	Annual Growth %[5]	Growth Factor[6]	Future 2026 Background Directional Peak Hr. Vol.[7]	2045 Project AADT[8]	% Project Directional Distribution	Project Directional Peak Hr. Vol.[9]	Future 2026 Total Directional Peak Hr. Vol.[10]	Directional Service Volumes[11] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	V/C	LOS	Directional Service Volumes[11] 1 Lane	2 Lanes	3 Lanes	4 Lanes	Lanes Needed	Additional Lanes Needed
																			22276		1106															
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	26412	26417			2	LC	LC_ClassIArterial_2L	E	126011	-	-	-	423	1.9%	1.13	479	2204	9.9%	109	588	0	140	800	860	860	860	0.68	C	860	1,960	2,940	3,940	2	Add 0 L
	Orange River Blvd.	SR 80	26567	26607			2	LC	LC_ClassIArterial_2L	E	124656	-	-	-	538	2.4%	1.17	628	4892	22.0%	243	871	0	140	800	860	860	860	1.01	F	860	1,960	2,940	3,940	4	Add 2 L
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	26417	26703			2	LC	LC_Collector_2LU	E	124656	-	-	-	242	2.4%	1.17	283	612	2.7%	30	313	0	0	310	660	740	740	0.42	D	740	1,520	2,280	3,040	2	Add 0 L
North River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	13	0.1%	1	253	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
	Franklin Lock Rd.	Broadway Rd.	27309	27426			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	7	0.0%	0	252	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
Olga Rd.	SR 80 W	SR 80 E	26607	26626			2	LC	LC_Collector_2LU	E	126011	-	-	-	82	1.9%	1.13	93	560	2.5%	28	121	0	0	310	660	740	740	0.16	C	740	1,520	2,280	3,040	2	Add 0 L
Orange River Blvd.	Staley Rd.	Buckingham Rd.	26263	26412			2	LC	LC_Collector_2LU	E	124202	-	-	-	427	5.0%	1.35	576	453	2.0%	22	598	0	0	310	660	740	740	0.81	D	740	1,520	2,280	3,040	2	Add 0 L
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga	26393	26607			4	FDOT	UA_S2WAC1_2W_4L_D_WL_WR	D	120085	36,500	0.09	0.537	1,764	1.0%	1.06	1,870	11669	52.4%	579	2,449	0	0	2,006	2,100	2,100	2,100	1.17	F	970	2,100	3,171	4,242	6	Add 2 L
	CR 80A/Buckingham Rd/Old Olga	River Hall Pkwy.	26783	89956			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	17670	79.3%	877	2,414	0	1,800	2,600	3,280	3,730	3,280	0.74	C	1,260	3,280	4,920	7,380	4	Add 0 L
	River Hall Pkwy.	W. of Werner Drive	89956	26949			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	3276	14.7%	163	1,700	0	1,800	2,600	3,280	3,730	3,280	0.52	B	1,260	3,280	4,920	7,380	4	Add 0 L
	W. of Werner Drive	Hickey Creek Rd.	27174	26290			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	2549	11.4%	127	1,664	0	1,530	2,210	2,820	3,220	2,210	0.75	C	861	2,210	3,320	4,980	4	Add 0 L
	Hickey Creek Rd.	Broadway St./CR 78	27290	27356			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120006	24,000	0.095	0.537	1,224	2.0%	1.12	1,371	2498	11.2%	124	1,495	0	1,530	2,210	2,820	3,220	2,210	0.68	B	861	2,210	3,320	4,980	4	Add 0 L

FOOTNOTES:

(1) Lee County MPO 2045 Long Range Transportation Plan E+C number of lanes.
(2) Lee County roadway LOS standard used for county roadways (LOS E). FDOT roadway LOS standard used for state roadways (LOS D for Urban and LOS C for Rural/Transitioning).
(3) FDOT count station from FDOT Traffic Online.
(4) For Lee County Roads: directional peak hour volumes sourced from 2020 Public Facilities Level of Service and Concurrency Report. For State Roads: directional peak hour volumes fereived from traffic data sourced from FDOT Traffic Online (2020).
(5) Linear growth rate. Growth rate developed from FDOT Traffic Online (2020 data).
(6) Linear growth rate multiplied by the number of years from 2019 to 2026 (7 years) for County roads and from 2020 to 2026 (6 years) for State roads..
(7) Year 2026 directional volume equals existing directional volume multiplied by growth factor.
(8) Distribution based on 2045 model run select zone assignment (TAZs #4501, #4502, and #4503).
(9) Project directional peak hour volume equals Project distribution multiplied by ITE PM peak hour trip generation estimate (peak direction).
(10) Future 2026 peak hour directional volume equals future background traffic plus Project traffic.
(11) Lee County Generalized Peak Hour Service Volumes (April 2016) used for County roads. FDOT Generalized Peak Hour Directional Volumes used for State roads.

EXHIBIT 8 (Revised 12/02/2021)

RIVER HALL COMPREHENSIVE PLAN AMENDMENT
SHORT RANGE 5-YEAR CIP HORIZON (2026) - WITH CPA
DIRECTIONAL PEAK HOUR, PEAK SEASON

ROADWAY	FROM	TO	D1RPM Node Numbers A_1	B_1	A_2	B_2	# of Lanes[1]	State/ County Roadway	E+C LOS Facility Type	LOS Std.[2]	FDOT Station[3]	2020 AADT	K Factor	D Factor	Existing Directional Peak Hr. Vol.[4]	Annual Growth %[5]	Growth Factor[6]	Future 2026 Background Directional Peak Hr. Vol.[7]	2045 Project AADT[8]	% Project Distribution	Project Directional Peak Hr. Vol.[9]	Future 2026 Total Directional Peak Hr. Vol.[10]	Directional Service Volumes[11] LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std.	V/C	LOS	Directional Service Volumes[11] 1 Lane	2 Lanes	3 Lanes	4 Lanes	Lanes Needed	Additional Lanes Needed
																			26274		1373															
Buckingham Rd.	Gunnery Rd.	Orange River Blvd.	26412	26417			2	LC	LC_ClassIArterial_2L	E	126011	-	-	-	423	1.9%	1.13	479	2448	9.3%	128	607	0	140	800	860	860	860	0.71	C	860	1,960	2,940	3,940	2	Add 0 L
	Orange River Blvd.	SR 80	26567	26607			2	LC	LC_ClassIArterial_2L	E	124656	-	-	-	538	2.4%	1.17	628	5441	20.7%	284	912	0	140	800	860	860	860	1.06	F	860	1,960	2,940	3,940	4	Add 2 L
Cemetery Rd.	Buckingham Rd.	Higgens Ave.	26417	26703			2	LC	LC_Collector_2LU	E	124656	-	-	-	242	2.4%	1.17	283	590	2.2%	31	314	0	0	310	660	740	740	0.42	D	740	1,520	2,280	3,040	2	Add 0 L
North River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	13	0.0%	1	253	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
	Franklin Lock Rd.	Broadway Rd.	27309	27426			2	LC	LC_ClassIArterial_2L	E	124650	-	-	-	156	8.8%	1.62	252	7	0.0%	0	252	0	140	800	860	860	860	0.29	C	860	1,960	2,940	3,940	2	Add 0 L
Olga Rd.	SR 80 W	SR 80 E	26607	26626			2	LC	LC_Collector_2LU	E	126011	-	-	-	82	1.9%	1.13	93	619	2.4%	32	125	0	0	310	660	740	740	0.17	C	740	1,520	2,280	3,040	2	Add 0 L
Orange River Blvd.	Staley Rd.	Buckingham Rd.	26263	26412			2	LC	LC_Collector_2LU	E	124202	-	-	-	427	5.0%	1.35	576	528	2.0%	28	604	0	0	310	660	740	740	0.82	D	740	1,520	2,280	3,040	2	Add 0 L
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga	26393	26607			4	FDOT	UA_S2WAC1_2W_4L_D_WL_WR	D	120085	36,500	0.09	0.537	1,764	1.0%	1.06	1,870	13516	51.4%	706	2,576	0	0	2,006	2,100	2,100	2,100	1.23	F	970	2,100	3,171	4,242	6	Add 2 L
	CR 80A/Buckingham Rd/Old Olga	River Hall Pkwy.	26783	89956			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	20213	76.9%	1056	2,593	0	1,800	2,600	3,280	3,730	3,280	0.79	C	1,260	3,280	4,920	7,380	4	Add 0 L
	River Hall Pkwy.	W. of Werner Drive	89956	26949			4	FDOT	UA_UFH_2W_4L_D_WL_WR	D	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	3653	13.9%	191	1,728	0	1,800	2,600	3,280	3,730	3,280	0.53	B	1,260	3,280	4,920	7,380	4	Add 0 L
	W. of Werner Drive	Hickey Creek Rd.	27174	26290			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120012	29,000	0.09	0.537	1,402	1.6%	1.10	1,537	2811	10.7%	147	1,684	0	1,530	2,210	2,820	3,220	2,210	0.76	C	861	2,210	3,320	4,980	4	Add 0 L
	Hickey Creek Rd.	Broadway St./CR 78	27290	27356			4	FDOT	RDA_UFH_2W_4L_D_WL_0R	C	120006	24,000	0.095	0.537	1,224	2.0%	1.12	1,371	2755	10.5%	144	1,515	0	1,530	2,210	2,820	3,220	2,210	0.69	B	861	2,210	3,320	4,980	4	Add 0 L

FOOTNOTES:

(1) Lee County MPO 2045 Long Range Transportation Plan E+C number of lanes.
(2) Lee County roadway LOS standard used for county roadways (LOS E). FDOT roadway LOS standard used for state roadways (LOS D for Urban and LOS C for Rural/Transitioning).
(3) FDOT count station from FDOT Traffic Online.
(4) For Lee County Roads: directional peak hour volumes sourced from 2020 Public Facilities Level of Service and Concurrency Report. For State Roads: directional peak hour volumes fereived from traffic data sourced from FDOT Traffic Online (2020).
(5) Linear growth rate. Growth rate developed from FDOT Traffic Online (2020 data).
(6) Linear growth rate multiplied by the number of years from 2019 to 2026 (7 years) for County roads and from 2020 to 2026 (6 years) for State roads..
(7) Year 2026 directional volume equals existing directional volume multiplied by growth factor.
(8) Distribution based on 2045 model run select zone assignment (TAZs #4501, #4502, and #4503).
(9) Project directional peak hour volume equals Project distribution multiplied by ITE PM peak hour trip generation estimate (peak direction).
(10) Future 2026 peak hour directional volume equals future background traffic plus Project traffic.
(11) Lee County Generalized Peak Hour Service Volumes (April 2016) used for County roads. FDOT Generalized Peak Hour Directional Volumes used for State roads.

Lee County
Southwest Florida

Board of County Commissioners

January 28, 2022

Dawn Russell
Barraco and Associates, Inc.
2271 McGregor Boulevard, Suite 100
Fort Myers, FL 33901

Re: Letter of Service Availability – River Hall added units

Ms. Russell,

I am in receipt of your letter requesting a Letter of Service Availability for property in the River Hall community. This property consists of 71 STRAP numbers located south of the existing area under development.

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

The locations currently available to respond to the area are not projected to be able to meet existing service standards, as required in County Ordinance 08-16. However, the following remedies have been idenitified:

1. Construction of the access point in the southwest corner of the development to connect to Portico (see DOS2019-00071-M02)

2. Construction of the proposed southerly access point from 75th St. West.

It is our opinion that the service availability for the proposed development of this property will be adequate contingent on the remedies above. Should the plans change, especially the future land use or a change in the emergency access points, a new analysis of this impact would be required.

Sincerely,

Benjamin Abes
Director, Public Safety

Lee County
Southwest Florida

BOARD OF COUNTY COMMISSIONERS

July 16, 2021 Via E-Mail

Gary Susdorf
Cardno
5670 Zip Drive
Fort Myers, FL 33905

RE: Reuse Water Availability
River Hall

Dear Mr. Susdorf:

The subject project is located within Lee County Utilities Future Service Area as depicted on Map 7 of the Lee County Comprehensive Land Use Plan. Effluent reuse lines are not in operation in this area. Lee County does not have the capability of providing service at this time.

This letter should not be construed as a commitment to serve, but only as to the availability of service. Further, this letter of availability of reuse water service is to be utilized for permitting with the SFWMD only.

Sincerely,

Nathan Beals, PMP
Utilities Planning Manager
(239) 533-8157
LEE COUNTY UTILITIES