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March 23, 2022

Lee County Community Development
1500 Monroe Street
Fort Myers, FL 33901

**Subject: Amended Request for administrative deviation from AC-11-4
Meridian Airport Park Sites B, C, & D (DOS2021-00156, 00157, & 00158)**

Dear Sir or Madam,

Please accept this letter as a request for administration deviation from AC-11-4, more specifically described below:

Lee County Administrative Code AC-11-4 "Turn Lane Policy" Section III.3

Justification: Meridian Airport Park in it's existing previously permitted condition contains three right turn-lanes that are consistent with other lanes along Ben Hill Griffin Parkway. When Ben Hill Griffin Parkway was constructed by the Lee County Port Authority, the right turn lanes serving this site and other sites along Ben Hill Griffin Parkway/Treeline Avenue were constructed with a deceleration distance of 240 feet for the two southern-most turn lanes, consistent with a Design Speed of 45 mph. Reverting to a 55 mph design speed (posted speed plus 5 mph) would require a taper/deceleration distance of 350 per the Florida Design Manual, Index 212-1. Per AC-11-4 Section VII, a deviation from this policy may be granted for any of the following conditions:

2. "Right-of-way constraints do not permit the installation of a left or right turn lane, or dictate deviations from design standards".

In its existing state, Ben Hill Griffin Parkway is largely a constrained Right of Way between the edge of pavement and the right of way line with minimal room for additional roadway improvements due to existing utilities adjacent to the edge of pavement. Currently, there is an existing 10" sanitary force main that that runs parallel to the roadway which would be required to be relocated where the turn lane may need to be extended. Also, there is an existing sidewalk, a storm sewer network that collects Ben Hill Griffin Parkway roadway runoff and street lighting with conduit that within the same area. Additional turn lane pavement installation would require the relocation of many of these elements within the limited right of way area available behind the edge of pavement of the thru lane. Also, directly adjacent to the right of way is a large underground FPL transition main that prevents Ben Hill Griffin underground facilities from being moved west.

3. "Existing topographic features would cause construction of a turn lane to be prohibitively expensive, or dictate deviations from design standards".

As previously stated above, the largely constrained area between the Ben Hill Griffin Right of Way limits and the edge of pavement will prove to be a difficult and prohibitively expensive location to perform additional roadway infrastructure work. The existing 10" force main would have to be rebuilt in a constrained location prior to removing the existing 10" force main. Protection of the existing FPL infrastructure within an easement adjacent to the right of way would be required. Additionally existing mature code required buffer plantings would have to be removed and replaced.

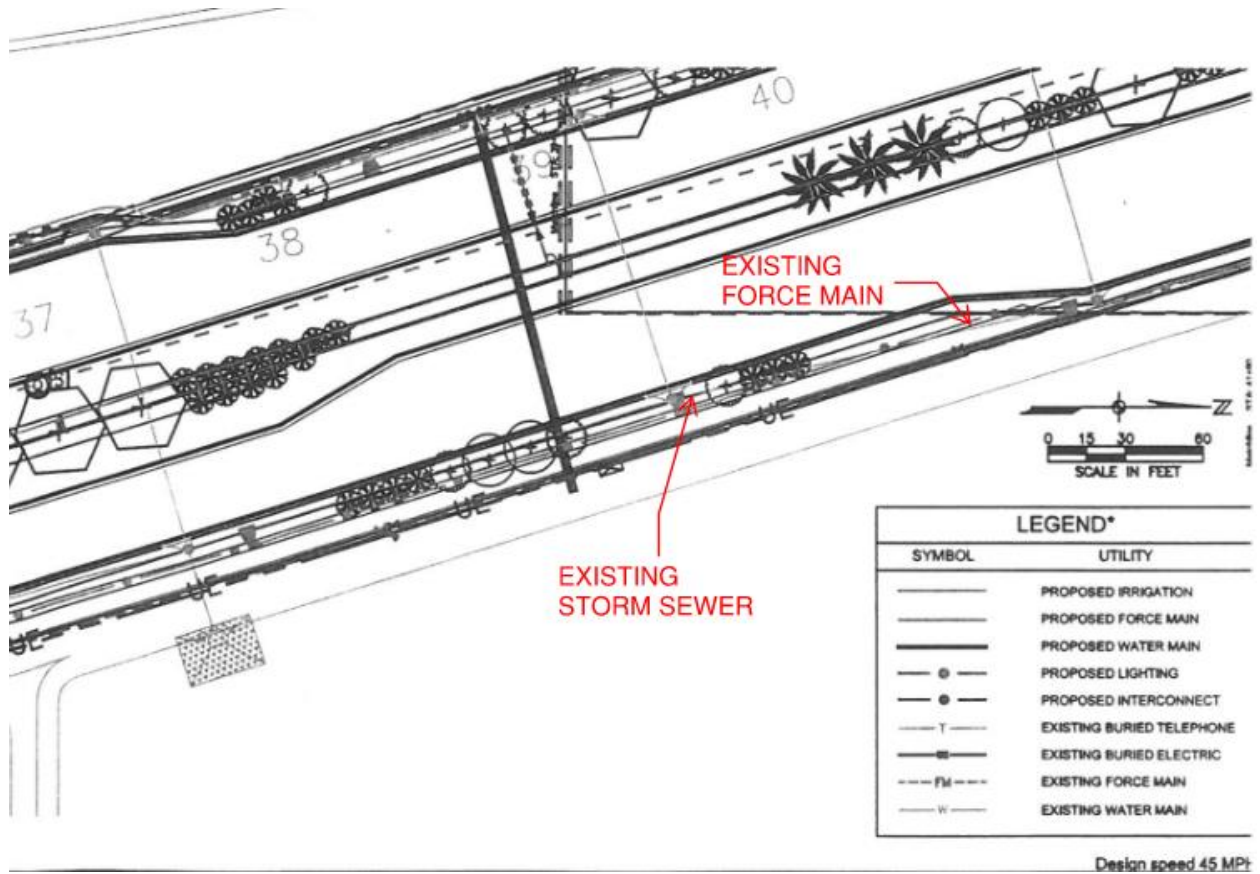
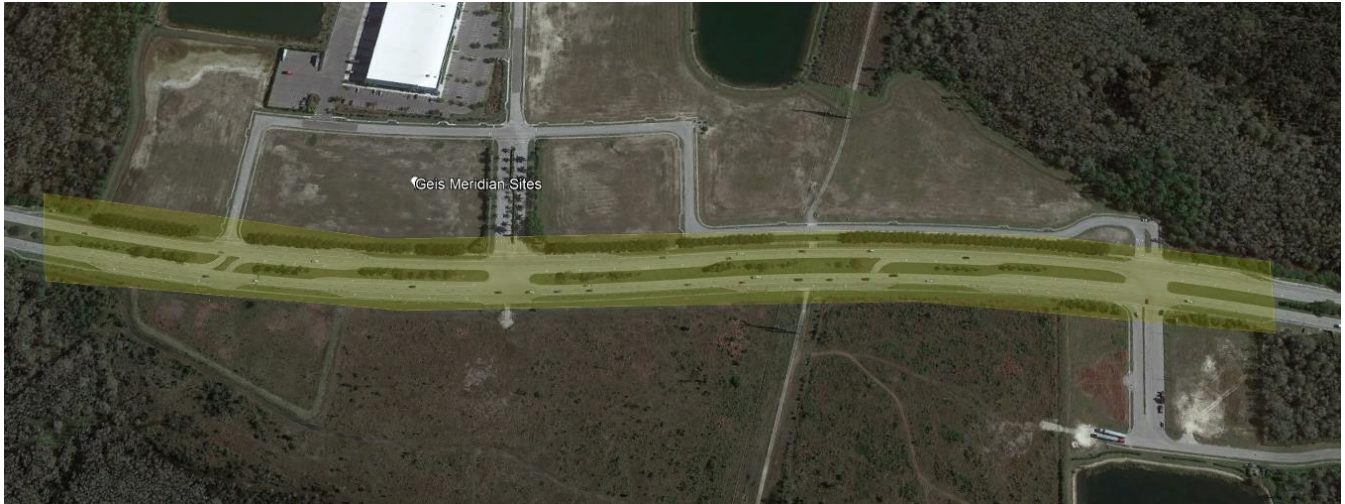
Also, the turn lane at the southern-most portion of Meridian Airport Park currently abuts an existing conservation easement preserve. Construction of a turn lane extension will cause new impacts to this existing preserve by relocating the sidewalk closer to the preserve and relocating the slope behind the sidewalk further into the preserve. This would be requiring the release of a portion of the easement and additional mitigation costs

5. "Unusual roadway features would cause a turn lane to be detrimental to the health, safety, and general welfare of the traveling public".

With the existing underground utilities that are located near the potential turn lane extension and wetland preserve, this will prove to be an unnecessary risk to the public health and safety. Operation of heavy equipment to perform required modifications will cause an unnecessary risk to damage the existing active 10" force main and ultimately cause harm to the adjacent wetland preserve or prove to be an overall biohazardous risk.

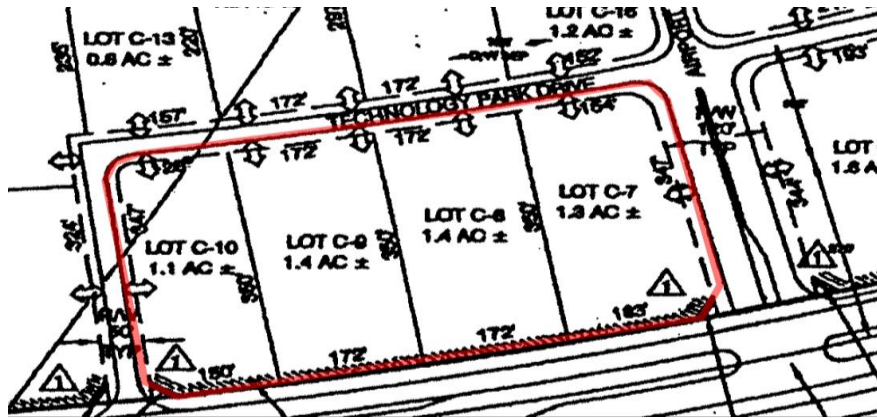
Modification of the existing roadway drainage network will prove to be an operational hazard of the stormwater management system. As this construction will be performed during the peak rainy season of the year, this will be a potential navigation hazard for the general traveling public.

Additionally, a maintenance of traffic plan will need to be implemented for roadway improvements. In an already constrained right of way, this can be a potential roadway hazard causing a safety risk to the traveling public.

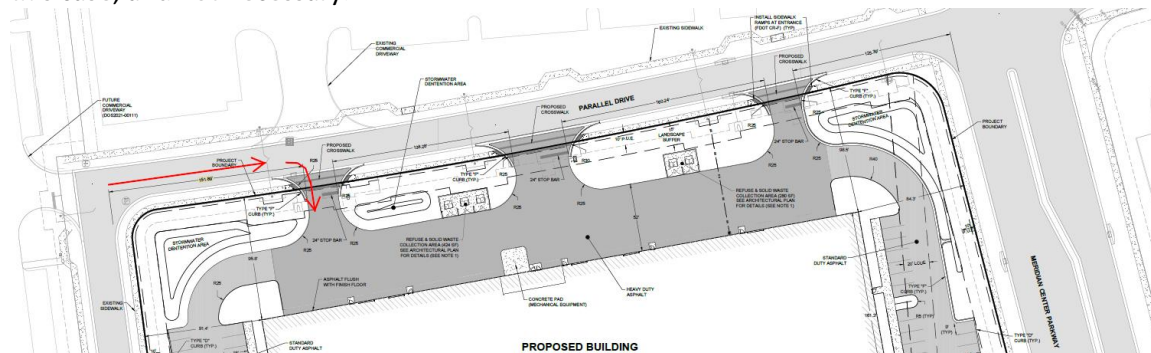


Lee County Administrative Code AC-11-4 "Turn Lane Policy" Section Table A-1

Justification: This project proposes combining existing platted parcels and reduces the original number of driveways and increases proximity to existing intersections as original contemplated by the master development order (as shown below from original Master Concept Plan).



The roadways internal to the Meridian Center project were not designed with a Design Speed of 30 mph. Traffic traveling these internal roadways will not be traveling at this rate of speed. The site access drive locations that do not meet the distance requirements as set forth in Table A-1 are located near an internal intersection where traffic that is following a right turning vehicle will be accelerating from a near stopped condition and will not be traveling 30 mph at the point of completing the right turn into the project site. The distance required in Table A-1 is excessive in this case, and not necessary.



Supporting Documents Included:

- February 4, 2022 Insufficiency Letter from Lee County Community Development
- Site Plan showing proposed driveways and intersection spacing dimensions
- Traffic Impact Statement

If you have any questions or comments, please feel free to call or email.

Sincerely,
MORRIS-DEPEW ASSOCIATES, INC.

Ryan Shute, P.E.
 Chairman