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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Mr. Jack Morris
Morris Depew Associates

FROM: Ted B. Treesh
President

DATE: October 11, 2021

RE: Meridian Airport Park – Building “B”
Ben Hill Griffin Parkway S. of Airport Connector
Lee County Florida

TR Transportation Consultants, Inc. has completed a traffic analysis in support of development order approval for the construction of warehouse/industrial building located on four parcels within the Meridian Airport Park MPD, located on the east side of Ben Hill Griffin Parkway south of the Airport Connector in Lee County, Florida. The subject site is under the most recent Zoning Resolution Z-12-018. The approximate location of the subject site is illustrated on the attached **Figure 1** of this Memorandum. Access to the site will provided to Parallel Drive via three connections. Parallel Drive is a privately maintained local roadway. Access to Ben Hill Griffin Parkway is provided at Parallel Drive along the northern border of this site and to Meridian Center Parkway along the southern border of this site, which were approved access locations per the *Memo of Understanding* (MOU) between Lee County and the Lee County Port Authority and the property owners as part the construction of Ben Hill Griffin Parkway.

The site plan indicates a single building on the site with approximately 74,922 square feet of overall floor area. At the time of this report, the end user of the building was not known. Therefore, the trip generation for the building was computed based on the “worst case” comparison between Light Industrial uses and Warehouse uses as contained in the ITE Trip Generation Report.

TRIP GENERATION

The Institute of Transportation Engineers Report titled *Trip Generation*, 10th Edition, was referenced to determine the impact the development will have on the adjoining roadways. **Table 1** below identifies the trip generation of the site during the weekday A.M. and P.M. peak hour. Land Use Code 150 (Warehouse) was utilized from the ITE report as the most appropriate land use for the proposed site. Since there are no signed tenants for the building at the time of this report, a trip generation comparison was completed with the use based on Light Industrial (LUC 110), however, the Warehouse use (LUC 150) generated slightly greater peak hour trips so this use was utilized for the remainder of the analysis. Copies of the trip generation equations for both LUC 150 and LUC 110 are attached to this report for reference.

Table 1
Trip Generation
Meridian Airport Park – Building B

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Warehouse (74,922 Sq. Ft.)	26	8	34	10	27	37	164

The trips shown in Table 1 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The anticipated trip distribution of the development traffic is shown on the attached **Figure 2**. Also shown on Figure 2 is the assignment of the project related trips to the site access drives and intersections.

CAPACITY ANALYSIS

In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the *Lee County Traffic Impact Statement Guidelines for Development Orders*, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service threshold volumes for Ben Hill Griffin Parkway were obtained from the Lee County Link-Specific Service Volume tables (dated June, 2016). Based on Table 1A, no roadway segments will be significantly impacted as a result of the proposed development. Also shown in Table 1A is the determination of the Potential Significant Impact as defined in the *Transportation Proportionate Share Calculations for New Development Projects* (Administrative Code 13-16). Based on Table 1A, all roadways are shown to utilize less than five percent (5%) of the adopted peak hour level of service volume. A Waiver has been applied for regarding the need to complete the required Proportionate Share Analysis as required in AC 13-16. This Waiver, GEN2021-00293, is under review by Development Services staff.

A capacity, or Level of Service, analysis was conducted based on the guidelines established by Lee County utilizing the Link Specific Service Volume Tables as provided by the Lee County Department of Transportation for Ben Hill Griffin Parkway both north and south of the project. **Table 2** below notes the projected volume and Level of Service as well as the current traffic volume and Level of Service on surrounding roadways. Attached **Figure 3** graphically represents the results of the Level of Service Analysis.

Table 2
Capacity Analysis
Meridian Airport Park – Building B

Link	Current Level of Service and Volume	Projected Level of Service and Volume
Ben Hill Griffin Pkwy - N. of Meridian Center Dr.	LOS "A" 1,017	LOS "A" 1,029
Ben Hill Griffin Pkwy - S. of Meridian Center Dr.	LOS "A" 1,017	LOS "A" 1,032

Based on Link Specific Peak Hour Directional Volumes

TURN LANE ANALYSIS

Turn lane analysis was conducted at the three proposed site access drives on Parallel Drive based upon the turn lane warrants contained within the Lee County Administrative Code 11-4 (AC 11-4). Based upon the results of the analysis, no turn lanes will be warranted at any of the proposed site access drive on Parallel Drive. A summary of the turn lane criteria is outline below:

Left Turn Lane on Local Road – Parallel Drive

Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (60) or more – Criteria Met – No, the projected left turns are less than sixty (60).

Number of Left Turning Movements on two-lane two-way facilities from the local street exceeds (60) sixty during either the peak hour of the local street and the opposing through and right turn traffic volume exceeds five hundred (500) vehicles during either the A.M. or P.M. peak hour of the local street – Criteria Met – No, the number of left turning movements is less than sixty (60) in the peak hours.

Available Sight Distance for left turning approaching traffic: or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown in Table A-1 for the posted speed limit of the local street - Criteria Met – No.

Traffic Control of the intersecting street access point connection is a signal or is anticipated meet MUTCD traffic signal warrants in the next five years – Criteria Met – No.

It is determined by the Lee County Department of Transportation that a turn lane is required for the health, safety, and welfare of the road users – Criteria Met - No

At least two or more criteria need to be met to warrant a left turn lane. Since two criteria are not met, a left turn lane is not warranted on Parallel Drive.

Right Turn Lane on Local Road – Parallel Drive

Posted speed limit of the local street is equal to or greater than 30 mph – Criteria Met – Yes, since there is no posted speed limit on Parallel Drive, per State Statute the assumed speed limit is 30 mph.

Number of right turning movements from the collector street is equal to or greater than sixty (60) during either AM or PM peak hour of the local street – Criteria Met – No, the number of right turning movements is less than sixty (60) in the peak hours.

Available Sight Distance for a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-1 for the design speed of the local street – Criteria Met – No.

Traffic control of intersection street or access point is a traffic signal – Criteria Met – No.

It is determined by the Lee County Department of Transportation that a turn lane is required for the health, safety, and welfare of the road users – Criteria Met - No

At least two or more criteria need to be met to warrant a right turn lane. Since two criteria are not met, a right turn lane is not warranted on Parallel Drive. The Lee County Administrative Code 11-4 (AC 11-4) is attached to this Memorandum for reference.

Further evaluation was conducted of the turn lanes serving the overall Meridian Airport Park PUD along Ben Hill Griffin Parkway. These turn lanes were constructed by the Lee County Port Authority as part of the Treeline Avenue/Ben Hill Griffin Parkway construction from Daniels Parkway to Alico Road. The turn lanes along this roadway section were constructed based on a Design Speed of 50 mph. Based on the Design Speed of 50 mph, a taper/decel distance of 240 feet is recommended.

A trip generation and traffic assignment was completed based on the anticipated full build-out of the Meridian Airport Park MPD. GEIS Construction is submitting four (4) separate Development Orders for the construction of light industrial/warehouse uses that will total approximately 208,560 square feet of floor area. Knott Development has submitted to Development Orders that total approximately 361,730 square feet of light industrial uses. One development parcel would remain that is owned by GEIS

Construction and a hotel was assumed for this parcel, although no Development Orders are planned for this site at the present time.

Table 3 identifies the trip generation of the full-build of the Meridian Airport Park MPD based on the submitted/pending and future development of the entire MPD.

**Table 3
Trip Generation
Meridian Airport Park – Build-Out**

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	In	Out	Total	In	Out	Total
Knott North & South Parcel DOS2018-00049 & DOS2017-00090) (361,727 Sq. Ft. Lt Industrial)	243	32	275	33	214	247
GEIS Bldg. A DOS2021-00111 (60,758 Sq. Ft. Warehouse)	25	8	33	8	27	35
GEIS Bldg. B (74,922 Sq. Ft. Warehouse)	26	8	34	10	27	37
GEIS Bldg. C (35,287 Sq. Ft. Warehouse)	23	7	30	9	23	32
GEIS Bldg. D (37,592 Sq. Ft. Warehouse)	23	7	30	9	23	32
Future Hotel Parcel (200 Rooms)	56	39	95	63	61	124
Build-Out Trips	396	101	497	132	375	507

NOTE: Traffic Volumes for Knott North & South taken from TIS prepared by Morris Depew

The trips from Table 3 were then assigned to the three site access drives serving the overall Meridian Airport Park along Ben Hill Griffin Parkway. Figure A-1, attached to this memorandum for reference, illustrates the traffic assignment to the three site access drive intersections along Ben Hill Griffin Parkway.

The northern site access drive is a directional median opening, while the center and southern access are both full median openings. The left turn lane storage requirements were computed based on the two-minute arrival formula as contained in the Lee County Turn Lane Policy. Since the development will have a higher than normal truck volume, the average vehicle length was increased to 40 feet in the two-minute arrival formula to account for the additional truck volumes enter the site. The taper/decel distance of 240 feet was then added to the storage requirements for the left turn lanes. No storage was provided for the right turn lanes as these movements are free-flow movements and no storage is required.

Table 4 illustrates the turn lane lengths based on the above calculations and the lengths of the existing turn lanes, and what changes are recommended, if any.

Table 4
Turn Lane Analysis
Ben Hill Griffin Parkway Access Drive – Meridian Airport Park MPD

Location	Recommended Storage	Taper/Decel	Total Turn Lane Length	Existing Turn Lane Length	Changes Recommended
Northern Access SB Left	60 feet	240 feet	300 feet	475 feet	No Change
Northern Access NB Right	0	240 feet	240 feet	350 feet	No Change
Center Access SB Left	135 feet	240 feet	375 feet	470 feet	No Change
Center Access NB Right	0	240 feet	240 feet	235 feet	No Change
Southern Access SB Left	50 feet	240 feet	290 feet	380 feet	No Change
Southern Access NB Right	0	240 feet	240 feet	230 feet	No Change

Note: Avg. Vehicle length of 40 was used rather than 25 feet

Based on the analysis conducted as part of this report, the turn lanes along Ben Hill Griffin Parkway that serve the Meridian Airport Park MPD are of sufficient length to serve the entire build-out of the MPD, as assumed in Table 3. No modification to the turn lanes along Ben Hill Griffin Parkway are warranted at this time.

CONCLUSION

Based on the construction of an approximately 74,922 square foot Warehouse/Industrial building at the southeast corner of Ben Hill Griffin Parkway and Parallel Drive in Lee County, Florida, there will be sufficient capacity on surrounding roadways to accommodate the additional vehicle trips. Additionally, no turn lane improvements will be warranted at the site access drive intersections.

Attachments

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
MERIDIAN AIRPORT PARK - BUILDING B

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 34 VPH IN= 26 OUT= 8

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 37 VPH IN= 10 OUT= 27

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LEVEL OF SERVICE THRESHOLDS</u>						<u>PERCENT</u>		
			<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	<u>PROJECT</u> <u>TRAFFIC</u> ¹	<u>PROJECT</u> <u>TRAFFIC</u>	<u>PROJ/</u> <u>LOS C</u>	<u>PROJ/ADOPTED</u> <u>LOS E</u>
Ben Hill Griffin Pkwy	N. of Meridian Center Dr.	4LD	1,530	2,980	2,980	2,980	2,980	45%	12	0.4%	0.4%
	S. of Meridian Center Dr.	4LD	1,530	2,980	2,980	2,980	2,980	55%	15	0.5%	0.5%

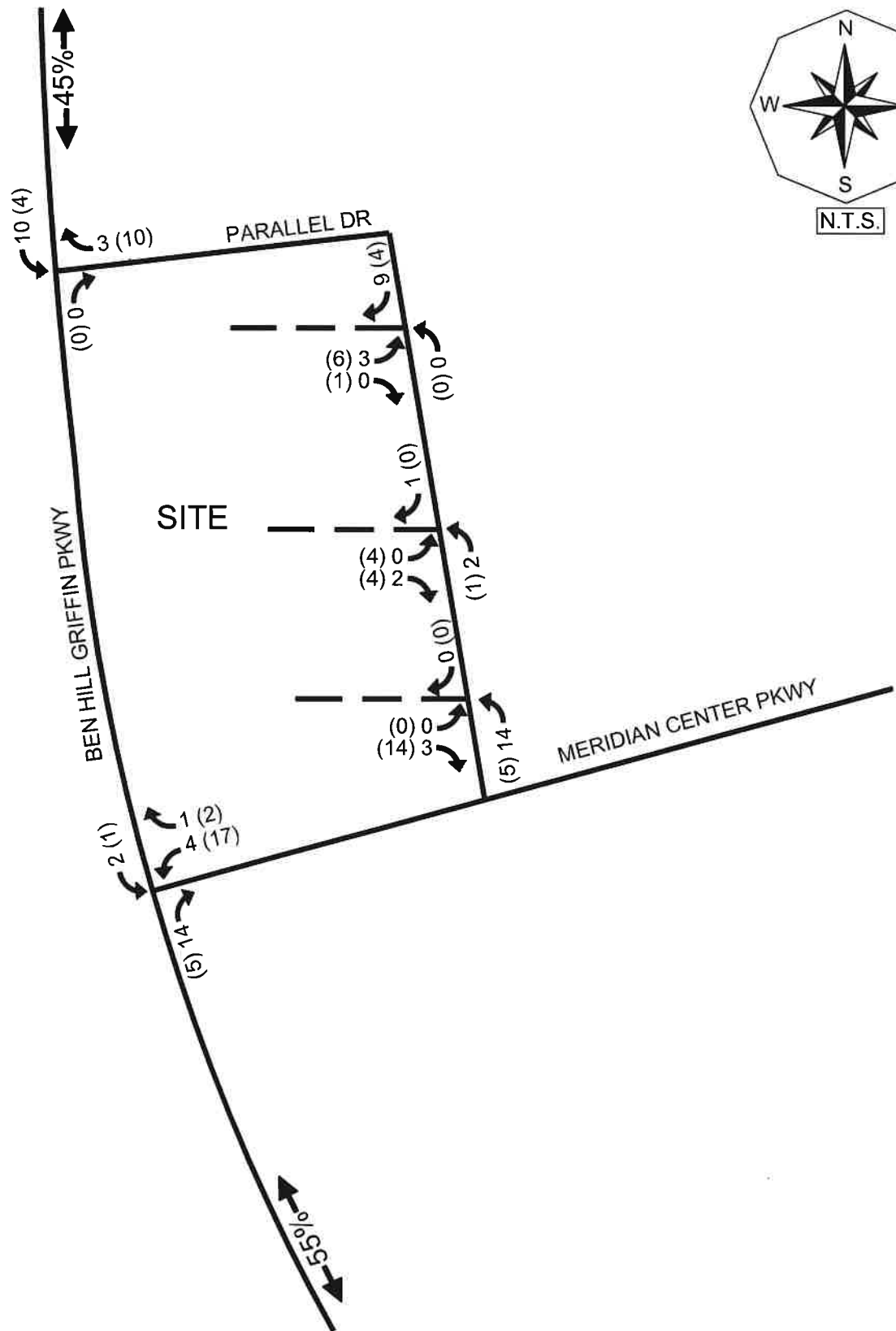
* Lee County Link Specific Service Volume Tables dated June 2016 were utilized

FIGURES 1, 2 & 3

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F2108.09

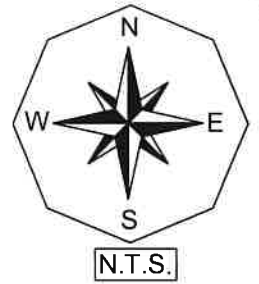


LEGEND

- ← 000 WEEKDAY AM SITE TRAFFIC
- ← (000) WEEKDAY PM SITE TRAFFIC
- ← 20% → PERCENT TRIP DISTRIBUTION

F2108.09

1,017 - "A"
(1,029 - "A")



1,017 - "A"
(1,032 - "A")

BEN HILL GRIFFIN PKWY

PARALLEL DR

SITE

MERIDIAN CENTER PKWY

LEGEND

XXX - "X" 2019 BACKGROUND TRAFFIC AND LEVEL OF SERVICE DESIGNATION

(XXX - "X") 2019 BACKGROUND TRAFFIC PLUS PM PEAK HOUR PROJECT TRIPS AND LEVEL OF SERVICE DESIGNATION

**TRAFFIC DATA FROM 2020 LEE
COUNTY PUBLIC FACILITIES
LEVEL OF SERVICE AND
CONCURRENCY REPORT**

5/5/2023

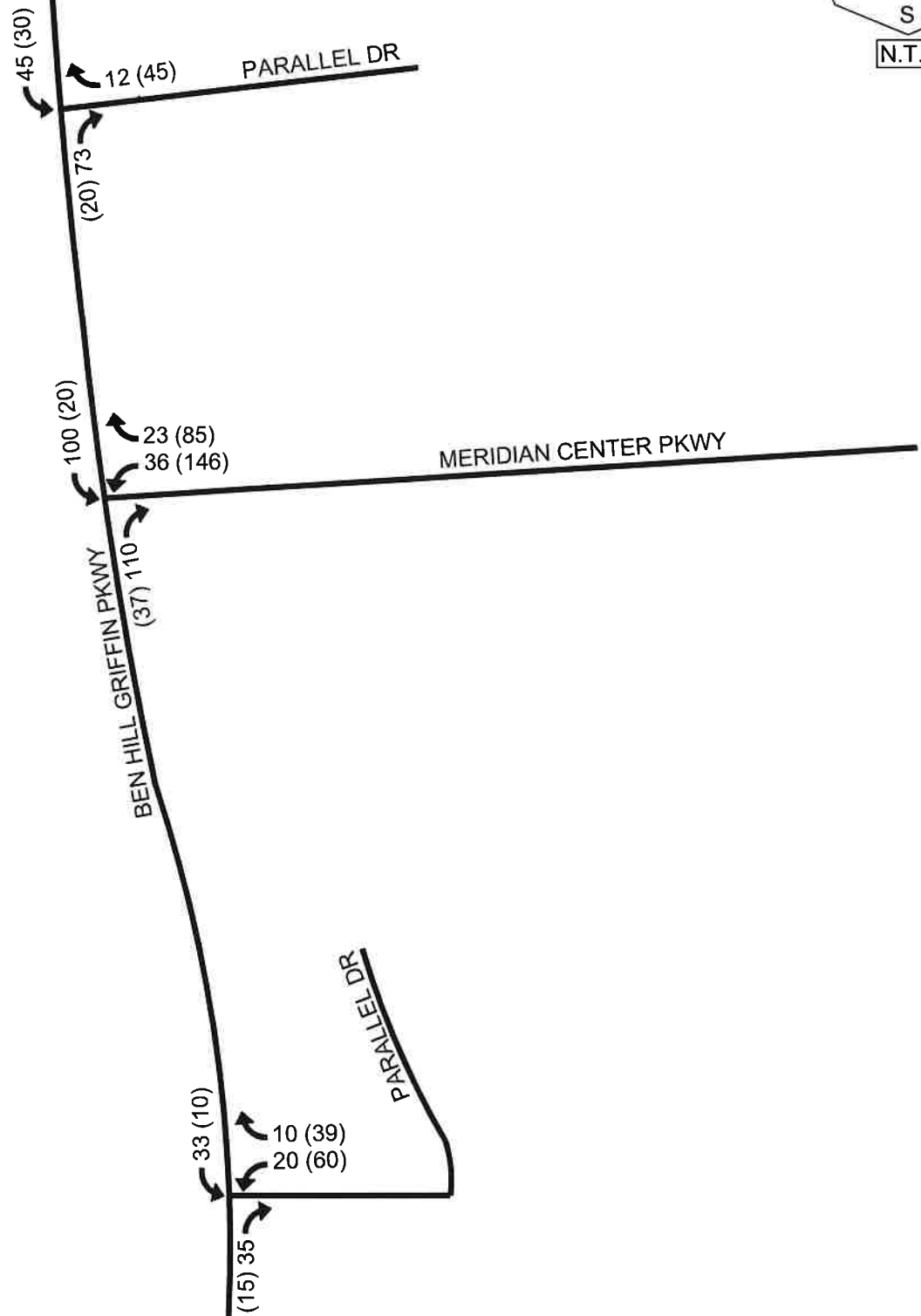
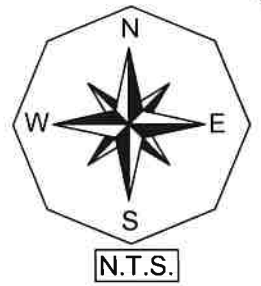
LEE COUNTY Road Link Volumes (County- and State-Maintained Roadways)

LINK NO	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2019 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LVS	CAPACITY	LOS	VOLUME	LVS	VOLUME	
00100	A S W RIVER RD	GLADIOLUS DR	MCGREGOR BLVD	2LN	E	800	C	290	C	309	
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	101	D	200	
00400	ALEXANDER GELL	SR 82	MILWAUKEE BLVD	2LN	E	990	D	221	D	280	
00500	ALEXANDER GELL	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	221	D	226	Shoreline Lakes
00600	ALICO RD	US 41	DUSTY RD	4LD	E	1,080	B	1,407	B	1,483	
00700	ALICO RD	DUSTY RD	LEE RD	4LD	E	2,980	D	1,407	B	1,488	Also: Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	4LD	E	2,980	B	1,107	B	1,155	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	4LD	E	2,980	B	2,418	B	2,534	REPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	4LD	E	2,980	B	1,246	B	1,383	REPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN	E	1,000-1,810	C	185	E	286	4th count 2016, REPCO study
01050	ALICO RD	GREEN MEADOW DR	CORNSCREW RD	2LN	E	1,000	B	431	B	324	REPCO Study
01200	BARCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	800	C	55	C	102	old count
01400	BARETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	890	C	103	C	115	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	1,759	
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	580	
02100	BEN HILL GRIFFIN PKWY	CORNSCREW RD	FOOT ENTRANCE	4LD	E	2,000	B	1,402	B	1,474	
02200	BEN HILL GRIFFIN PKWY	FOOT 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	4LD	E	1,000	B	1,127	B	1,219	
02300	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,080	A	1,017	A	1,069	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	800	C	340	C	518	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,800	C	551	C	511	Constrained to City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,800	C	1,210	C	1,608	Constrained to City Plan
02600	BONITA BEACH RD	US 41	OLIVIA	4LD	E	1,800	C	1,157	C	1,318	Constrained, old count projection(2016)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,804	C	1,939	Constrained to City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	2,132	C	2,241	Constrained to City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRANDE DR	4LD	E	2,000	B	873	B	705	Constrained to City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	END OF (3) MAINTAINED	4LD	E	2,000	B	873	B	705	Constrained to City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	800	D	692	E	752	old count projection(2009)
03100	BONITA GRANDE DR	US 41	SUMMERLIN RD	6LN	E	2,320	E	1,778	E	1,890	
03200	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	800	C	276	C	290	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWS CT	2LN	E	800	C	197	C	218	
03500	BROADWAY RD (ALVA)	SR 80	N. RIVER RD	2LN	E	800	C	269	C	304	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	C	405	C	428	
03700	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	403	D	415	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 30	2LN	E	990	D	518		1,207	Buckingham 345 & Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,930	B	942	B	990	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,110	C	453	C	391	
04200	BUS 41 (N TAMIAMI TR, SR 78)	CITY LIMITS IN END OF	PONDELLA RD	6LD	D	3,171	C	1,471	C	1,673	
04300	BUS 41 (N TAMIAMI TR, SR 78)	PONDELLA RD	SR 78	6LD	D	3,171	C	1,471	C	1,673	
04400	BUS 41 (N TAMIAMI TR, SR 78)	SR 78	LITTLETON RD	4LD	D	2,100	C	959	C	1,003	
04500	BUS 41 (N TAMIAMI TR, SR 78)	LITTLETON RD	US 41	4LD	D	2,100	C	552	C	573	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	MCGREGOR BLVD	4LB	E	1,000	D	3174	D	3,427	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	2LN	E	850	C	267	C	302	Constrained, old count(2016)
04800	CEMETERY RD	BUCKINGHAM RD	HIGHWAY AVE	2LN	E	850	C	242	C	255	
04900	CHAMBERLIN PKWY	AIRPORT EST	DANIELS PKWY	4LN	E	1,790	C	103	C	150	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	800	C	268	C	420	Estero maintains to east
05100	COLLEGE PKWY	MCGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,592	D	2,409	
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,079	D	2,184	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,054	D	2,161	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,825	D	1,945	
05500	COLONIAL BLVD	MCGREGOR BLVD	SUMMERLIN RD	6LD	E	2,810		3,049		3,204	
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,810		2,882		3,028	
06200	COLONIAL BLVD	US 41	SR 82	6LD	D	1,910	B	2,117	C	2,223	
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	800	C	100	C	195	
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	800	C	217	C	245	old count projection(2010)
06500	CORBETT RD	SR 8 (PINE ISLAND RD)	LITTLETON RD	2LN	E	800	C	22	C	226	old count, old VA district survey
06600	CORNSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	1,007	C	1,272	Collection at Corkscrew
06700	CORNSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900		2,129		2,486	Railroad Crossing
06800	CORNSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	C	1,161	C	1,255	
06900	CORNSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,900	C	480	C	501	
07000	CORNSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,110	C	486	D	791	REPCO Study, The Place
07100	COUNTRY LAKES BLVD	LUCKETT RD	TIGER ST	2LN	E	800	C	143	C	263	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	800	C	499	C	521	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	800	C	324	C	310	

**TRIP GENERATION AND TRAFFIC
ASSIGNMENT FROM KNOTT
DEVELOPMENT TRACTS**

FIGURE A-1
SITE TRAFFIC ASSIGNMENT
FULL BUILD-OUT MERIDIAN
AIRPORT PARK MPD

F2109.08



LEGEND

- ← 000 WEEKDAY AM SITE TRAFFIC
- ← (000) WEEKDAY PM SITE TRAFFIC

Table A: Project Trip Generation

ITE LUC ⁽¹⁾	Units	Number of Units	Trip Generation					Trip Directional Distribution ⁽¹⁾	
			Type	ITE LUC Equation ⁽¹⁾	Trips	Entering	Exiting	Entering	Exiting
110	General Light Industrial	1,000 SF Gross Floor Area	ADT	$T = 7.47(X) - 101.92$	1213	50%	50%	606	606
			AM PHT	$T = 1.18(X) - 89.28$	118	88%	12%	104	14
			PM PHT	$T = 1.43(X) - 157.36$	94	12%	88%	11	83
715	Single Tenant Office Building	1,000 SF Gross Floor Area	ADT	$T = 11.65 (X)$	291	50%	50%	146	146
			AM PHT	$T = 1.67 (X) + 21.93$	64	89%	11%	57	7
			PM PHT	$T = 1.52 (X) + 34.60$	73	15%	85%	11	62

(1) Trip Generation, 9th Edition, Institute of Transportation Engineers, Volumes 2 & 3

Project Trip Generation Summary	
Total ADT =	1504
Entering =	752
Exiting =	752
Total AM PHT =	182
Entering AM PHT =	161
Exiting AM PHT =	21
Total PM PHT =	167
Entering PM PHT =	22
Exiting PM PHT =	145

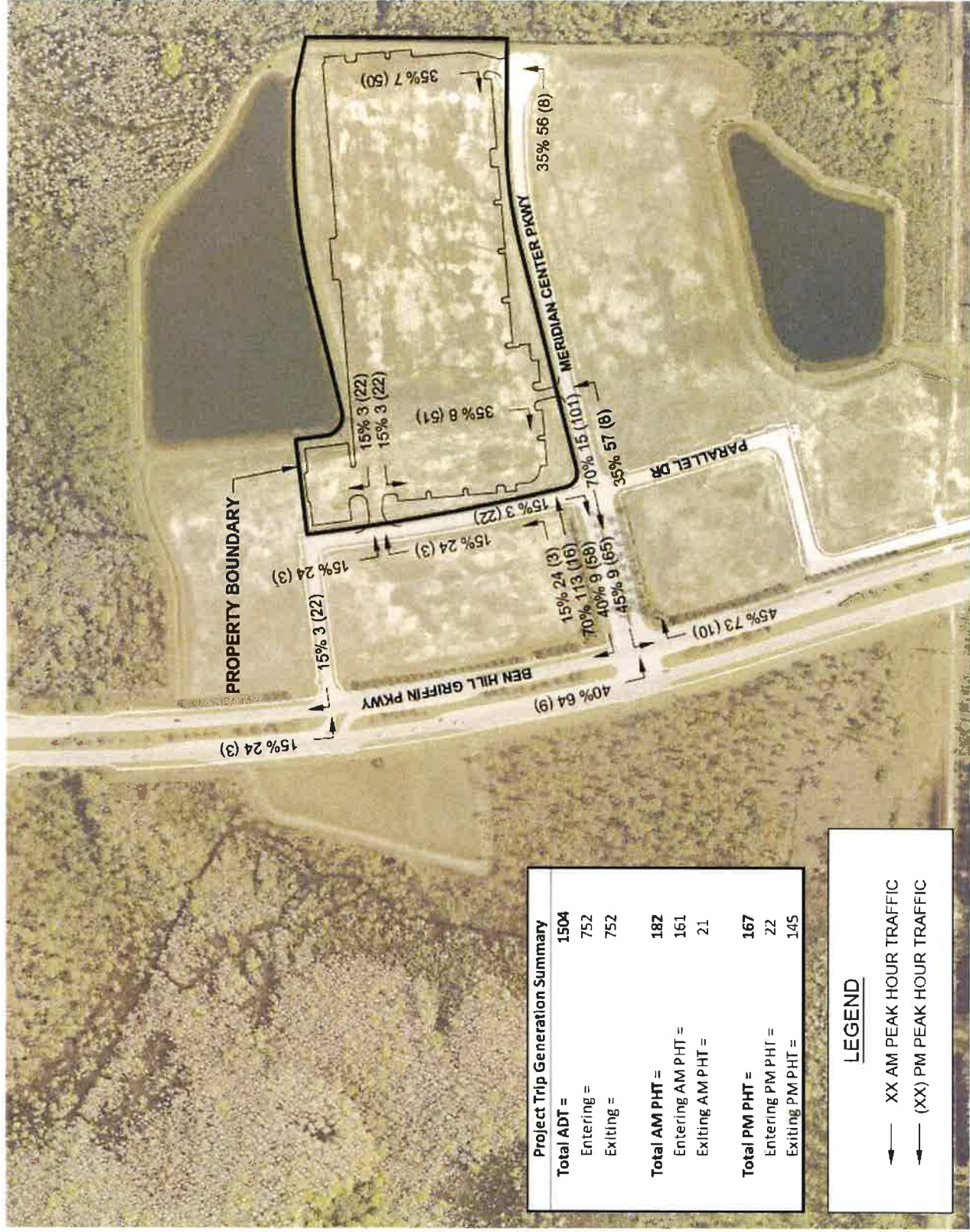


Figure 2: Trip Distribution Map

Table A: Project Trip Generation

ITE LUC ⁽¹⁾	Units	Number of Units	Trip Generation					Trip Directional Distribution ⁽¹⁾	
			Type	ITE LUC Equation ⁽¹⁾	Trips	Entering	Exiting	Entering	Exiting
110	General Light Industrial 1,000 SF Gross Floor Area	141.09	ADT	$T = 3.79(X) + 57.96$	592	50%	50%	296	296
			AM PHT	$\ln(T) = 0.74\ln(X) + 0.39$	57	88%	12%	50	7
			PM PHT	$\ln(T) = 0.69\ln(X) + 0.43$	46	13%	87%	6	40
715	Single Tenant Office Building 1,000 SF Gross Floor Area	20.00	ADT	$T = 11.25 (X)$	225	50%	50%	113	112
			AM PHT	$T = 1.78 (X)$	36	89%	11%	32	4
			PM PHT	$T = 1.71 (X)$	34	15%	85%	5	29

(1) Trip Generation, 10th Edition, Institute of Transportation Engineers

Project Trip Generation Summary	
Total ADT =	817
Entering =	409
Exiting =	408
Total AM PHT =	93
Entering AM PHT =	82
Exiting AM PHT =	11
Total PM PHT =	80
Entering PM PHT =	11
Exiting PM PHT =	69

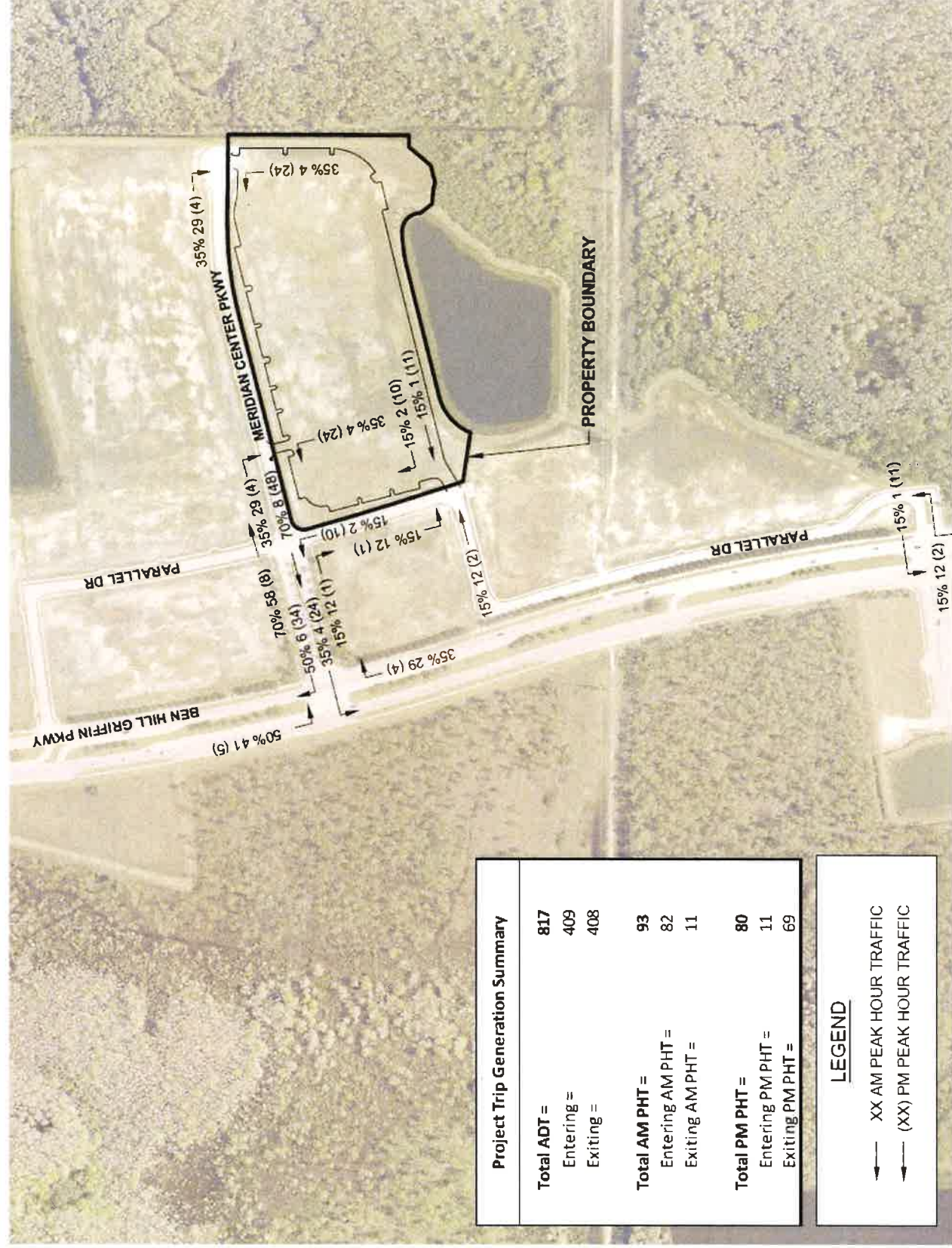


Figure 2: Trip Distribution Map

LEE COUNTY LINK SPECIFIC SERVICE VOLUME TABLES

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LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

JUNE 2016

PAGE 1

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR--PEAK DIRECTION)						SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)					
						A	B	C	D	E	F	A	B	C	D	E	F
ALABAMA RD	SR 82	MILWAUKEE BLVD	3	1.9	2LN	110	260	440	590	990	990	210	490	820	1,100	1,840	
		HOMESTEAD RD	3	1.7	2LN	110	260	440	590	990	990	210	490	820	1,100	1,840	
ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	3	2.3	2LN	120	290	480	660	990	990	230	540	890	1,230	1,840	
		LELAND HEIGHTS	3	3.4	2LN	120	290	480	660	990	990	230	540	890	1,230	1,840	
ALICO RD	US 41	DUSTY RD	4	0.5	4LD	0	1,930	1,980	1,980	1,980	1,980	0	3,720	3,800	3,800	3,800	
		LEE RD	4	1.6	6LD	0	2,960	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700	
		THREE OAKS PKWY	4	0.8	6LD	0	2,960	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700	
		1-75	4	0.5	6LD	0	2,960	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700	
		BEN HILL GRIFFIN PKWY	3	0.5	6LD	0	2,960	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700	
		CORKSCREW RD	3	6.9	2LN	70	280	540	760	1,100	1,100	140	540	1,040	1,470	2,120	
BEN HILL GRIFFIN PKWY		FGCU ENTRANCE	3	2.2	4LD	940	2,000	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690	
		COLLEGE CLUB DR	3	1.8	4LD	940	2,000	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690	
		ALICO RD	3	0.5	6LD	1,450	3,000	3,000	3,000	3,000	3,000	2,690	5,560	5,560	5,560	5,560	
BONITA BEACH RD		VANDERBILT DR	8	1.5	4LD	0	530	1,900	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600	
		US 41	8	0.7	4LD	0	530	1,900	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600	
		HACIENDA VILLAGE	8	0.7	4LD	0	340	1,860	1,860	1,860	1,860	0	630	3,450	3,450	3,450	
		OLD 41	8	1.0	4LD	0	340	1,860	1,860	1,860	1,860	0	630	3,450	3,450	3,450	
		IMPERIAL ST	8	1.1	6LD	0	530	2,800	2,800	2,800	2,800	0	990	5,190	5,190	5,190	
		1-75	8	0.7	6LD	0	530	2,800	2,800	2,800	2,800	0	990	5,190	5,190	5,190	
		BONITA GRANDE DR	8	0.7	4LD	0	1,690	2,020	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750	
		END OF CO. MAINTAINED	8	1.0	4LD	0	1,690	2,020	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750	
BOYSCOUT RD		CLAYTON CT	1	0.3	6LN	0	0	0	940	2,520	2,520	0	0	0	1,700	4,550	
		US 41	1	0.2	6LN	0	0	0	940	2,520	2,520	0	0	0	1,700	4,550	
BUCKINGHAM RD	SR 82	ORANGE RIVER BLVD	3	7.8	2LN	60	190	430	620	990	990	120	360	820	1,170	1,870	
		ORANGE RIVER BLVD	3	2.6	2LN	60	190	430	620	990	990	120	360	820	1,170	1,870	
BURNT STORE RD	SR 78	VAN BUREN PKWY	5	3.6	4LD	870	1,490	2,100	2,660	2,950	2,950	1,530	2,620	3,690	4,670	5,180	
		COUNTY LINE	5	6.3	2LN	150	390	640	880	1,140	1,140	270	690	1,130	1,550	2,010	
BUSINESS 41	SR 80	N. END OF BRIDGE	2	1.2	6LB	1,440	2,440	3,450	4,420	5,120	5,120	2,220	3,760	5,310	6,800	7,880	
		PONDELLA RD	2	0.5	6LD	0	2,460	2,780	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270	
		SR 78	2	1.1	6LD	0	2,460	2,780	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270	
		LITTLETON RD	2	1.3	4LD	0	1,580	1,840	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870	
		US 41	2	1.3	4LD	0	1,580	1,840	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870	
CAPE CORAL BRIDGE	DEL PRADO BLVD	WEST END OF BRDG	4 & 5	0.4	4LD	0	0	1,340	1,900	1,900	1,900	0	0	2,280	3,230	3,230	
		McGREGOR BLVD	4 & 5	1.3	4LB	1,120	1,900	2,680	3,440	4,000	4,000	1,910	3,230	4,540	5,820	6,790	
COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	4	0.8	6LD	0	0	1,290	2,800	2,980	2,980	0	0	2,190	4,750	5,040	
		WHISKEY CREEK DR	4	0.8	6LD	0	0	1,290	2,800	2,980	2,980	0	0	2,190	4,750	5,040	
		SUMMERLIN RD	4	0.8	6LD	0	0	1,290	2,800	2,980	2,980	0	0	2,190	4,750	5,040	
		US 41	4	0.9	6LD	0	0	1,290	2,800	2,980	2,980	0	0	2,190	4,750	5,040	
COONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	1	0.4	6LD	0	0	1,530	2,840	2,840	2,840	0	0	2,560	4,740	4,740	
		US 41	1	0.7	6LD	0	0	1,530	2,840	2,840	2,840	0	0	2,560	4,740	4,740	
		FOWLER ST	1	0.5	6LD	0	0	1,530	2,840	2,840	2,840	0	0	2,560	4,740	4,740	

TRIP GENERATION EQUATIONS

General Light Industrial (110)

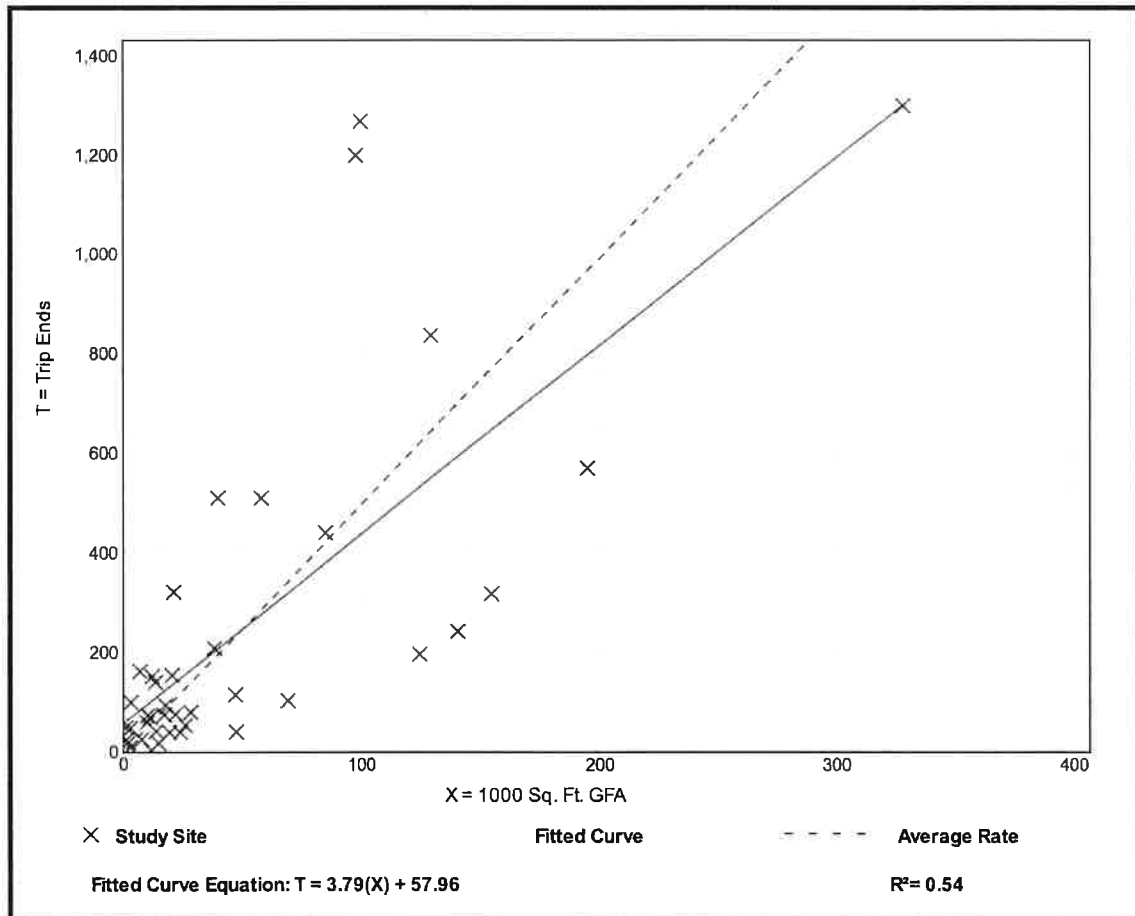
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 40
1000 Sq. Ft. GFA: 49
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.96	0.34 - 43.86	4.20

Data Plot and Equation



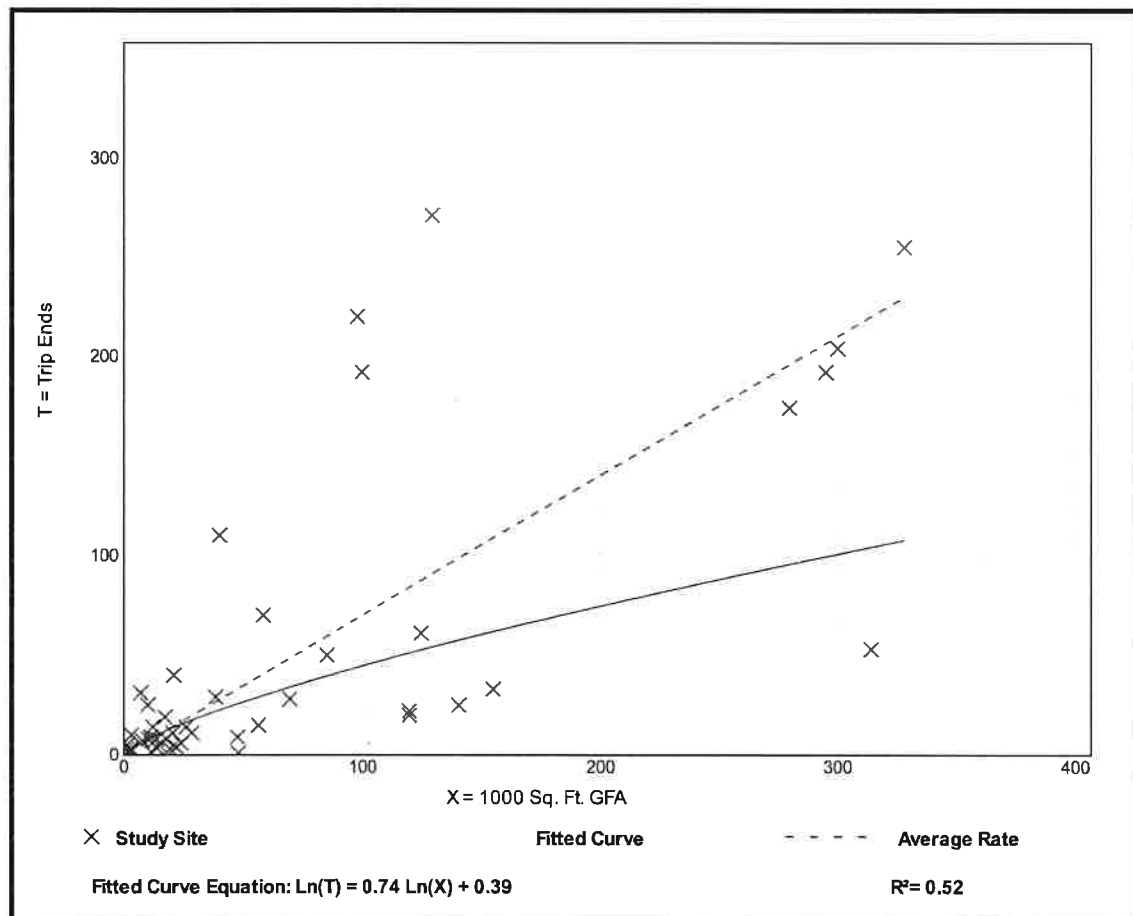
General Light Industrial (110)

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: 45
 1000 Sq. Ft. GFA: 73
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.70	0.02 - 4.46	0.65

Data Plot and Equation



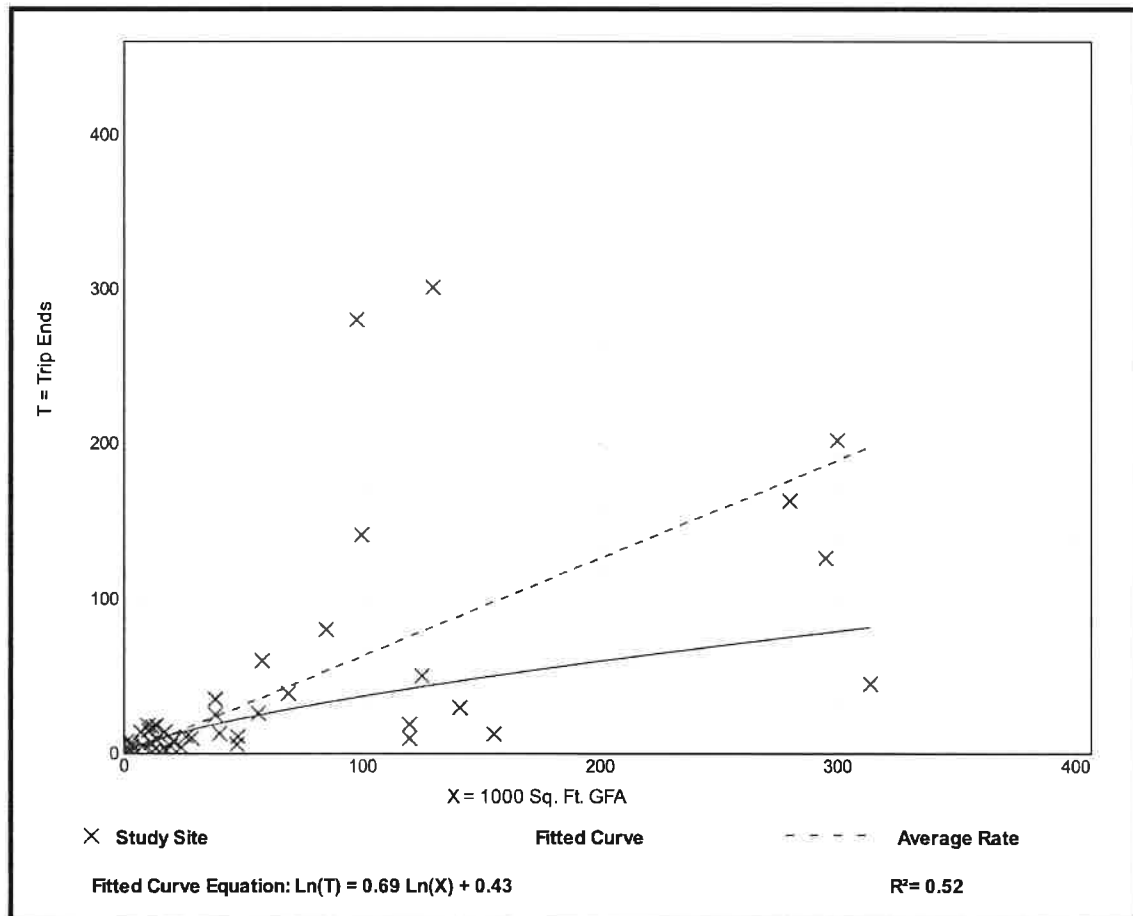
General Light Industrial (110)

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: 44
 1000 Sq. Ft. GFA: 67
 Directional Distribution: 13% entering, 87% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.63	0.07 - 7.02	0.68

Data Plot and Equation



Warehousing (150)

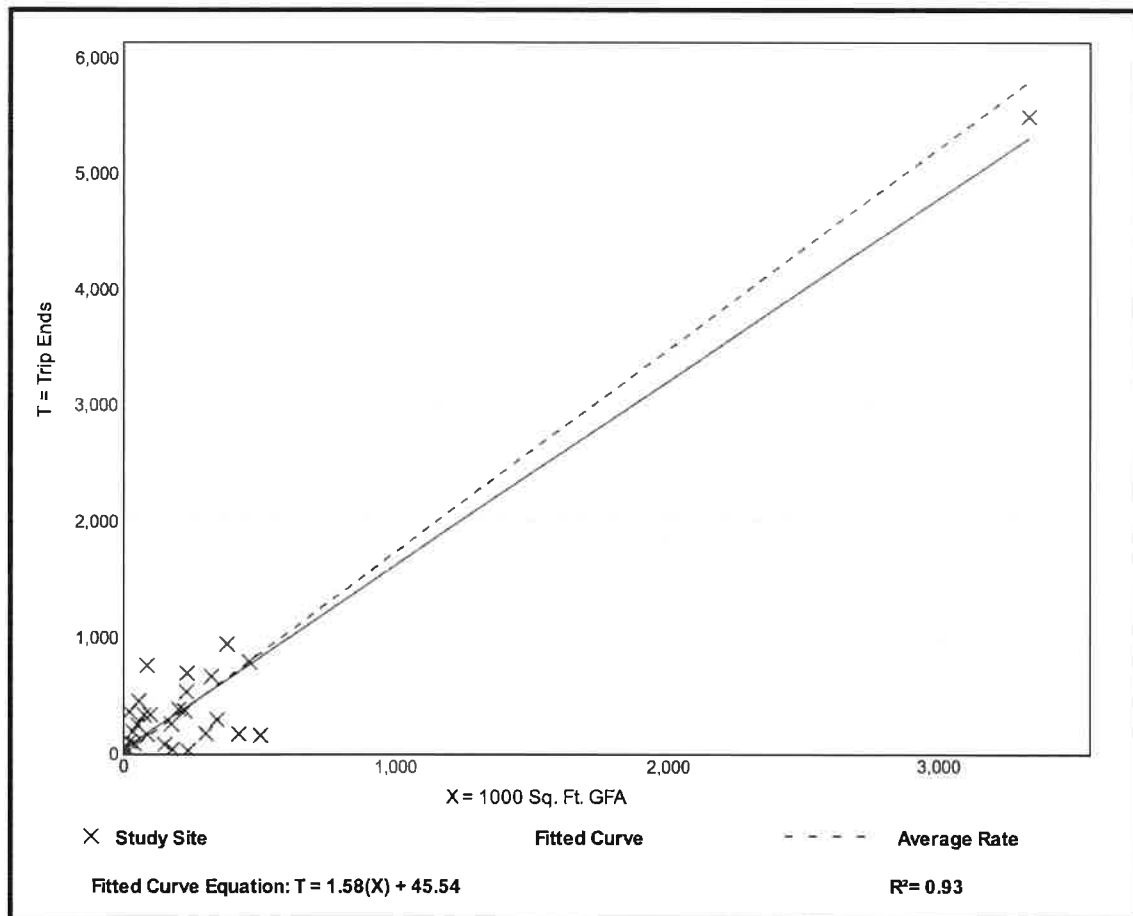
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



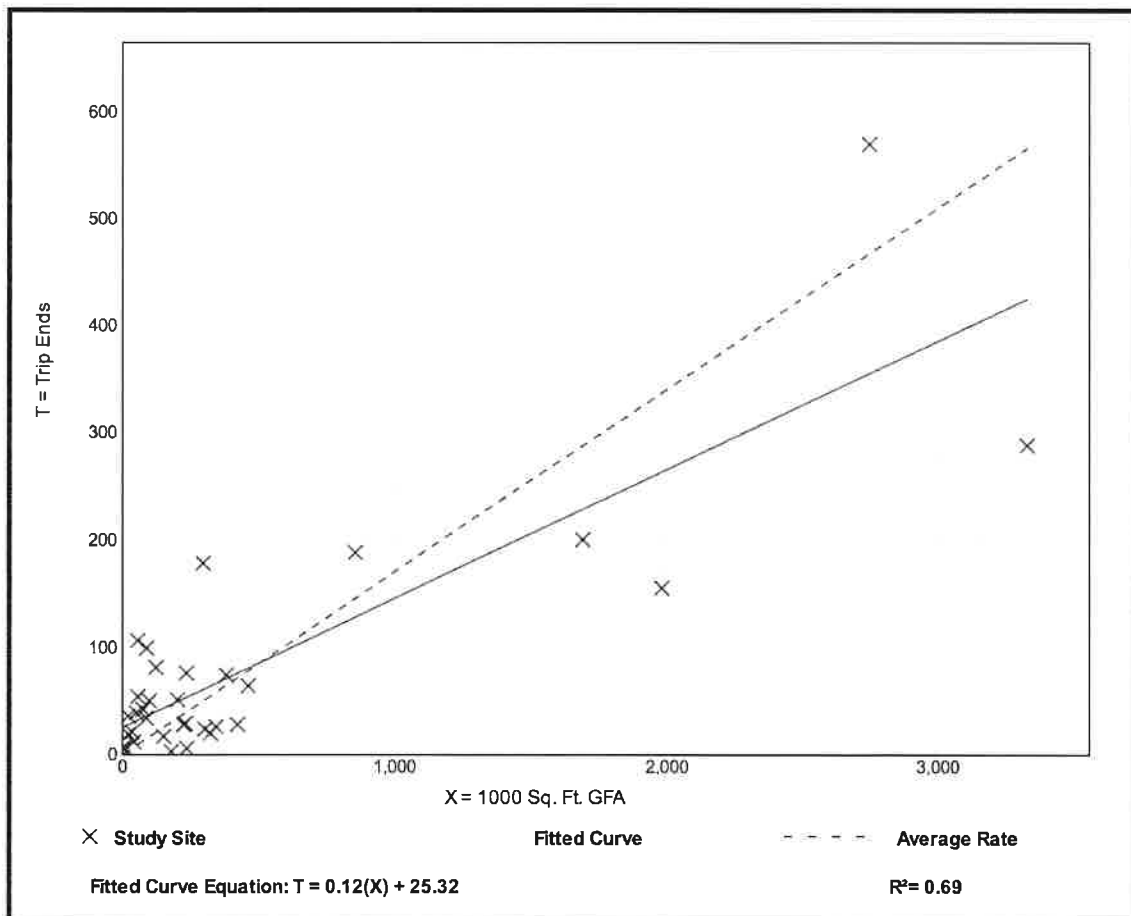
Warehousing (150)

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: 34
 1000 Sq. Ft. GFA: 451
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Warehousing (150)

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: 47
 1000 Sq. Ft. GFA: 400
 Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation

