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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

MCALISTER'S DELI DEVELOPMENT ORDER

PROJECT NO. F2201.09

**PREPARED BY:
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**Revised:
May 18, 2022**



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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking a local Development Order approval. The proposed development is located at the southwest corner of San Carlos Boulevard (SR 865) and Majestic Palms Boulevard in Lee County, Florida. **Figure 1** illustrates the approximate location of the subject site.

The subject site will occupy “Outparcel A” within the San Carlos Center Commercial Planned Development (Z-05-063, ADD2007-00062 & ADD2011-0048). Upon approval of this Development Order application, the subject site will be developed with an approximately 3,611 square foot (includes 440 square feet of outdoor seating area) McAlister’s Deli restaurant. Access to the subject site will be provided via existing internal roadways that serve the overall Island Pass Shopping Center.

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

II. EXISTING CONDITIONS

The subject site is currently vacant. The site is bordered by vacant “Outparcel “B” to the north, San Carlos Boulevard to the east, a parking lot to the south, and by commercial uses to the west.

F2201.09/Sufficiency





San Carlos Boulevard (SR 865) is a four lane divided arterial that borders the subject site to the east. San Carlos Boulevard has a posted speed limit of 45 mph and is under the jurisdiction of the Florida Department of Transportation (FDOT).

Majestic Palms Boulevard is a two-lane local roadway within the vicinity of the subject site. Majestic Palms Boulevard has a posted speed limit of 25 mph and is a privately maintained roadway. See attached street view of the posted 25 mph speed limit sign.

III. PROPOSED DEVELOPMENT

Upon approval of this Development Order application, the subject site will be developed with an approximately 3,611 square foot (includes 440 square feet of outdoor seating area) McAlister's Deli restaurant. **Table 1** summarizes the land use utilized for trip generation purposes for the subject site.

Table 1
Land Use
McAlister's Deli

Land Use	Size
Fast-Food Restaurant with Drive-Through Window	3,611 Sq. Ft. *

*Includes 440 Sq. Ft. of outdoor seating area.

Access to the subject site will be provided via existing internal roadways that serve the overall Island Pass Shopping Center. Project traffic will primarily access the site via Majestic Palms Boulevard.

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 11th Edition. Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) was utilized for the trip generation purposes of the proposed development. The equations used



from this land use are contained in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour as well as the daily trip generation of the development as currently proposed.

Table 2
Trip Generation
McAlister's Deli

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Through Window (3,611 sq. ft.)	83	78	161	62	57	119	1,688

The trips shown for the use in Table 2 will not all be new trips to the adjacent roadway system. ITE estimates that a fast-food restaurant with a drive-through of comparable size may attract a significant amount of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called “pass-by” traffic, reduces the development’s overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. ITE indicates an average “pass-by” traffic reduction for Land Use Code 934 of 50% during the A.M. peak hour and 55% during the P.M. peak hour.

For this analysis, the “pass-by” traffic was accounted for in order to determine the number of “new” trips the development will add to the surrounding roadways. **Table 3** summarizes the “pass-by” percentage for the proposed use. **Table 4** summarizes the development traffic and the breakdown between the new trips the development is anticipated to generate and the “pass-by” trips the development is anticipated to attract. It should be noted that the driveway volumes are not reduced as a result of the “pass-by” reduction, only the traffic added to the surrounding streets and intersections.



Table 3
Pass-by Trip Reduction Factors
McAlister's Deli

Land Use	Percentage Trip Reduction
Fast-Food Restaurant with Drive-Through Window (LUC 934)	50% A.M. 55% P.M. & Daily

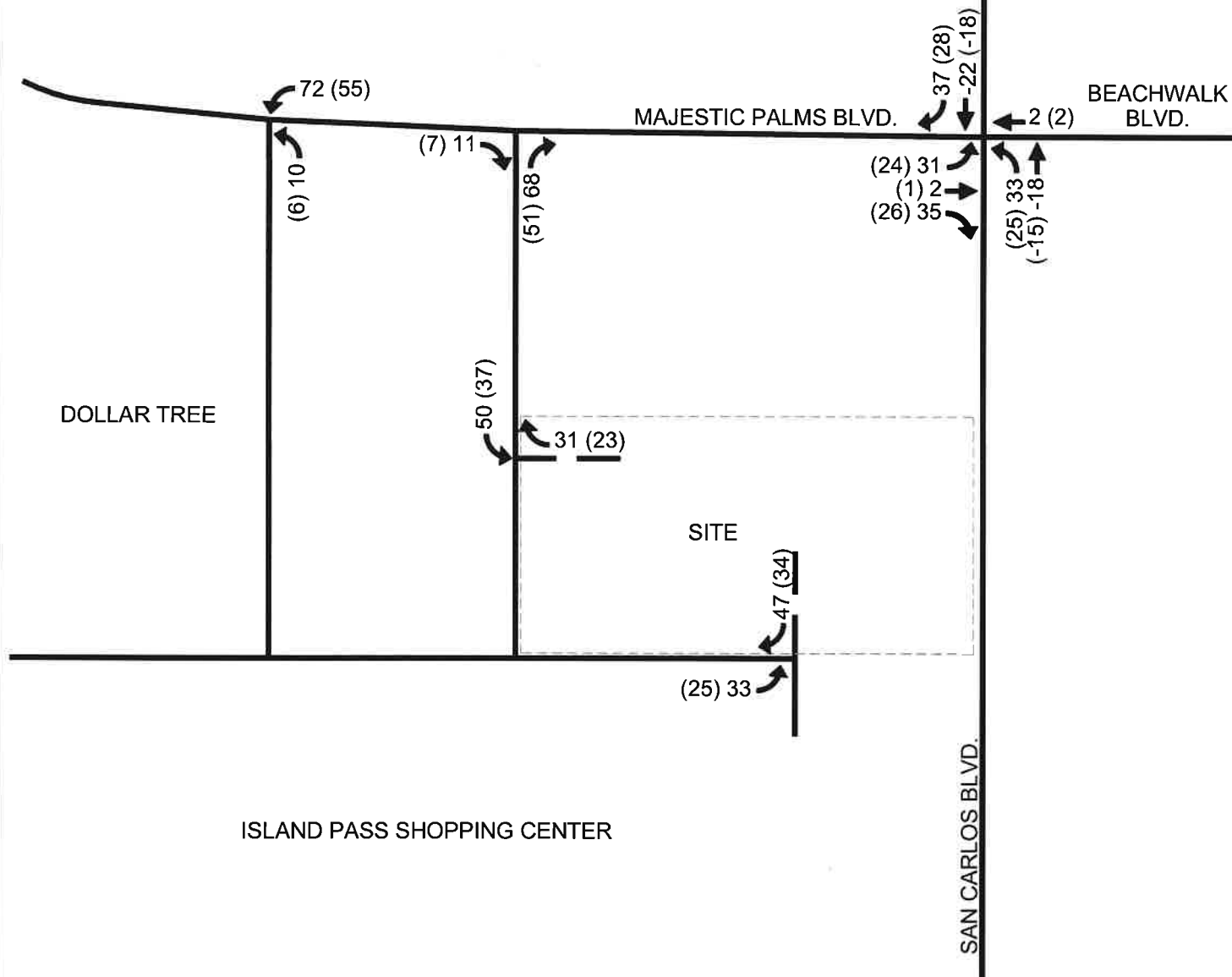
Table 4
Trip Generation – New Trips
McAlister's Deli

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	83	78	161	62	57	119	1,688
Less LUC 934 Pass-by	-40	-40	-80	-33	-33	-66	-928
New Trips	43	38	81	29	24	53	760

V. TRIP DISTRIBUTION

The trips the proposed development is anticipated to generate were assigned to the site access drives and the surrounding roadway network. The net new trips anticipated to be added to the surrounding roadway network were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure A-1**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of the new project trips. **Figure A-2**, included in the Appendix of this report, illustrates the percent project traffic distribution and assignment of pass-by trips. **Figure 2** illustrates the resulting assignment of all project related trips (net new + pass-by).

F2201.09/Sufficiency



LEGEND

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



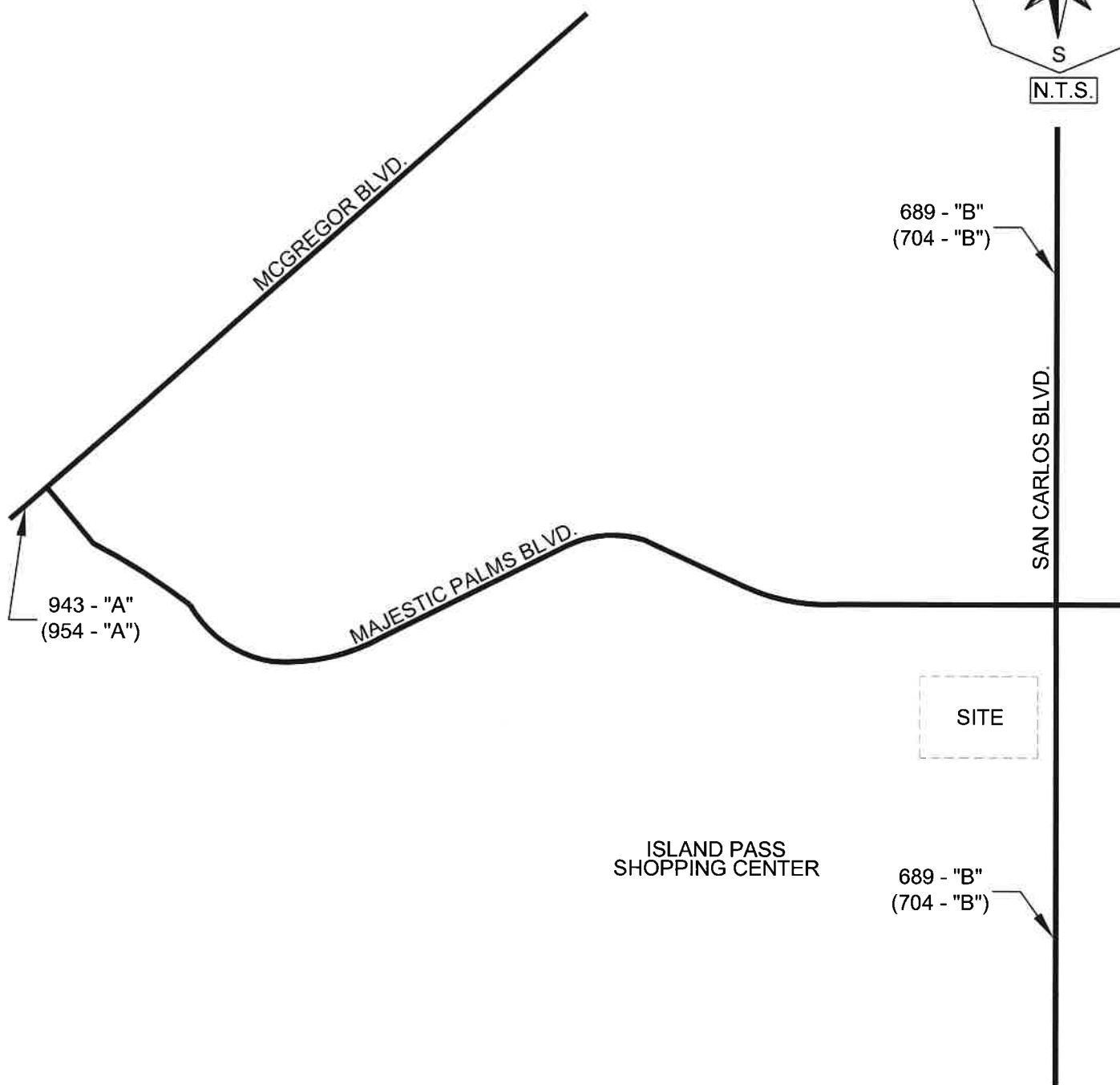
In order to determine which roadway segments surrounding the site may be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service threshold volumes 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.

VI. LEVEL OF SERVICE ANALYSIS

A Level of Service Analysis was conducted on each roadway segment directly accessed by the proposed development. The existing 2020 peak hour peak season peak direction volumes were obtained from the 2021 *Lee County Public Facilities Level of Service and Concurrency Report*. In order to determine whether or not there is available capacity on the roadway links directly accessed by the proposed development, the project traffic was added to the existing peak hour peak season peak direction traffic volumes. **Table 2A**, located in the Appendix of this report indicates the methodology utilized to conduct the Level of Service analysis.

From the Level of Service analysis indicated in Table 2A, there is sufficient capacity on San Carlos Boulevard and McGregor Boulevard to accommodate the trips anticipated to be generated by the proposed development. All analyzed roadways were shown to operate at a Level of Service LOS “B” or better both with and without the proposed development traffic added to the roadways. Therefore, no roadway capacity improvements will be required as a result of this analysis. **Figure 3** illustrates the results of the Level of Service analysis.

F2201.09/Sufficiency



LEGEND

XXX - "C" 2020 PEAK SEASON PEAK HOUR PEAK DIRECTION
BACKGROUND TRAFFIC AND LEVEL OF SERVICE
DESIGNATION

(XXX -"C") 2020 PEAK SEASON PEAK HOUR PEAK DIRECTION
BACKGROUND TRAFFIC PLUS AM PEAK PROJECT
TRAFFIC AND LEVEL OF SERVICE DESIGNATION



VII. TURN LANE ANALYSIS

Turn lane analysis was conducted at the existing driveways on Majestic Palms Boulevard that serve the overall proposed Island Pass Shopping Center based upon the turn lane warrants contained within Lee County Administrative Code 11-4 (AC 11-4). A summary of the turn lane criteria is outlined below.

Right Turn Lane on Local Road – Majestic Palms Boulevard

Posted speed limit on the local street is equal to or greater than thirty (30) mph – Criteria Met – No, the posted speed limit on Majestic Palms Boulevard adjacent to the site is 25 mph. See attached street view of the posted 25 mph speed limit sign.

Number of right turning movements from the local street is equal to or greater than sixty (60) during either A.M. or P.M. peak hour of the local street – Criteria Met – No, the number of right turning movements is not projected to be greater than 60 vehicles based on attached Figures 6 & 7 obtained from the approved traffic study for San Carlos CPD (ADD2011-00048).

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 the intersecting street or access point connection is a signal or is anticipated to meet MUTCD traffic signal warrants by the build-out year– 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 – N/A.

At least two or more criteria need to be met to warrant a right turn lane. Since at least two criteria are not met, separate right turn lanes will **NOT** be warranted at the existing driveways on Majestic Palms Boulevard.



At the request of the County Staff, the need for a separate eastbound right turn lane at the signalized intersection of Majestic Palms Boulevard with San Carlos Boulevard was also evaluated. A summary of the turn lane analysis at this location is outlined below.

Right Turn Lane on Local Road – Majestic Palms Boulevard/San Carlos Boulevard

Posted speed limit on the local street is equal to or greater than thirty (30) mph – Criteria Met – No, the posted speed limit on Majestic Palms Boulevard adjacent to the site is 25 mph. See attached street view of the posted 25 mph speed limit sign.

Number of right turning movements from the local street is equal to or greater than sixty (60) during either A.M. or P.M. peak hour of the local street – Criteria Met – Yes, the number of right turning movements is projected to be greater than 60 vehicles based on attached Figures 6 & 7 obtained from the approved traffic study for San Carlos CPD (ADD2011-00048). A right turn lane would be also warranted at this location based on the attached traffic counts plus project traffic conditions.

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 the intersecting street or access point connection is a signal or is anticipated to meet MUTCD traffic signal warrants by the build-out year– Criteria Met – Yes. A signal was installed at this location in 2017.

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 – N/A.

At least two or more criteria need to be met to warrant a right turn lane. Since at least two criteria are met, a separate eastbound right turn lane is warranted at the signalized intersection of Majestic Palms Boulevard with San Carlos Boulevard. This turn lane should provide a taper/decel distance of 125 feet per Lee County Administrative Code 11-4. Note, the Developer is requesting to deviate from the Lee County Administrative Code 11-4 with respect to the warranted eastbound right turn lane at this location due to the lack of right-of-way along the west leg of Majestic Palms Boulevard.



Project traffic will utilize the existing westbound left turn lane on Majestic Palms Boulevard to travel to the site. This turn lane extends from the western shopping center driveway on Majestic Palms Boulevard to San Carlos Boulevard intersection and is built to the maximum length available. Therefore, no other turn lane improvements will be warranted as a result of the proposed development on the subject site.

VIII. CONCLUSION

The development of the subject property with a McAlister's Deli restaurant will not have an adverse impact on the surrounding roadway network. Adverse impacts are defined as a degradation of the Level of Service beyond the Lee County's adopted Level of Service standards. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate.

Based upon the results of the turn lane analysis conducted as a part of this report, an eastbound right turn lane of 125 feet was warranted at the off-site intersection of Majestic Palms Boulevard with San Carlos Boulevard. The Developer is requesting to deviate from the Lee County Administrative Code 11-4 with respect to the warranted eastbound right turn lane at this location due to the lack of right-of-way along the west leg of Majestic Palms Boulevard. No other turn lane improvements were warranted.

APPENDIX

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
MCALISTER'S DELI

TOTAL AM PEAK HOUR PROJECT TRAFFIC =		81 VPH	IN=	43	OUT=	38										
TOTAL PM PEAK HOUR PROJECT TRAFFIC =		53 VPH	IN=	29	OUT=	24										
ROADWAY	SEGMENT	ROADWAY		LOS A	LOS B	LOS C	LOS D	LOS E	PROJECT			NEW PROJ TRAFFIC		PROJ/ADOPTED		
		CLASS	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	TRAFFIC	DISTRIBUTION	AM PEAK	PM PEAK	PROJ/LOS C	LOS		
San Carlos Blvd	N. of Majestic Palms Blvd	4LD	150	1,810	1,810	1,810	1,810	1,810		35%	15	10	0.83%	0.83%		
	S. of Majestic Palms Blvd	4LD	150	1,810	1,810	1,810	1,810	1,810		35%	15	10	0.83%	0.83%		
McGregor Blvd	S. of Majestic Palms Blvd	4LD	1,020	1,960	1,960	1,960	1,960	1,960		25%	11	7	0.55%	0.55%		

* The Level of Service thresholds were obtained from the Lee County's Link-Specific Service Volumes table.

Note: Remaining 5% of project traffic was assigned to/from the east on Beach Walk Blvd.

TABLE 2A
BUILD-OUT TRAFFIC VOLUMES AND 100TH HIGHEST HOUR LEVEL OF SERVICE ANALYSIS
MCALISTER'S DELI

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 81 VPH IN= 43 OUT= 38
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 53 VPH IN= 29 OUT= 24

<u>ROADWAY</u>	<u>SEGMENT</u>	2020		PERCENT		2020	
		PK HR	SEASON	PROJECT	AM PROJ	PM PROJ	CONCURRENCY ANALYSIS
		PEAK DIR. ¹	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	
San Carlos Blvd	N. of Majestic Palms Blvd	689	35%	15	10	704	B
	S. of Majestic Palms Blvd	689	35%	15	10	704	B
McGregor Blvd	S. of Majestic Palms Blvd	943	25%	11	7	954	A

¹The 2020 100th highest hour traffic volumes were obtained from the 2021 Lee County Public Facilities Level of Service and Concurrency Report.

Note: Remaining 5% of project traffic was assigned to/from the east on Beach Walk Blvd.

**LEE COUNTY PUBLIC FACILITIES
LEVEL OF SERVICE AND
CONCURRENCY REPORT**

9/23/2021

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

LINK NO	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2020 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
13400	IMMOKALEE RD (SR 82)	BELL BLVD	COUNTY LINE	4LD	D	3,240	B	569	B	698	
13500	IMPERIAL PKWY	COUNTY LINE	BONTIA BEACH RD	4LD	E	1,920	B	1,009	B	1,061	
13550	IMPERIAL PKWY	E TERRY ST	COCONUT RD	4LD	E	1,920	B	973	B	1,023	
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	75	C	247	
13800	JOEL BLVD	BELL BLVD	18TH ST	4LN	E	2,120	B	625	B	835	Joel Blvd CPD
13900	JOEL BLVD	18TH ST	SR 80	2LN	E	1,010	D	490	D	515	
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	236	C	269	*
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	2LN	E	860	C	282	C	296	
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	436	C	458	
14600	LEE BLVD	SR 82	ALVIN AVE	6LD	E	2,840	B	2,335	B	2,454	
14700	LEE BLVD	ALVIN AVE	GUNNERY RD	6LD	E	2,840	B	2,037	B	2,216	
14800	LEE BLVD	GUNNERY RD	HOMESTEAD RD	6LD	E	2,840	B	2,257	B	2,372	
14900	LEE BLVD	HOMESTEAD RD	WILLIAMS AVE	4LD	E	1,980	B	1,006	B	1,057	
14930	LEE BLVD	WILLIAMS AVE	LEELAND HEIGHTS	2LN	E	1,020	C	1,006	F	1,057	
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	E	843	F	917	
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	496	C	522	
15500	LUCKETT RD	ORTIZ AVE	I-75	2LN	E	880	B	338	B	413	4 Ln design & ROW
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	2LN	E	860	C	304	C	319	
15700	MAPLE DR*	SUMMERLIN RD	2ND AVE	2LN	E	860	C	77	C	89	old count projection
15800	McGREGOR BLVD	SANBELT PLAZA	HARBOR DR	4LD	E	1,960	B	1,176	B	1,236	
15900	McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4LD	E	1,960	B	1,105	B	1,162	
16000	McGREGOR BLVD	SUMMERLIN RD	KELLY RD	4LD	E	1,960	A	943	A	1,001	
16100	McGREGOR BLVD	KELLY RD	GLADIOLUS DR	4LD	E	1,960	A	943	A	991	
16200	McGREGOR BLVD (SR 867)	OLD McGREGOR BLVD/G	IONA LOOP RD	4LD	D	2,100	C	1,451	C	1,625	
16300	McGREGOR BLVD (SR 867)	IONA LOOP RD	PINE RIDGE RD	4LD	D	2,100	C	1,599	C	1,625	
16400	McGREGOR BLVD (SR 867)	PINE RIDGE RD	CYPRESS LAKE DR	4LD	D	2,100	C	1,599	C	1,798	
16500	McGREGOR BLVD (SR 867)	CYPRESS LAKE DR	COLLEGE PKWY	4LD	D	2,100	C	1,599	C	1,798	
16600	McGREGOR BLVD (SR 867)	COLLEGE PKWY	WINKLER RD	2LN	D	924	C	727	C	802	Constrained
16700	McGREGOR BLVD (SR 867)	WINKLER RD	TANGLEWOOD BLVD	2LN	D	970	F	1,057	F	1,168	Constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	970	F	1,057	F	1,168	Constrained
16900	METRO PKWY (SR 739)	SIX MILE PKWY	DANIELS PKWY	6LD	D	3,171	C	977	C	1,376	
17000	METRO PKWY (SR 739)	DANIELS PKWY	CRYSTAL DR	4LD	D	2,100	C	1,140	C	1,452	
17100	METRO PKWY (SR 739)	CRYSTAL DR	DANLEY DR	4LD	D	2,100	C	1,303	C	1,623	
17200	METRO PKWY (SR 739)	DANLEY DR	COLONIAL BLVD	4LD	D	2,100	C	1,349	C	1,880	
	MICHAEL RIPPE PKWY	US41	SIX MILES PKWY	6LD	D	3,171	C	1,070	C	1,537	
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	184	*
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	64	C	67	
18000	NALLE RD	SR 78	NALLE GRADE RD	2LN	E	860	C	114	C	133	*
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	164	B	283	
18300	NO RIVER RD	FRANKLIN LOCK RD	BROADWAY RD	2LN	E	1,140	A	164	B	309	
18400	NO RIVER RD	BROADWAY RD	COUNTY LINE	2LN	E	1,140	A	113	A	146	
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	614	C	645	
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	2LN	E	1,000	D	510	D	536	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	D	510	D	544	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	147	C	154	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	C	805	C	846	
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	C	838	C	880	4 Ln design & ROW
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	350	B	368	4 Ln design & ROW
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	2,100	C	1,096	C	1,210	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	3,171	C	1,096	C	1,205	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	3,171	C	1,619	C	2,006	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	2,100	C	1,619	C	1,905	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	3,280	B	1,764	C	2,208	
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	2,210	C	1,402	C	1,797	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	2,210	B	1,224	C	1,541	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	466	C	489	
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	196	C	206	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	147	C	159	

9/23/2021

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

LINK NO	NAME	ROADWAY LINK		ROAD TYPE	PERFORMANCE STANDARD		2020 100TH HIGHEST HOUR		FORECAST FUTURE		NOTES
		FROM	TO		LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	594	E	644	Constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	2,100	C	1,621	D	2,037	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	2,100	C	1,580	C	1,855	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	489	C	535	*
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	293	D	552	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	MCGREGOR BLVD	2LN	E	860	C	293	C	308	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	285	C	414	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	740	D	778	FDOT Metro Pkwy 6-laning
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	510	C	536	
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	1,101	B	1,176	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	B	1,094	B	1,150	
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	77	C	89	
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	77	C	81	
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS B.	MAIN ST	2LD	D	970	F	1,022	F	1,151	Constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	2,100	C	1,022	C	1,151	PD&E Study
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	970	C	689	C	767	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	2,100	C	689	C	767	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	448	C	471	*
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	D	591	D	621	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	937	E	985	
23400	SHELL POINT BLVD	MCGREGOR BLVD	PALM ACRES	2LN	E	860	C	294	C	309	*
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	2,100	C	1,512	C	1,764	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,481	B	1,556	
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	B	1,069	B	1,272	
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	B	1,038	B	1,091	
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	A	1,038	A	1,091	
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	399	C	419	*
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	640	D	673	*
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	970	C	652	C	831	PD&E/SEIR Study
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	2LN	C	820	B	460	B	669	PD&E/SEIR Study
24400	STALEY RD	TICE	ORANGE RIVER BLVD	2LN	E	860	C	211	C	237	*
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	D	712	E	813	Constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	2LN	E	1,060	D	712	E	809	
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	1,896	A	2,126	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	3,000	A	1,896	A	1,993	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	3,000	A	1,896	A	1,993	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,900	C	1,517	C	1,618	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,880	B	1,489	B	1,565	
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	6LD	E	2,880	B	1,526	B	1,604	
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	6LD	E	2,880	B	1,526	B	1,604	
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	4LD	E	1,820	D	1,189	D	1,250	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	4LD	E	1,820	D	1,189	D	1,250	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	2LN	E	860	C	42	C	53	Old Count
26100	SUNSHINE BLVD	SR 82	23RD ST SW	2LN	E	1,010	C	443	C	466	*
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	2LN	E	1,010	C	443	C	466	*
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	2LN	E	1,010	E	730	E	767	*
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	2LN	E	860	D	600	D	630	
26400	SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	2LN	E	860	E	855		1,012	Copperhead
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	4LD	E	1,940	B	1,502	B	1,685	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	4LD	E	1,940	B	855	B	964	
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	4LD	E	1,940	B	855	B	1,198	
26800	TICE ST	SR 80	ORTIZ AVE	2LN	E	860	C	199	C	209	
26900	TICE ST	ORTIZ AVE	STALEY RD	2LN	E	860	C	188	D	701	Elementry U.
27000	TREELINE AVE	TERMINAL ACCESS RD	DANIELS PKWY	4LD	E	1,980	A	1,050	A	1,288	Harley Davidson
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	4LD	E	1,980	A	799	A	840	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	4LD	E	1,980	A	793	A	833	
29800	US 41 (S TAMIAI TR)	OLD 41	CORKSCREW RD	6LD	D	3,171	C	2,020	C	2,273	
29900	US 41 (S TAMIAI TR)	CORKSCREW RD	SANIBEL BLVD	6LD	D	3,171	C	1,901	C	2,354	
30000	US 41 (S TAMIAI TR)	SANIBEL BLVD	ALICO RD	6LD	D	3,171	C	2,069	C	2,812	
30100	US 41 (S TAMIAI TR)	ALICO RD	ISLAND PARK RD	6LD	D	3,171	C	2,069	C	2,467	

LEE COUNTY LINK-SPECIFIC SERVICE VOLUMES

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

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	A	B	C	D	E
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
HOMESTEAD RD	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
I-75	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
JOEL BLVD	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
LEE BLVD	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
LEEELAND HEIGHTS	HOMESTEAD RD	LEEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
McGREGOR BLVD	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290

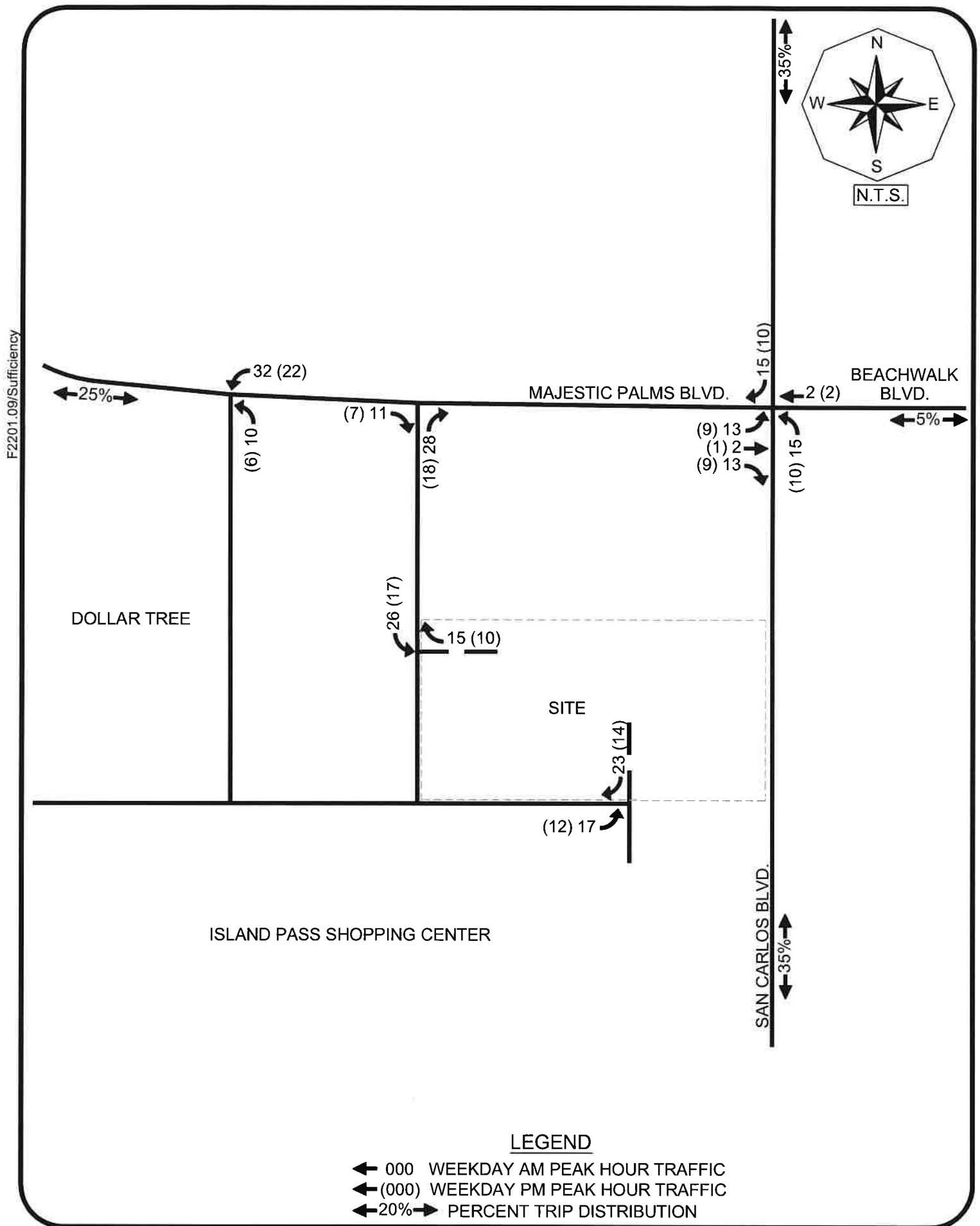
JUNE, 2016

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

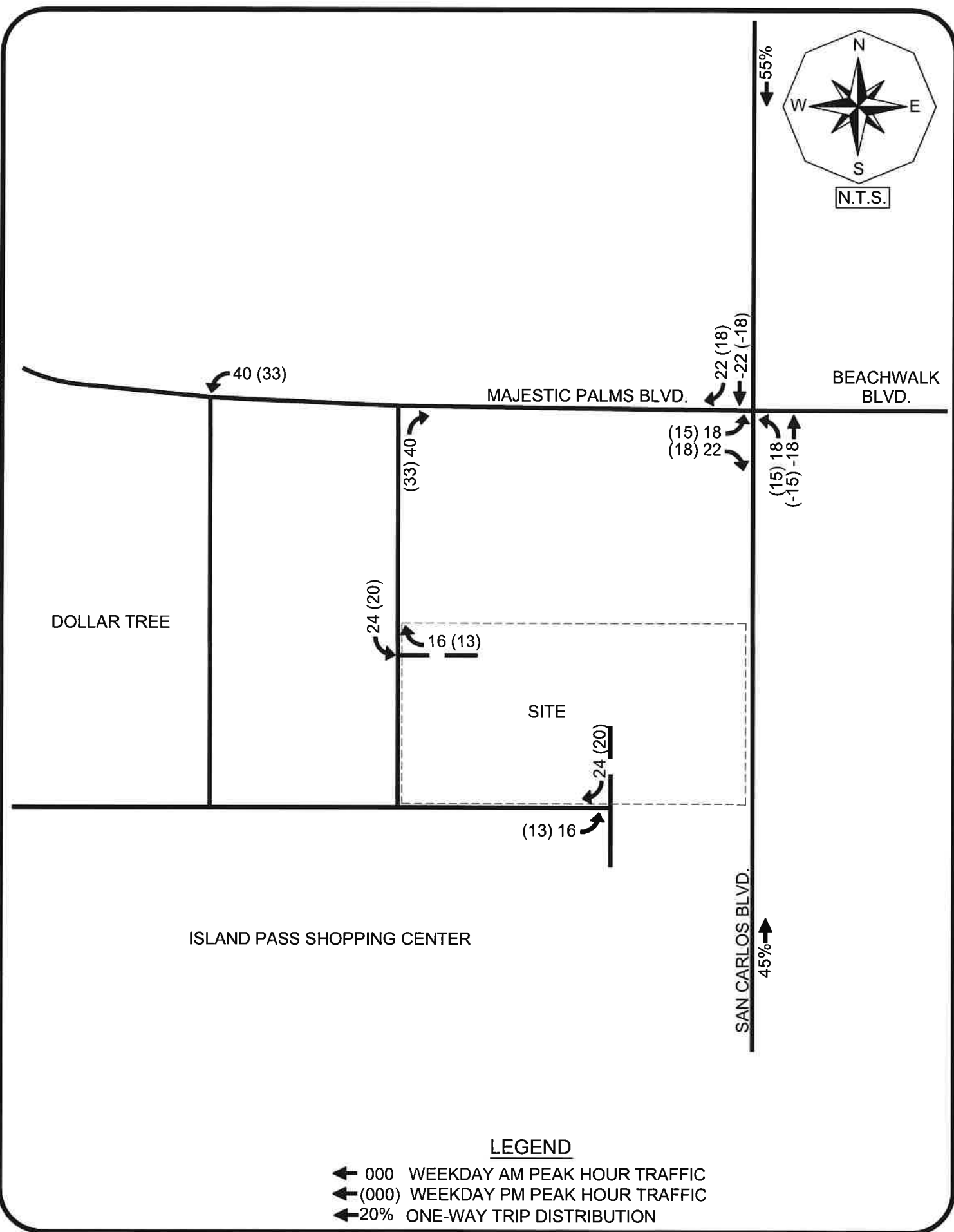
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ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
PINE ISLAND RD/ BAYSHORE RD (SR 78)	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	2,450	3,140	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
PONDELLA RD	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
	NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
SAN CARLOS BLVD	WESTWOOD RD	ORANGE GROVE BLVD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	ORANGE GROVE BLVD	US 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	ESTERO BLVD	MAIN ST	4	2.5	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	1,890
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	3,250
SANIBEL CAUSEWAY SIX MILE CYPRESS	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	1,640
	KELLY RD	MCCREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	3,300
	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	2,010
	US 41	METRO PKWY	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
SLATER RD	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	3,220
	CHALLENGER BLVD	WAL-MART INTERSECTIO	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
	WAL-MART INTERSECTIO	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	1,910
	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	2,270
SR 80	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	3,000
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	4,520
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	4,640
STRINGFELLOW RD	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	3,080
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
STRINGFELLOW RD	1ST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970

**SITE TRAFFIC ASSIGNMENT
SUPPLEMENTAL GRAPHICS
FIGURES A-1 & A-2**



F2201.09/Sufficiency



ADMINISTRATIVE CODE 11-4

- i. Two-way peak season, peak hour through and right turn volume for either the peak hour of the roadway or the peak hour of the development is equal to or greater than 500 vehicles and the left turn volume is equal to or greater than 20 vehicles for that same hour; or
 - ii. When the left turn volume for any hour is greater than 30 vehicles regardless of through and right turn volume.
- 3. Available Sight Distance for left turning vehicles to observe 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-I for the design speed, or posted speed limit plus 5 miles per hour if the design speed is not available, of the collector street.
- 4. Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants in the next five years.
- 5. The collector street is intersecting an arterial or collector street.
- 6. Five or more crashes reported at the intersection in a 12-month period during the past three years that could have been mitigated by a left turn lane.
- 7. 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.

C. Local Streets

- 1. 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.
- 2. Number of Left Turning Movements
 - a. On multi-lane facilities the number of left turning vehicles exceeds one hundred (100) during the peak hour of the local street.
 - b. On two-lane, two way facilities the number of left turning vehicles from the local street exceeds sixty (60) during the peak hour of the local street and the opposing through plus right turn traffic volume exceeds five hundred (500) vehicles during either the A.M. or P.M. peak hour of the local street.
- 3. 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-I for the posted speed limit of the local street.
- 4. Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants in the next five years.
- 5. It is determined by the Lee County Department of Transportation that a turn lane is required for health, safety, and welfare of the road users.

D. Intersecting Streets

Separate left turn lanes are required on an intersecting street or access point connection when any two (2) or more of the following warrants are satisfied:

- 1. Intersecting Street/Connection to Arterial Streets
 - a. Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty-five (35) mph.
 - b. When the Number of left turning vehicles from the intersecting street or access point connection is equal to or greater than thirty (30) vehicles during either A.M. or P.M. peak hour of the arterial street.
 - c. The arterial street which is being entered has been designated as a controlled access facility by the BOCC.

2. Number of right turning movements from the collector street is equal to or greater than forty-five (45) during either the A.M. or P.M. peak hour of the collector street when the collector street AADT is less than 6,000 vpd or equal to or greater than thirty (30) vph during either the A.M. or P.M. peak hour of the collector street or peak hour of the development when the collector street AADT is equal to or greater than 6,000 vpd.
 3. 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-I for the design speed of the collector street.
 4. Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants by the build-out year.
 5. It is determined by the Lee County Department of Transportation or Department of Community Development that a turn lane is required for the health, safety, and welfare of the road users.
- C. Local Street
1. Posted speed limit of the local street is equal to or greater than thirty (30) mph.
 2. Number of right turning movements from the local street is equal to or greater than sixty (60) during either the A.M. or P.M. peak hour of the local street.
 3. 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-I for the design speed of the local street.
 4. Traffic Control of the intersecting street or access point connection is a traffic signal.
 5. It is determined by the Lee County Department of Transportation or Department of Community Development that a turn lane is required for the health, safety, and welfare of the road users.
- D. Separate Right Turn Lanes are required on an intersecting street or access point connection when any two (2) or more of the following warrants are satisfied.
1. Intersecting Street/Connection to Arterial Street
 - a. Posted Speed Limit of the intersecting street or access point connection is equal to or greater than forty five (45) mph.
 - b. Number of right turning vehicles from the intersecting street or access point connection is equal to or greater than sixty (60) during either the A.M. or P.M. peak hour of the arterial street.
 - c. Arterial street which is being entered has been designated as a controlled access facility by the BOCC.
 - d. Traffic control of the intersecting street or access point connection is by a traffic signal.
 - e. It is determined by the Lee County Department of Transportation or Department of Community Development that a turn lane is required for the health, safety, and welfare of the road users.
 2. Intersecting Street/Connection to Collector Street
 - a. Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty five (35) mph.
 - b. Number of right turning movements from the intersecting street or access point connection is equal to or greater than ninety (90) during either the A.M. or P.M. peak hour of the collector street.
 - c. Traffic control of the intersecting street or access point connection is by a traffic signal.
 - d. It is determined by the Lee County Department of Transportation or Department of Community Development that a turn lane is required for the health, safety, and welfare of the road users.

3. Intersecting Street/Connection to Local Street

- a. Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty (30) mph.
- b. Number of right turning movements from the intersecting street or access point connection is equal to or greater than one hundred and twenty (120) during either the A.M. or P.M. peak hour of the local street.
- c. Traffic control of the intersecting street or access point connection is a traffic signal.

V. DESIGN

- I. Deceleration lanes consist of two distinct sections. The transition section is the distance needed for vehicles to achieve transfer from the through lane to the turn lane. The deceleration section is the distance needed to slow to a stop.

FDOT has tabulated standards for these distances, but those apply to typical rural highways. Under county urbanized conditions drivers begin deceleration immediately upon entry into the transition section and arrive at the deceleration section at lower speeds than the posted speed. Under urbanized conditions AASHTO recommends a deceleration rate of 10 ft. per sec. per sec. The table below represents a set of calculated County standards which differ from the FDOT standards except for those roads with a posted speed of 45 mph or above. County standards shall be used on County roads, except controlled access roadways which will utilize the FDOT standards. FDOT will specify requirements on State Highways. FDOT standards are found in the Florida Design Manual.

<u>Design Speed (mph)</u>	<u>Transition Distance (ft)</u>	<u>Deceleration Distance (ft)</u>	<u>Total Distance (ft)</u>
30	75	50	125
35	80	75	155
40	85	100	185
45	See FDM Section 212	See FDM Section 212	See FDM Section 212
50		See FDM Section 212	
55		See FDM Section 212	

The initial 50 feet (100 feet for a dual turn lane) of the transition length shall consist of pavement taper and the remaining length shall be the full width of the deceleration lane (see Figures FB-1 and FB-2).

II. DESIGN OF LEFT AND RIGHT TURN LANES

Where left and right turn lanes are required, storage lanes shall be used in conjunction with deceleration lanes and their lengths shall be added to the required transition and deceleration length.

A. For calculating the storage requirements for unsignalized intersections:

- a. For left turn lanes use the number of vehicles that will arrive in two minutes during the design peak hour:

$$N = \frac{V}{30} * L$$

Where:

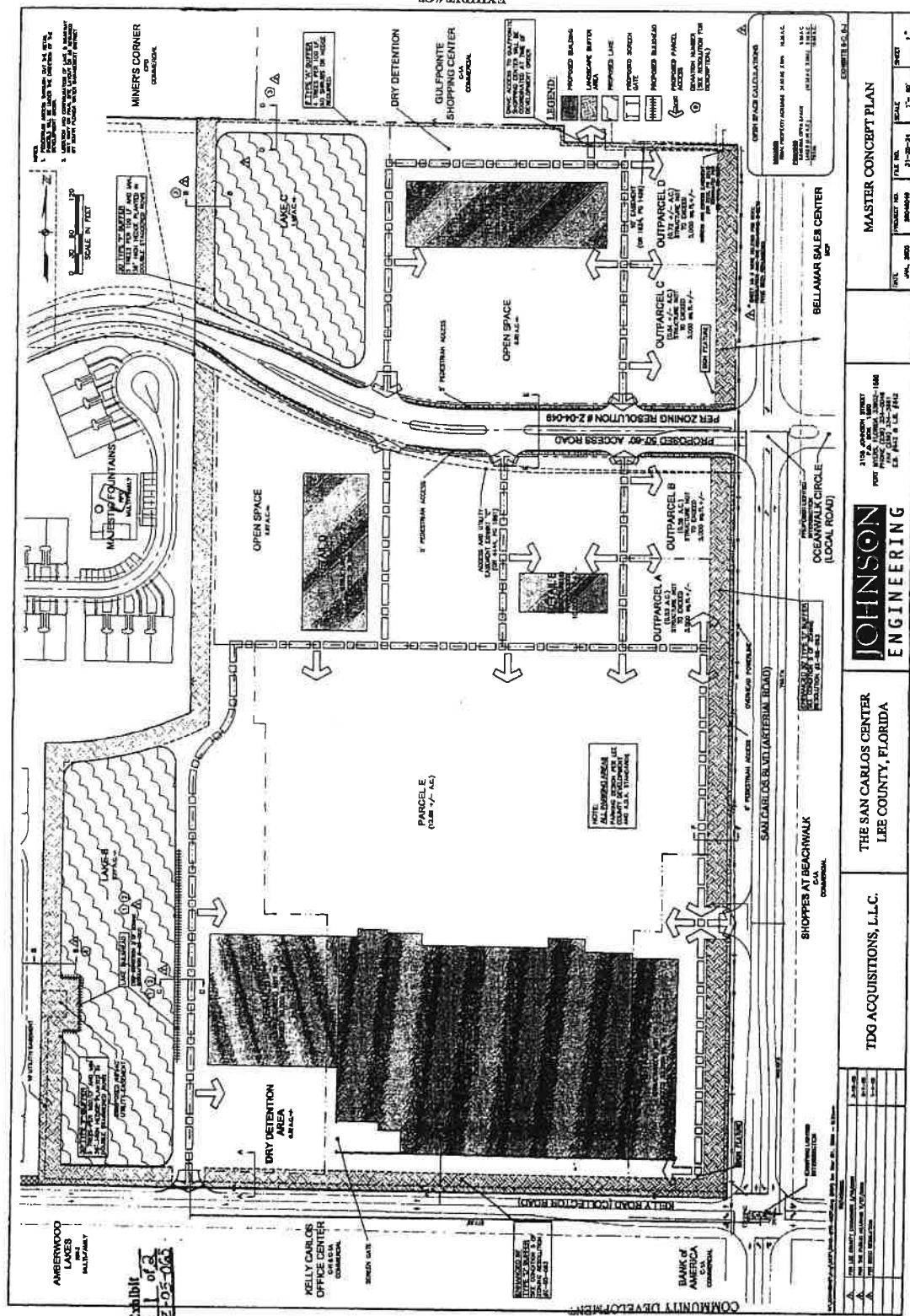
N = length of storage required (round to the next full vehicle length)

V = Number of turning vehicles during the peak hour of generator in the design year

L = length of vehicle, including headway (use 25 feet as a minimum). A longer average vehicle length may be required if the vehicle mix includes a large number of trucks or buses.

- b. For right turn lane storage length, use the number of vehicles that will arrive in one minute during the design peak hour:

SAN CARLOS CENTER CPD
MCP

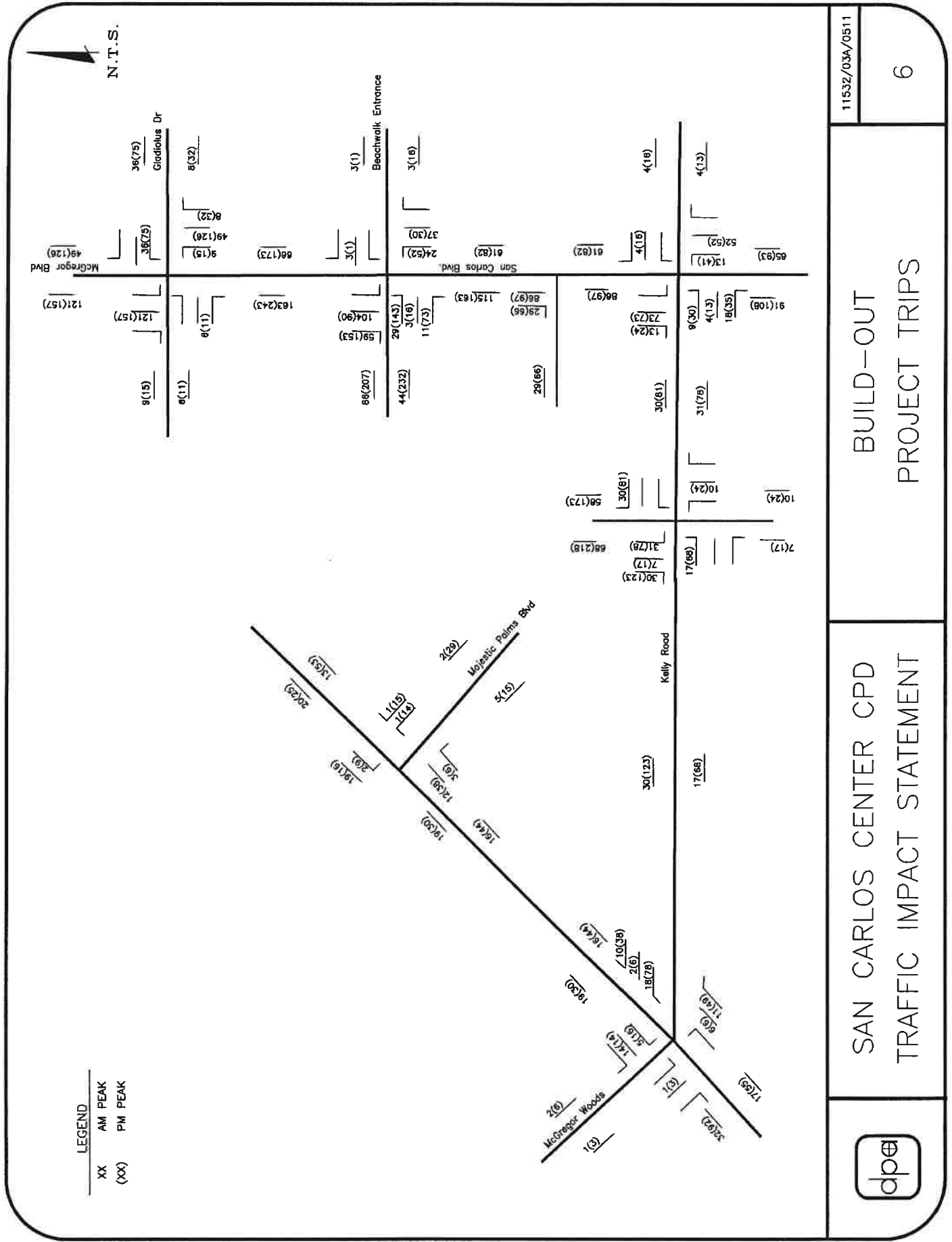


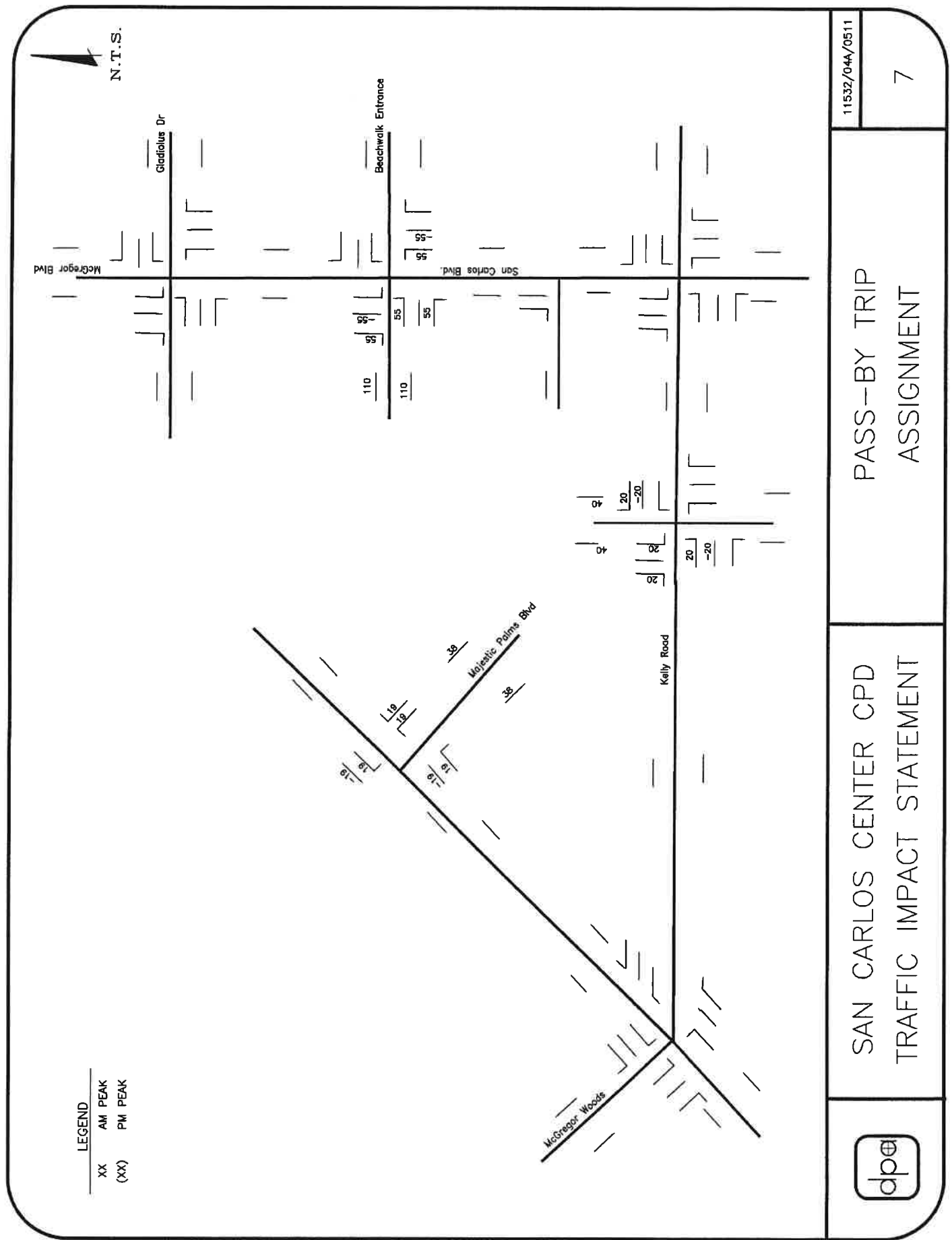
Approved as Exhibit
CP Page 1 of 2
Resolution # Z-05-065

001 2005-00009

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FIGURES 6 & 7
FROM SAN CARLOS CPD TIS





TRAFFIC COUNTS
**MAJESTIC PALMS BLVD/
SAN CARLOS BLVD**

San Carlos Blvd @ Majestic Palms Blvd AM 5-12-22

File Name: San Carlos Blvd @ Majestic Palms Blvd AM 5-

Location:

Site Code:

Study Date: 05/12/2022

Cars and Peds

San Carlos Blvd Southbound										Majestic Palms Blvd Westbound										San Carlos Blvd Northbound										Majestic Palms Blvd Eastbound									
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total														
07:00		4	102	2	0	108		2	0	2	0	4		5	51	1	0	57		2	0	2	0	4	173														
07:15		3	133	3	0	139		3	2	6	0	11		3	46	0	0	49		2	1	0	0	3	202														
07:30		6	125	0	2	133		6	1	3	0	10		1	60	0	0	61		0	0	0	0	0	204														
07:45		16	151	7	6	180		4	0	1	0	5		1	62	6	0	69		2	0	2	0	4	258														
Total	0	29	511	12	8	560	0	15	3	12	0	30	0	10	219	7	0	236	0	6	1	4	0	11	837														
08:00		17	137	8	3	165		4	1	5	0	10		4	61	4	0	69		8	2	5	0	15	259														
08:15		10	109	8	0	127		6	1	9	0	16		3	88	7	0	98		8	0	11	0	19	260														
08:30		18	130	4	0	152		7	3	6	0	16		0	75	5	0	80		4	4	5	0	13	261														
08:45		11	138	5	1	155		2	0	3	0	5		3	76	4	0	83		6	2	3	0	11	254														
Total	0	56	514	25	4	599	0	19	5	23	0	47	0	10	300	20	0	330	0	26	8	24	0	58	1034														
Grand Total	0	85	1025	37	12	1159	0	34	8	35	0	77	0	20	519	27	0	566	0	32	9	28	0	69	1871														
Appr %		7.3	88.4	3.2	1			44.2	10.4	45.5	0			3.5	91.7	4.8	0			46.4	13	40.6	0																
Total %		4.5	54.8	2	0.6			1.8	0.4	1.9	0			1.1	27.7	1.4	0			1.7	0.5	1.5	0																
AM Pk Hr		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45	07:45														
AM Pk Vol		61	527	27	9	624		21	5	21	0	47		8	286	22	0	316		22	6	23	0	51	1038														
AM PHF		0.847	0.873	0.844	0.375	0.867		0.750	0.417	0.583	NaN	0.734		0.500	0.813	0.786	NaN	0.806		0.688	0.375	0.523	NaN	0.671	0.994														

San Carlos Blvd @ Majestic Palms Blvd AM 5-12-22

File Name: San Carlos Blvd @ Majestic Palms Blvd AM 5-12-22
Location:

Site Code:
Study Date: 05/12/2022

All Vehicles

San Carlos Blvd				
61	527	27	9	
Right	Thru	Left	U-Turn	
				

Majestic Palms Blvd				
0	23	6	22	
U-Turn	Left	Thru	Right	
				

AM Peak Hour Statistics
AM Peak Hour Begins: 07:45
AM Peak Hour Volume: 1038
AM Peak Hour Factor: 0.994

Majestic Palms Blvd				
21	5	21	0	
Right	Thru	Left	U-Turn	
				

San Carlos Blvd				
0	22	286	8	
U-Turn	Left	Thru	Right	
				

San Carlos Blvd @ Majestic Palms Blvd PM 5-12-22

File Name: San Carlos Blvd @ Majestic Palms Blvd PM 5-

Location:

Site Code:

Study Date: 05/12/2022

Cars and Peds

San Carlos Blvd Southbound										Majestic Palms Blvd Westbound					San Carlos Blvd Northbound					Majestic Palms Blvd Eastbound					
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00		17	97	0	0	114		2	5	8	0	15		7	156	14	0	177		7	5	30	0	42	348
16:15		18	122	5	3	148		4	2	6	0	12		11	151	9	1	172		8	1	29	0	38	370
16:30		16	121	3	0	140		7	2	9	0	18		13	153	12	0	178		13	5	21	0	39	375
16:45		27	115	3	1	146		4	10	9	0	23		9	143	10	0	162		6	7	30	1	44	375
Total	0	78	455	11	4	548	0	17	19	32	0	68	0	40	603	45	1	689	0	34	18	110	1	163	1468
17:00		16	105	3	0	124		4	3	5	0	12		2	137	10	1	150		9	6	36	0	51	337
17:15		20	109	5	0	134		4	1	9	0	14		6	151	8	0	165		9	5	26	0	40	353
17:30		30	108	8	1	147		4	1	4	0	9		7	131	12	0	150		5	5	29	0	39	345
17:45		27	121	3	0	151		5	0	6	0	11		3	129	7	0	139		8	7	14	1	30	331
Total	0	93	443	19	1	556	0	17	5	24	0	46	0	18	548	37	1	604	0	31	23	105	1	160	1366
Grand Total	0	171	898	30	5	1104	0	34	24	56	0	114	0	58	1151	82	2	1293	0	65	41	215	2	323	2834
Appr %		15.5	81.3	2.7	0.5			29.8	21.1	49.1	0			4.5	89	6.3	0.2		20.1	12.7	66.6	0.6			
Total %		6	31.7	1.1	0.2			1.2	0.8	2	0			2	40.6	2.9	0.1		2.3	1.4	7.6	0.1			
PM Pk Hr		16:00	16:00	16:00	16:00	16:00		16:00	16:00	16:00	16:00	16:00		16:00	16:00	16:00	16:00	16:00		16:00	16:00	16:00	16:00	16:00	16:00
PM Pk Vol		78	455	11	4	548		17	19	32	0	68		40	603	45	1	689		34	18	110	1	163	1468
PM PHF		0.722	0.932	0.550	0.333	0.926		0.607	0.475	0.889	NaN	0.739		0.769	0.966	0.804	0.250	0.968		0.654	0.643	0.917	0.250	0.926	0.979

San Carlos Blvd @ Majestic Palms Blvd PM 5-12-22

File Name: San Carlos Blvd @ Majestic Palms Blvd PM 5-
Location:

Site Code:
Study Date: 05/12/2022

All Vehicles

San Carlos Blvd				
78	455	11	4	
Right	Thru	Left	U-Turn	
				

Majestic Palms Blvd			
34	18	110	1
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics
PM Peak Hour Begins: 16:00
PM Peak Hour Volume: 1468
PM Peak Hour Factor: 0.979

Majestic Palms Blvd			
17	19	32	0
Right	Thru	Left	U-Turn
			

San Carlos Blvd				
1	45	603	40	
U-Turn	Left	Thru	Right	
				

ITE PASS-BY RATES

**SPEED LIMIT SIGN ON
MAJESTIC PALMS BLVD**



Google

TRIP GENERATION EQUATIONS

Fast-Food Restaurant with Drive-Through Window (934)

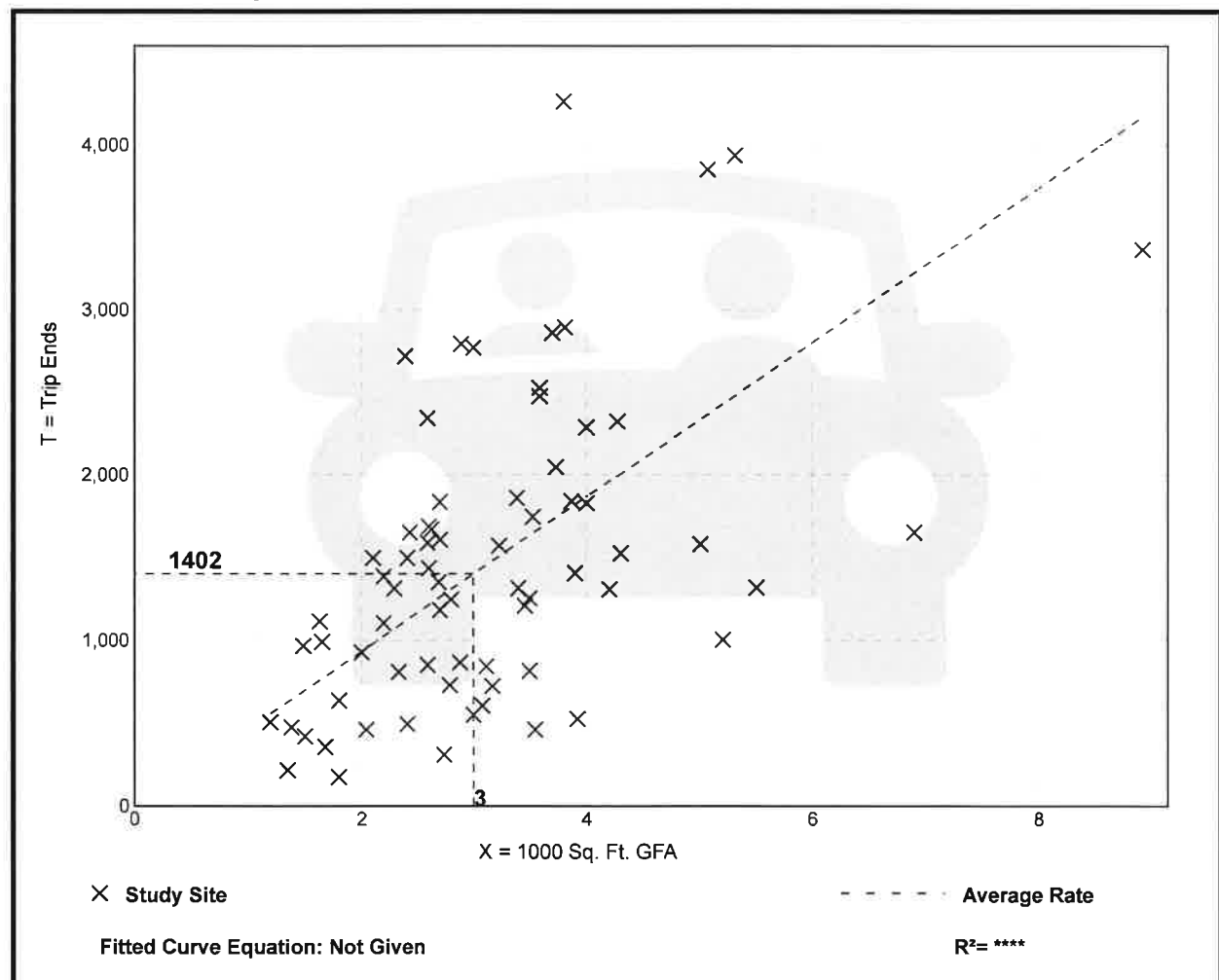
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



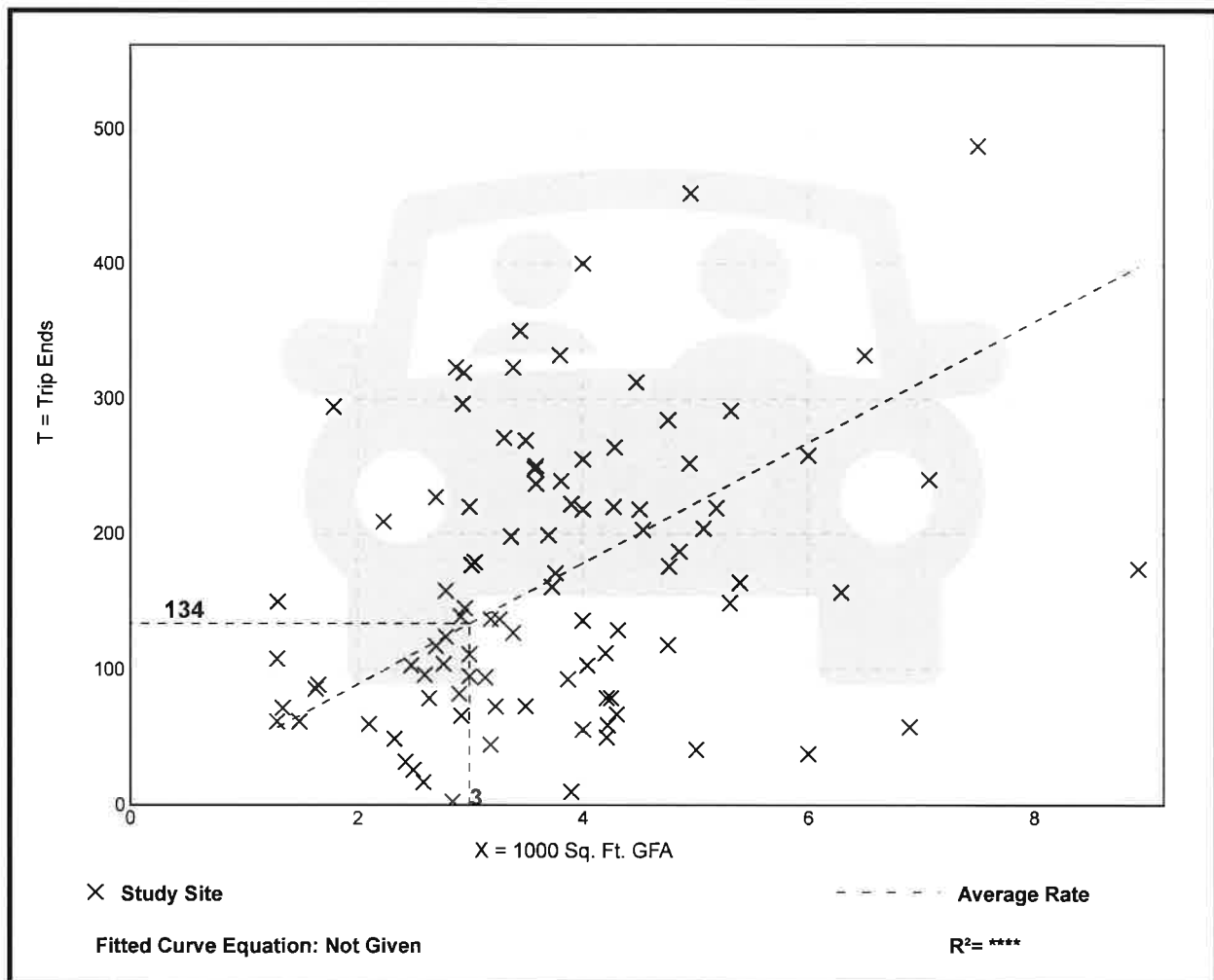
Fast-Food Restaurant with Drive-Through Window (934)

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: 96
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 190
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation

