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January 20, 2023

Sent Via Email

Joseph Sarracino, Planner
Lee County Department of Community Development
Planning Section
jsarracino@leegov.com

RECEIVED
JAN 20 2023

COMMUNITY DEVELOPMENT

RE: CPA2022-00003 Daniels Falls CPD Amendment

Mr. Sarracino:

The purpose of this letter is to provide a response to the Lee County Department of Community Development review comments dated December 9th, 2022 for the above referenced application. We always appreciate interaction with Staff on matters related to this application and welcome additional calls and emails that will assist us to address all the concerns in the most efficient manner to the extent this request can be approved.

PLANNING COMMENTS

1. *Please provide correspondence provided to each service provider when requesting letters of availability.*

Response: So noted. Letters of availability correspondence have been provided in the resubmittal package.

2. *A companion text amendment will be required to amend Table 1 (b), adding allocation of residential development in the Central Urban future land use category in the Daniels Parkway Planning District.*

Response: Upon further discussion with County Staff including Brandon Dunn and Joseph Sarracino, the companion text amendment application will not be required. However, the Comprehensive Plan Consistency Narrative has been updated to include the information necessary for an update to Table 1(b), based on the requested small scale future land use map amendment.

APPLICATION MATERIALS COMMENTS

1. *As previously requested, please provide analysis on Surface Water/Drainage Basins in Exhibit M16 (Existing and Future Conditions Analysis). This should be tied to the requirements found in 95.1.3, #4.*

Response: A technical analysis of Surface Water/Drainage Basins was previously provided in the Comprehensive Plan Consistency Narrative and new analysis has been provided, as part of this resubmittal, in the Public Facilities Impacts Narrative which relates particularly to the requirements of Policy 95.1.3(4).

2. *Please provide physical mailing labels with your application materials.*

Response: So noted. Physical mailing labels will be delivered to the Lee County Department of Community Development.

3. *Page 1 of the application indicates that commercial intensity up to 200,000 square feet is allowed on the subject property, but the TIS provided analyzes commercial intensity up to 100,000 square feet. Please clarify which figure is correct and revise any inconsistencies.*

Response: The TIS was revised to reflect the 200,000 square feet of commercial retail space, as noted in the application documents. It should be noted that this resulted in absolutely no change to the remainder of TIS in that the commercial intensity is the exact same in the existing and proposed Future Land Use category. There is no additional trip generation created due to the commercial uses since there is no change in intensity of these uses due to the proposed Land Use Change being requested.

Sincerely,

MORRIS-DEPEW ASSOCIATES, INC.



Ben Smith, AICP

Director of Planning

Enclosures:

Revised Comprehensive Plan Consistency Narrative
Revised Zoning Traffic Impact Study
Revised Public Facilities Impacts Narrative
Letters of Availability Correspondence

Cc:

Neale Montgomery – Pavese Law



Board of County Commissioners

Kevin Ruane
District One

Cecil L. Pendergrass
District Two

Ray Sandelli
District Three

Brian Hamman
District Four

Mike Greenwell
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
County Hearing
Examiner

December 9, 2022

Ben Smith, AICP
Morris Depew Associates, INC
2914 Cleveland Avenue
Fort Myers, FL 33901
VIA EMAIL ONLY (bsmith@m-da.com)

RE: CPA2022-00003 Daniels Falls Encore Multi-Family – Corrected Letter

Dear Mr. Smith:

Staff has reviewed the application submittal for CPA2022-00003 Daniels Falls Encore Multi-Family, stamped "received" on November 3, 2022 and supplemented with additional information on November 10, 2022. Planning staff finds that the application materials are insufficient and further information is needed. A public hearing date will not be scheduled until a complete application is submitted.

Planning

1. Please provide correspondence provided to each service provider when requesting letters of availability.
2. A companion text amendment will be required to amend Table 1(b), adding allocation of residential development in the Central Urban future land use category in the Daniels Parkway Planning District.

Application Materials

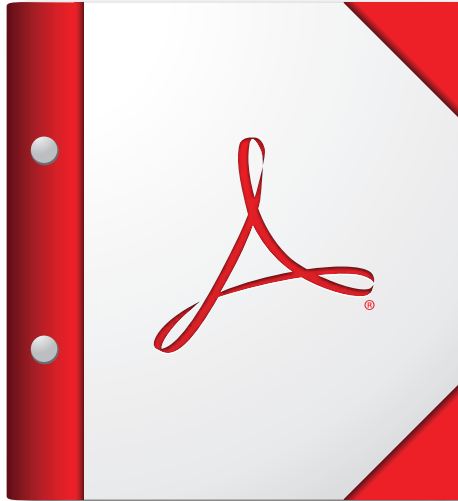
1. As previously requested, please provide analysis on Surface Water/Drainage Basins in Exhibit M16 (Existing and Future Conditions Analysis). This should be tied to the requirements found in 95.1.3, #4.
2. Please provide physical mailing labels with your application materials.
3. Page 1 of the application indicates that commercial intensity up to 200,000 square feet is allowed on the subject property, but the TIS provided analyzes commercial intensity up to 100,000 square feet. Please clarify which figure is correct and revise any inconsistencies.

If you do not provide the requested supplements of corrections within 90 days of this letter, this application will be considered withdrawn. Please feel free to contact me at (239) 533-8984 if you have any questions or would like to set up a meeting to discuss the comments contained in this letter.

Sincerely,

Lee County Department of Community Development

Joseph Sarracino, Planner, Planning Section



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Daniels Falls Encore MFR

Comprehensive Plan Amendment

Lee Plan Consistency and Justification Narrative

INTRODUCTION & PROPOSED MAP AMENDMENTS

The property that is the subject of this application is the existing Powers Court subdivision located at Powers Court and Cody Lee Road near the Daniels Parkway/I-75 interchange in unincorporated Lee County. The Powers Court platted subdivision is zoned Commercial Planned Development (CPD) and contains existing commercial development as well as roadway and stormwater management improvements. The Future Land Use Map (FLUM) currently designates this property as Outlying Suburban and Wetlands.

The applicant is requesting a FLUM Amendment to Central Urban for the entirety of the subject area, and a Mixed Use Overlay designation for the entirety of the subject area. As this request is to amend the Future Land Use Map Series involving property less than 50 acres, this request qualifies as a small scale future land use map amendment. Following the FLUM amendment, the applicant will request an amendment to the CPD, with the ultimate goal of developing multifamily residential on the vacant southeast parcel.



Figure 1: Boundary of Proposed Map Amendment

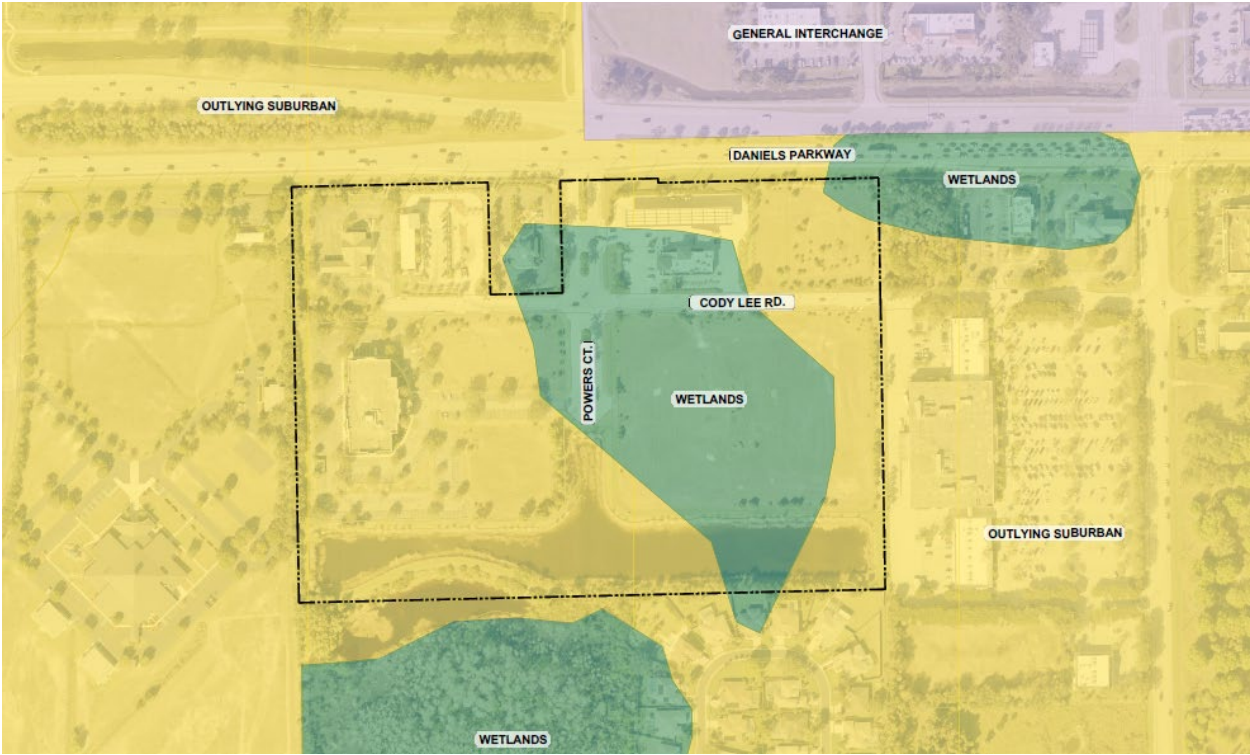


Figure 2: Existing Future Land Use Designation

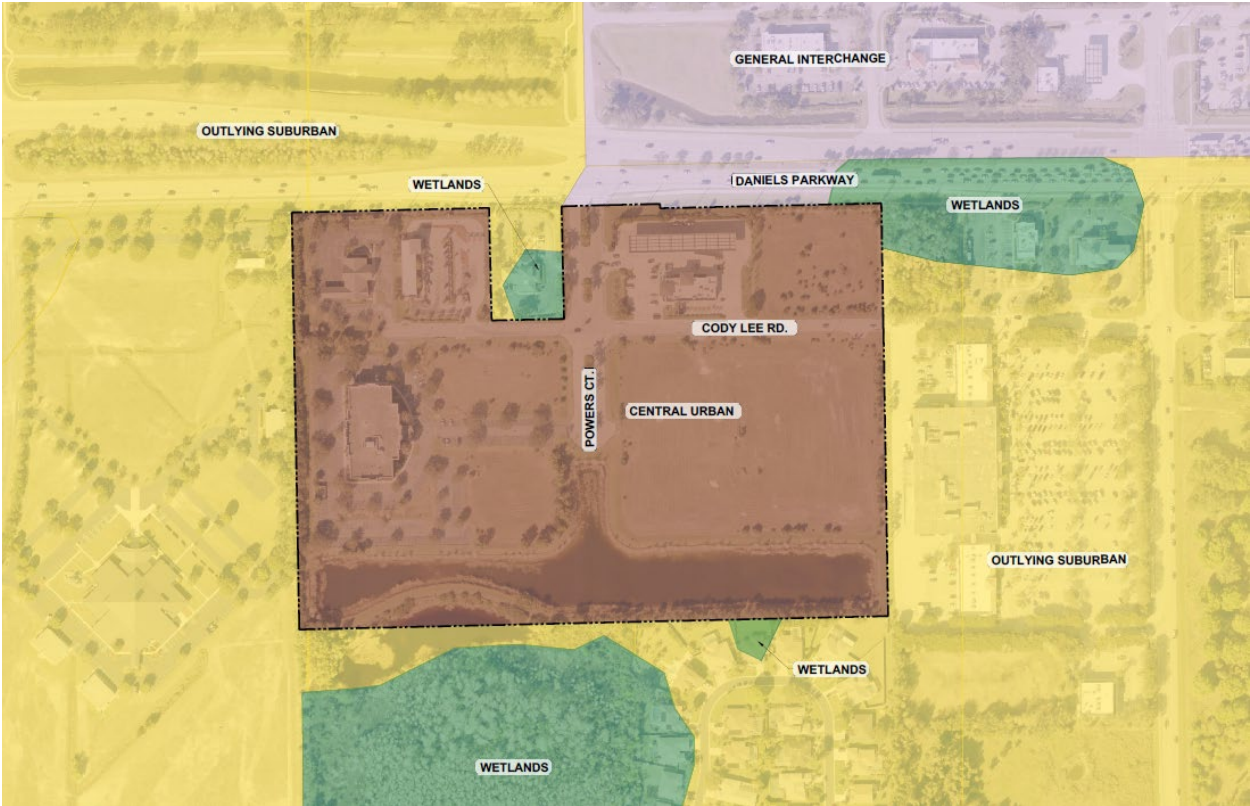


Figure 3: Proposed Future Land Use Designation

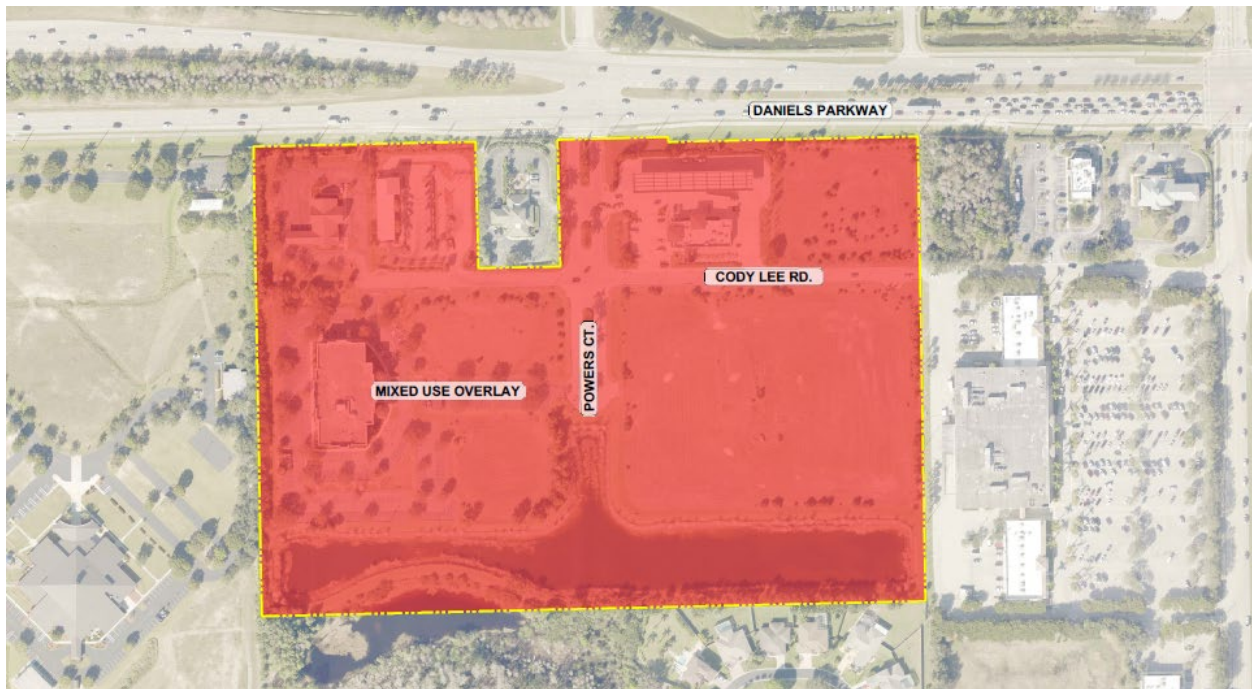


Figure 4: Proposed Mixed-Use Overlay

CHARACTERISTICS OF SUBJECT PROPERTY AND SURROUNDING PROPERTIES

The Powers Court subdivision is zoned CPD and includes an 18-pump RaceTrac service station, a car wash, office buildings, vacant land, a water management lake, and the private roadways of Powers Court and Cody Lee Road. The subdivision has frontage on Daniels Parkway, less than one mile to the east of I-75.

To the north, across Daniels Parkway from the subject property, is Daniels Parkway CPD, a 16-acre parcel of land that is currently zoned CPD and currently holds a General Interchange Future Land Use designation. The CPD was initially approved in 1993, which rezoned the property from AG-2 and allowed for the development of 77,620 sq. ft. of commercial office space and 40,000 sq. ft. of retail. In addition to the commercial space, the project was also approved for 152 hotel/motel rooms. The property is currently a commercial shopping center with multiple spaces. To the northwest of Daniels Parkway CPD is Daniels Business Center CPD, which is a 10.35-acre business center north of Salrose Lane and is designated as Outlying Suburban on the FLUM. The initial CPD zoning resolution Z-96-009 was approved in 1996 for a total of 90,000 sq. ft. of commercial space.

To the south of the subject project is Cypress Preserve, an 85-unit gated community planned around a central lake. To the southwest of the property is the Danpark Loop community, a master-planned development off Daniels Parkway. To the southeast of the project is Daniels Villas, a small housing development directly adjacent to Fiddlesticks Blvd. as well as the Cypress Preserve community.

To the east of the subject property is the Shoppes at Fiddlesticks, a CPD located on 16.85-acres of land that is designated as Outlying Suburban on the FLUM. The project was initially approved in 2000 when it was rezoned from AG-2, CG, and CPD to CPD via zoning resolution Z-00-046.

The CPD has an approved mix of retail which is mostly being utilized by a Publix, general office uses, and restaurants. Currently, only Parcels A and B are allowed for retail (99,000 sq. ft.) and Parcels C and D are approved for office space (9,000 sq. ft.).

To the west, the Riverside Baptist Church is located on a 36.27-acre property that is zoned CPD and holds the Future Land Use designation of Outlying Suburban.

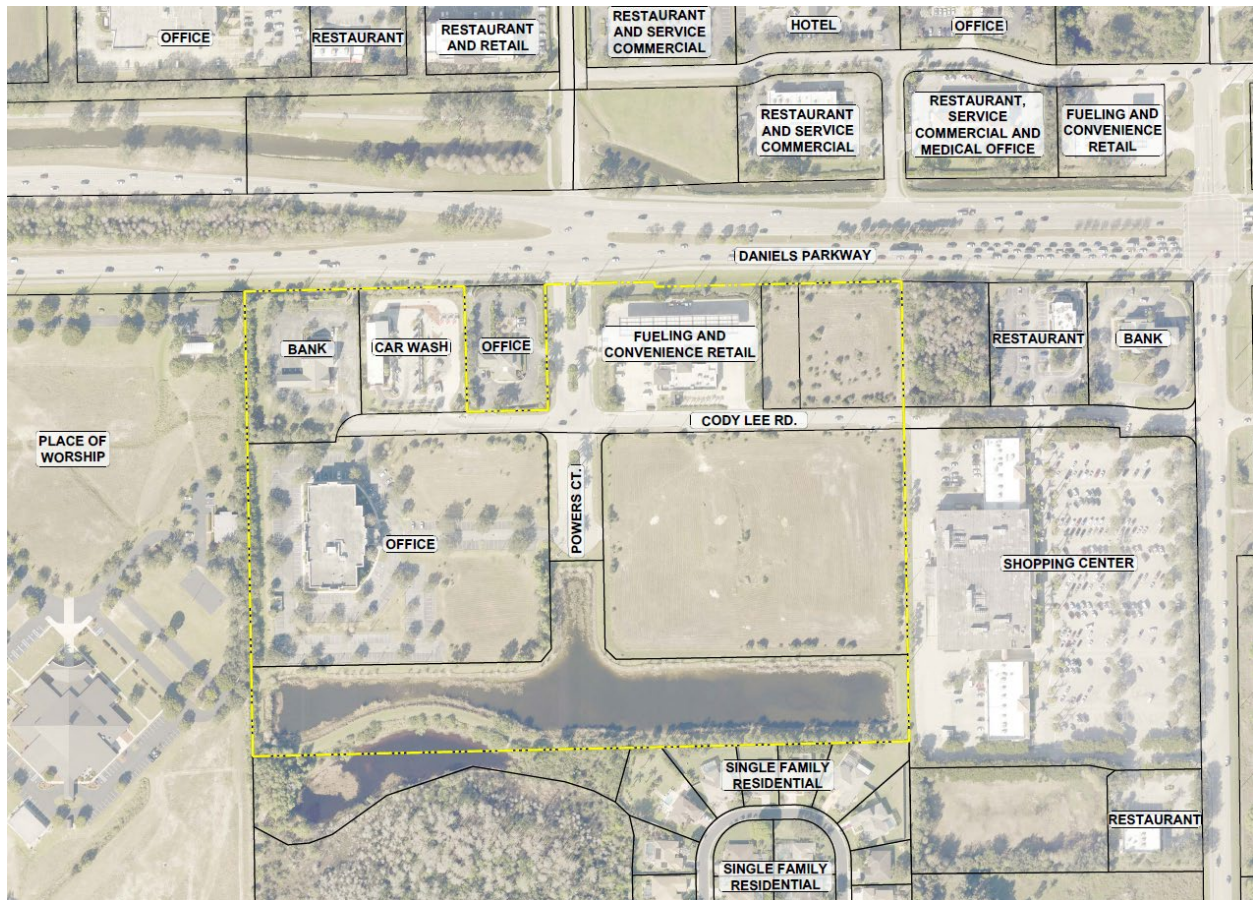


Figure 5: Aerial with Existing Land Uses

CONSISTENCY WITH LEE PLAN AND JUSTIFICATION FOR THE REQUEST

CURRENT FUTURE LAND USE DESIGNATIONS

Based on the descriptions of the Outlying Suburban, Wetlands, and Central Urban Future Land Use categories provided in the Lee Plan, the Applicant's request increases the subject property's consistency with the Lee Plan and furthers the Goals, Objectives, and Policies of the Lee Plan.

POLICY 1.1.6: The Outlying Suburban future land use category is characterized by its peripheral location in relation to established urban areas. In general, this category is rural in nature or contains existing low-density development. Some of the requisite infrastructure needed for higher density development is planned or in place. Industrial land uses are not permitted. The standard density range is from one dwelling unit per

acre (1 du/acre) to three dwelling units per acre (3 du/acre). Bonus densities are not allowed.

The description of Outlying Suburban as those areas that are peripheral in relation to established urban areas is no longer appropriate for the subject property, as the area is definitively urban. At the time the County's first Future Land Use Map was adopted in 1984 this area was perhaps peripheral. What is now Southwest Florida International Airport was originally built as Southwest Florida Regional Airport in 1983, the year prior. Since then, the airport was relocated and expanded, and Florida Gulf Coast University was built and has expanded. Interstate 75, a major regional transportation corridor, the international airport, Gateway and other communities, as well as South Fort Myers High School and the schools within Gateway are all located east of the subject property. Gulf Coast hospital, commercial and residential uses are located to the west of the subject property. The property is located between two baseball spring training facilities. The corridor is very different today. Thus, the Outlying Suburban FLUC does not meet with the character of the surrounding area or provide for development which is consistent with the needs of the community at this location which is less than a mile from I-75 and surrounded by commercial uses, which will complement the proposed multifamily residential development.

OBJECTIVE 1.5: WETLANDS. Designate on the Future Land Use Map those lands that are identified as Wetlands in accordance with § 373.019(27), Fla. Stat. through the use of the unified state delineation methodology described in Fla. Admin. Code R. 62-340, as ratified and amended in §373.4211, Fla. Stat.

The existing Wetlands future land use designation is not supported by the site conditions and documentation pertaining to the site. A significant portion of the area that is designated Wetlands FLU is developed with a RaceTrac gas station, roadways and the permitted stormwater management system. The existing Environmental Resource Permit (ERP) that was issued for the subject property in 2006 by the South Florida Water Management District (SFWMD), indicates a number of factors when taken with the site conditions that support the finding that no wetlands are present on site. These factors include the established control elevation of 16.4' NAVD relative to the seasonal high-water table (SHWT), and the ability to place fill on the property. Page 12 of the approved ERP that was issued for the subject property states:

There are no wetlands or other surface waters located within the project boundaries. No adverse environmental conditions are anticipated as a result of project construction.

The ERP was issued by the SFWMD, a State agency which charged with regulating wetlands according to the Florida Statutes in accordance with their Applicant's Handbook Volume II. Their determination that no wetlands are present is a sufficient basis to determine that designating any portion of the subject property with a Wetlands FLU category is inconsistent with the description of the Wetlands future land use category, as provided in the Lee Plan.

Additional factors supporting the finding that the area indicated on the FLUM as Wetland are not wetlands relate to the use of the site since the approval of Lee County Development Order DOS2005-00217 and the improvements made to the property associated with that approval. The DO and ERP authorized the placement of fill on the development tracts with the creation of a stormwater management system to support use of the property. During construction of some of the buildings, lake, and parking that took place between 2006 – 2008, the site was filled such that most of the areas were elevated above the

permitted control elevation for the property at Elev. 16.4' (NAVD) as noted above. These portions of the site that were filled also had construction equipment and materials operating over them for many months to the extent that the ground was compacted during that use of these areas. Figure 6 below, is an aerial photograph from 2008 that shows the areas where these activities took place as marked by the light-colored sand and limerock that was spread on the site at the time.

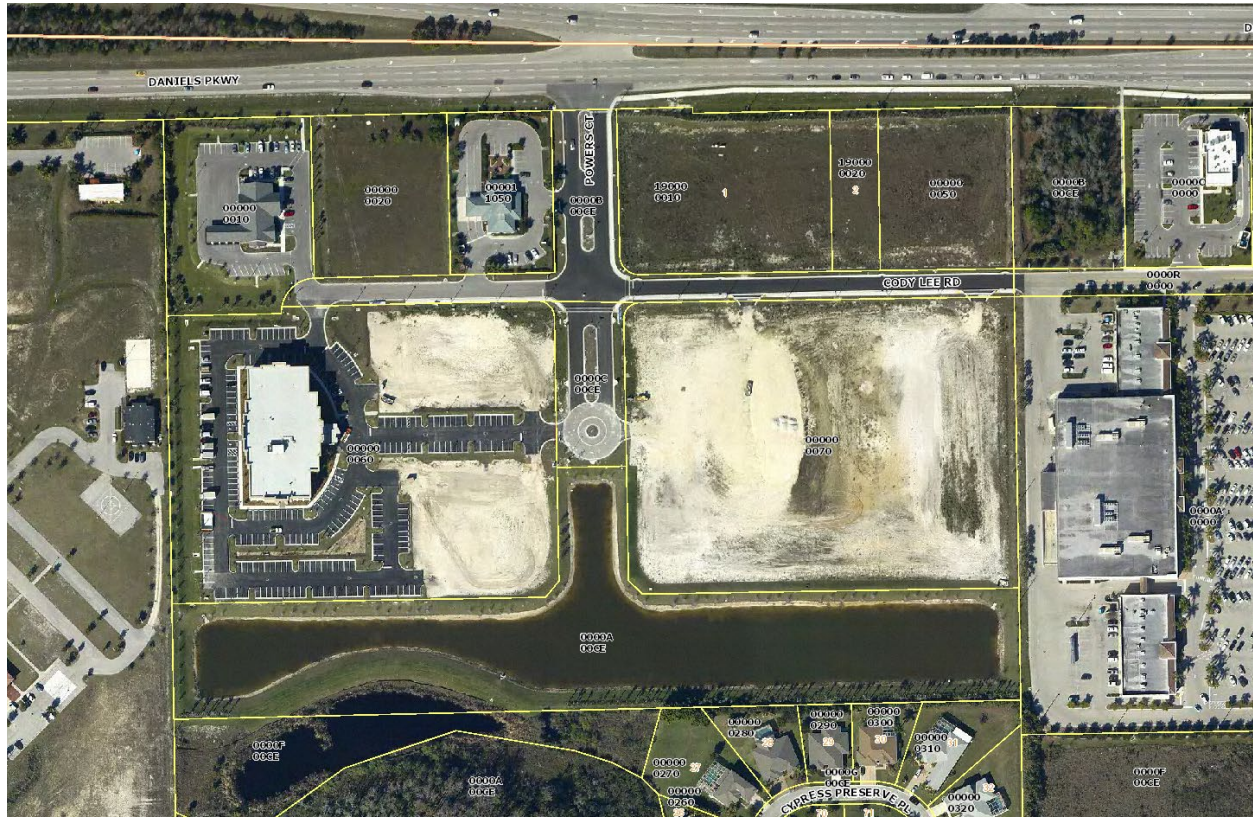


Figure 6: 2008 Aerial Depicting Filling Activity

Figure 7 uses the same 2008 aerial with the Current FLUM overlayed to provide an understanding of the relationship between the current designated Wetland FLU and the areas of the site that were improved during construction as indicated above on Figure 6.



Figure 7: 2008 Aerial Depicting Filling Activity with FLUM

Figure 8 depicts the areas on the vacant parcel where the elevation has been increased since the original permitting of the site. This graphic shows a comparison between the 2006 Development Order Topographic Survey data prepared by Morris-Depew Associates, Inc. and the 2018 Lee County LiDAR data where the shaded areas denote the amount of fill that was placed in specific areas and shows consistency with the 2008 construction activities depicted in Figure 6.

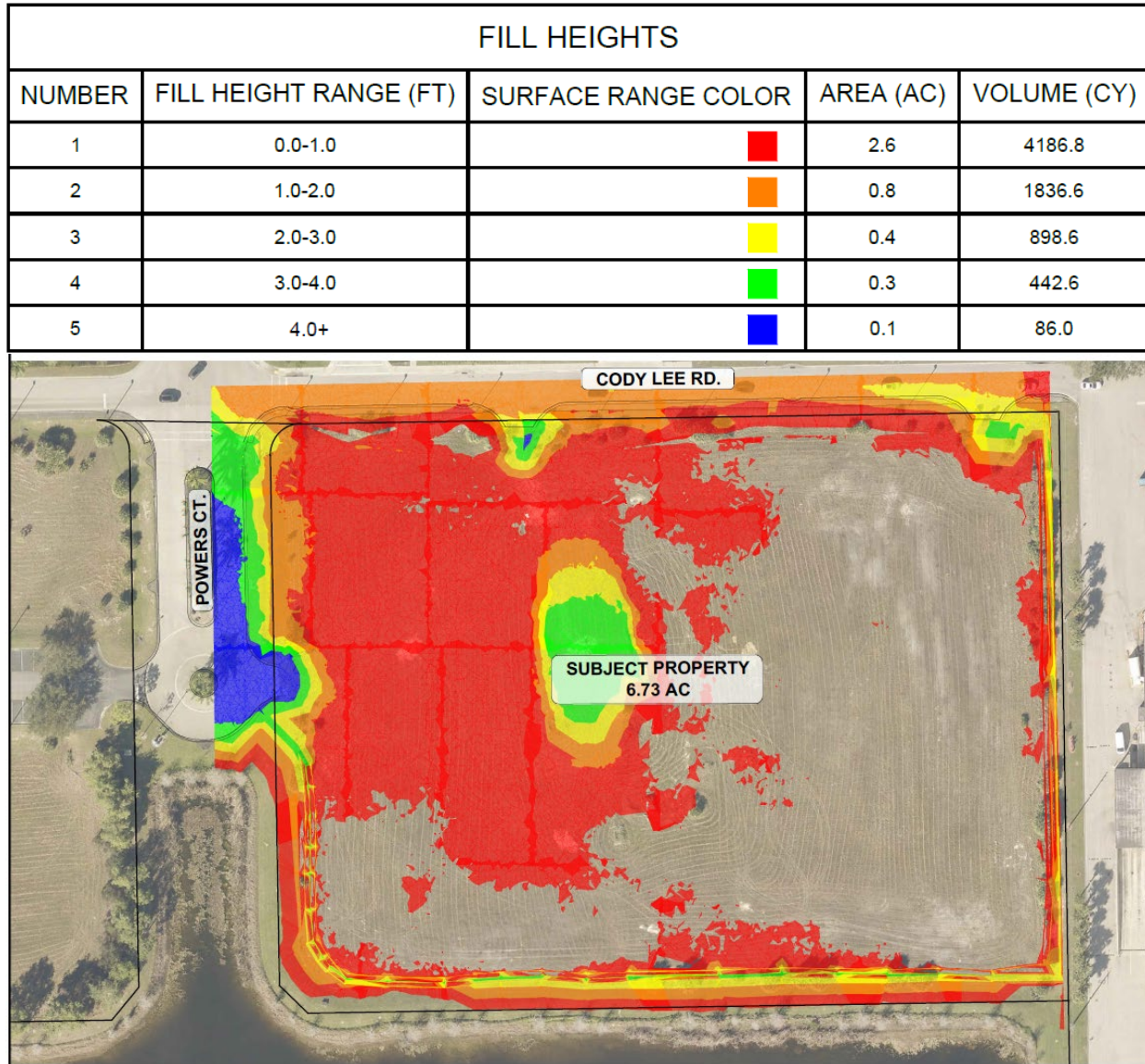


Figure 8: Filled Areas on Southeast Parcel

Figure 9 depicts the areas on that parcel where the existing grade is higher than the permitted Control Elevation established by the ERP at 16.4 ft NAVD. The Control Elevation is the grade at which the SFWMD recognizes the seasonal high-water table for the property.

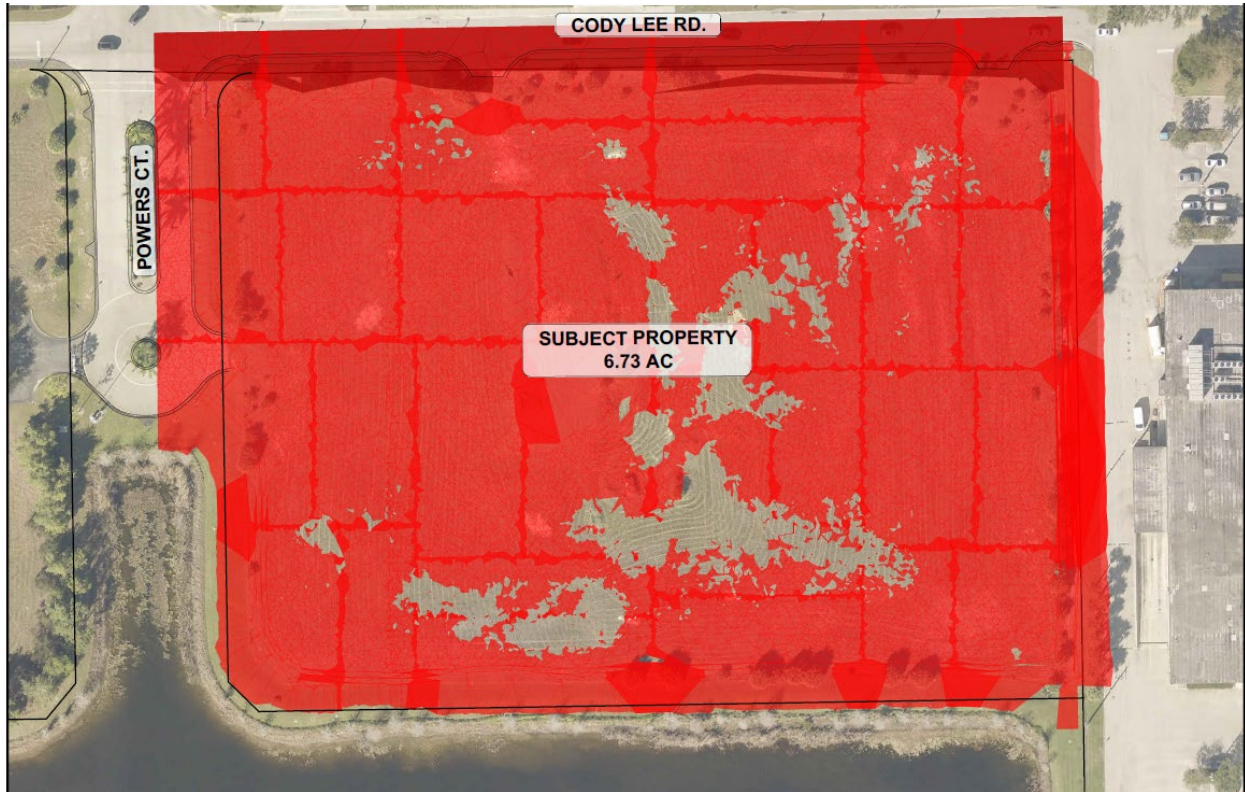


Figure 9: Areas on Southeast Parcel where Current Elevation Exceeds Control Elevation

As previously mentioned, the areas where construction activities and vehicles operated were filled and compacted. The SFWMD considers compacted soils as being impervious. Since wetlands characteristically do not exist on lands that have been compacted and/or with elevations above the Seasonal High Water Table, the project site should be considered free of wetlands.

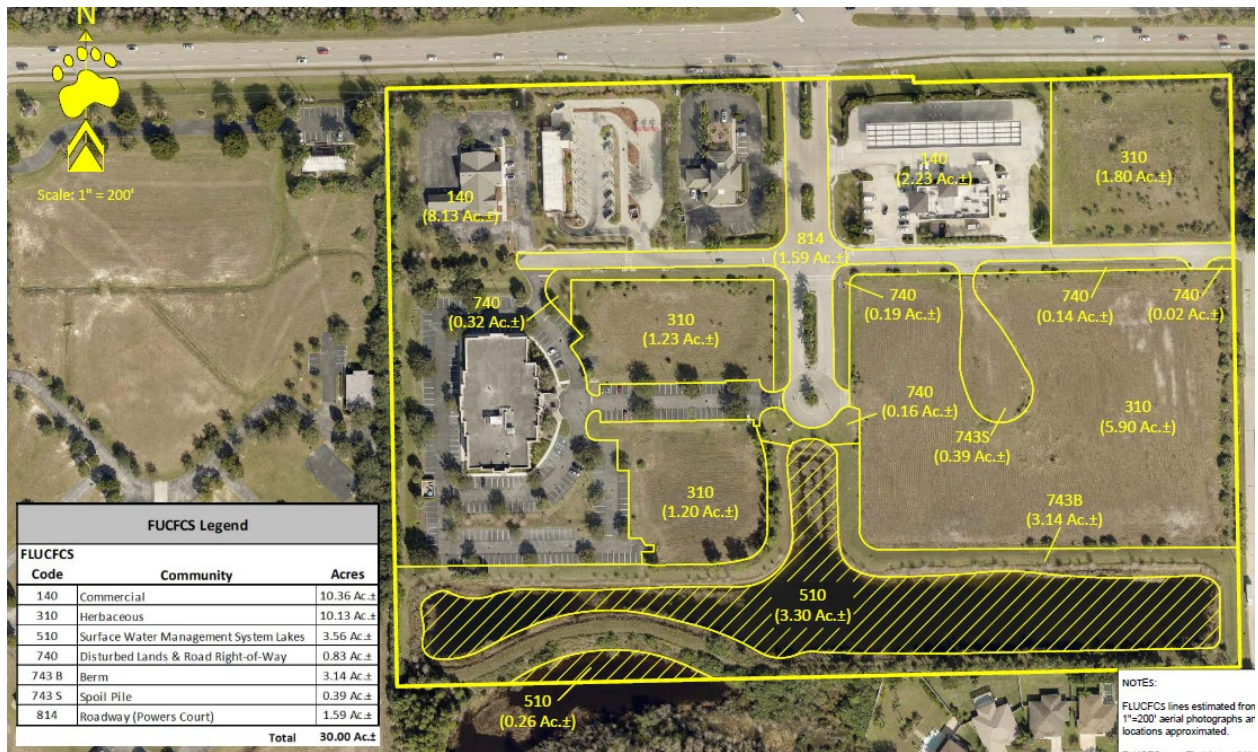


Figure 10: FLUCFCS Map

The environmental analysis that is provided in the report prepared by BearPaws Environmental in support of this application includes a FLUCFCS map shown above as Figure 10, showing that no wetlands exist on the site. This is consistent with the activities that have taken place within the development previously described which include construction of roadways, a stormwater management system, commercial development, and compacting areas and/or placing fill on the vacant parcels.

As demonstrated by the figures above, the area designated with Wetlands FLU has been developed with roadways, stormwater management lake, commercial development, and have been filled to the extent that they characteristically cannot be considered wetlands. These facts, along with the attached environmental analysis provided by BearPaws Environmental taken together with the ERP, which states that no wetlands are present, provide consistent and appropriate data and justification to remove the Wetlands FLU designation, as there are clearly no wetlands present on site. As such, Lee Plan Goal 124 and the associated Objectives and Policies, which regulate development within wetlands, are not relevant to this application.

PROPOSED FUTURE LAND USE DESIGNATIONS

POLICY 1.1.3: The Central Urban future land use category can best be characterized as the "urban core" of the County. These areas are already the most heavily settled and have, or will have, the greatest range and highest levels of public services. Residential, commercial, public and quasi-public, and limited light industrial land uses will continue to predominate in the Central Urban future land use category. Future development in this category is encouraged to be mixed use, as described in Objective 11.1, where appropriate. The standard density range is from four dwelling units per acre (4 du/acre)

to ten dwelling units per acre (10 du/acre), with a maximum total density of fifteen dwelling units per acre (15 du/acre). The maximum total density may be increased to twenty dwelling units per acre (20 du/acre) utilizing Greater Pine Island Transfer of Development Units.

The surrounding area can definitively be considered as part of the urban core of Lee County, as evidenced by nearby uses such as multiple hotels, a Publix shopping center, service stations, office buildings, restaurants, banks, a car wash, various retail, and service commercial uses. The addition of residential dwelling units to the Daniels Falls CPD creates a mix of uses within the development that is more consistent with the goal of the Central Urban future land use category. The requested Central Urban Future Land Use designation is more representative of the land use characteristics of the surrounding area as it now currently exists and also provides for an appropriate transition of land use intensities between the adjacent General Interchange FLU and the Outlying Suburban FLU.

GOAL 11: MIXED USE. Encourage mixed use developments that integrate multiple land uses, public amenities and utilities at various scales and intensities in order to provide: diversified land development; a variety of housing types; greater connectivity between housing, workplaces, retail businesses, and other destinations; reduced trip lengths; more transportation options; and pedestrian and bicycle-friendly environments.

OBJECTIVE 11.2: MIXED USE OVERLAY. The County will maintain an Overlay in the future land use map series identifying locations appropriate for mixed use located in proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns are encouraged and preferred within the Mixed Use Overlay. (Ord. No. 07-15, 17-13)

POLICY 11.2.1: The Mixed Use Overlay identifies locations where mixed use development will have a positive impact on transportation facilities through increased transit service, internal trip capture, and reduced travel distance. Requests to expand the Mixed Use Overlay will be evaluated based on all of the following criteria:

- 1. Located within the extended pedestrian shed of established transit routes; and,***
- 2. Distinct pedestrian and automobile connections to adjacent uses can be achieved without accessing arterial roadways; and***
- 3. Located within the Intensive Development, Central Urban, or Urban Community future land use categories; and,***
- 4. Availability of adequate public facilities and infrastructure; and***
- 5. Will not intrude into predominately single-family residential neighborhoods.***

POLICY 11.2.2: Development in the Mixed Use Overlay should accommodate connections to adjacent uses.

POLICY 11.2.5: Lee County will maintain land development regulations for properties within the Mixed Use Overlay that allow for urban forms of development and a variety of uses.

This request, the proposed location, and the applicant's plans for multifamily development are consistent with the County's mixed-use concept, as set forth in Lee Plan Goal 11, due to the opportunities for interconnection, and the introduction of multifamily residential infill development in proximity to shopping, employment, a major arterial roadway, and public transit. Locating multifamily development at this site, which is within walking distance of shopping, offices, restaurants, banks, and other service commercial, will allow for increased internal vehicle trip capture and provide the opportunity to eliminate many vehicle trips that would be generated by multifamily development located in other areas without the proximity to these employment opportunities and commercial uses. The site and request also meet the criteria provided in Objective 11.2 (and the associated policies) for appropriate locations for Mixed Use Overlays:

- The site is located directly on LeeTran Route 50, well within the ¼ mile pedestrian shed.
- The planned extension of Three Oaks Parkway will provide pedestrian and automobile connections that will not rely on access to Daniels Parkway.
- The site is advantageously located for pedestrian and non-motorized modes of transportation. Shared use paths exist on Daniels Parkway and Fiddlesticks Boulevard, an on-road bikeway exists on Daniels Parkway, and the Three Oaks Parkway extension will include a shared use path and on-road bikeway.
- The site is proximate to a public transit route, shopping, employment centers, and recreational opportunities such as golf courses, and hiking at the Six Mile Cypress Slough Preserve.
- The applicant is requesting the Central Urban future land use designation, which is listed as an appropriate category for the Mixed Use Overlay.
- As demonstrated in the attached public services impacts report, there are adequate public facilities and existing infrastructure in place to serve the development that will result from this request.
- No existing single-family residences will be impacted, and the site is not adjacent to any vacant land designated for single-family residential use.
- The site is already configured to provide for connection between existing and proposed development within the proposed Overlay area as well as adjacent shopping.

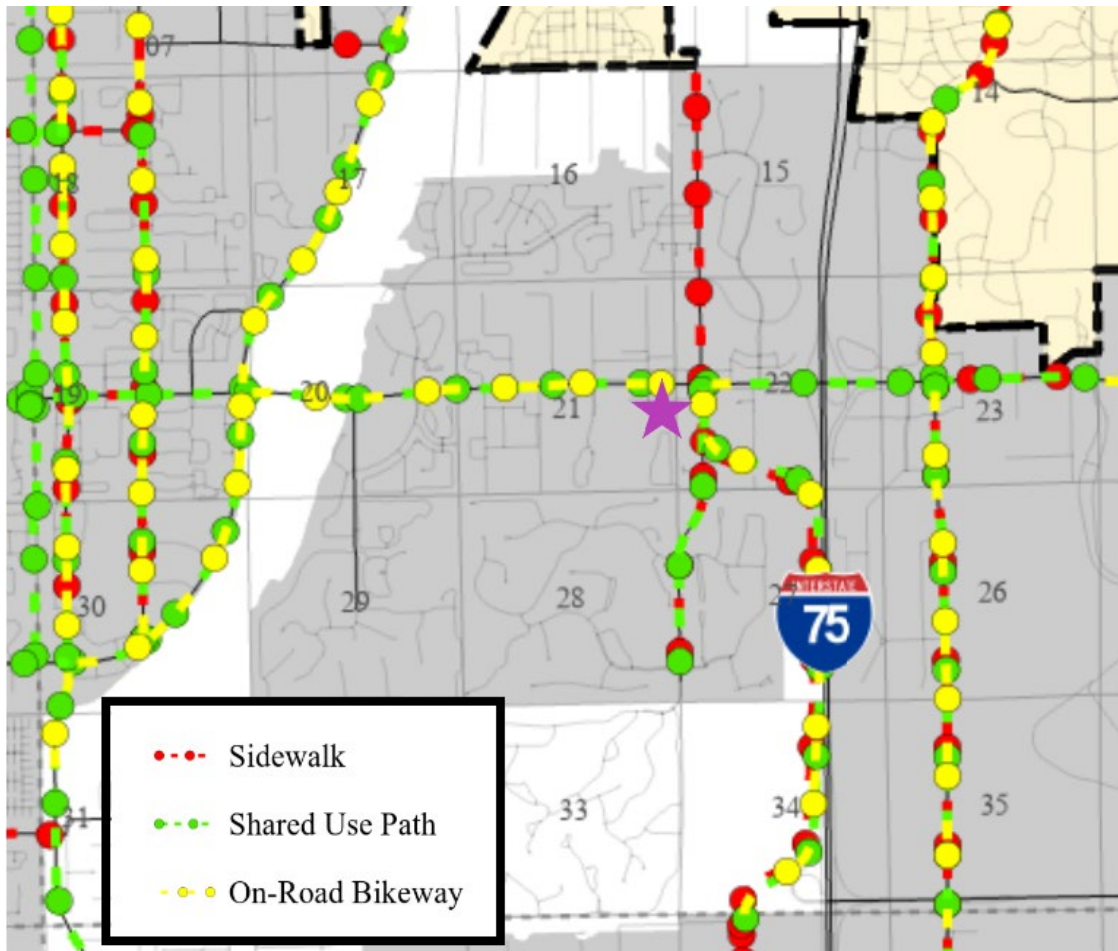


Figure 11: Subject Property located on LeePlan Map 3-D

POLICY 11.2.7: Development, redevelopment, and infill development located within the Mixed Use Overlay may use the area of non-residential uses in their density calculations.

The Applicant is proposing to include the Daniels Falls CPD within the Mixed Use Overlay, retain the existing commercial entitlement, and allow for multifamily residential development. The subdivision is currently zoned as a CPD and the Central Urban Future Land Use designation will allow for an amendment to the CPD to add multifamily residential to the planned development. The Central Urban future land use category permits a maximum standard density of 10 dwelling units per acre and the Mixed Use Overlay permits allowable density to be calculated using the entire area of the Overlay area. Developed at the maximum standard density, this 29.03-acre property could potentially be developed with 290 dwelling units. Demands on public facilities were estimated based on the maximum potential residential development in conjunction with the existing 196,000 square feet of commercial entitlement, which is also supported by the Central Urban category.

HOUSING NEEDS

In addition to recategorizing the future land use of the subject property to a more appropriate category, this request also serves to further the applicant's goal of developing multifamily residential on the subject property. Achievement of that goal is also consistent with the goals, objectives and policies of the Lee

Plan, specifically furthering Goal 5, Goal 135, Objective 135.1, and Policy 135.19, and fulfills a need for housing in the community, a need which is recognized by available housing data.

GOAL 5: RESIDENTIAL LAND USES. 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.

GOAL 135: MEETING HOUSING NEEDS. To provide decent, safe, and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the County.

OBJECTIVE 135.1: HOUSING AVAILABILITY. To ensure the types, costs, and locations of housing are provided to meet the needs of the County's population by working with private and public housing providers.

POLICY 135.1.9: The County will ensure a mix of residential types and designs on a Countywide basis by providing for a wide variety of allowable housing densities and types through the planned development process and a sufficiently flexible Future Land Use Map.

A household is determined to be cost-burdened when it spends more than 30% of its income toward housing expenses. As a more extreme measure, a household is said to be severely cost-burdened when it spends at least 50% of its income toward housing expenses. Data provided by the Shimberg Center for Affordable Housing at the University of Florida estimates that in 2020, 32% of all Lee County households were spending greater than 30% of their household income on housing costs and that 15% of all Lee County households were spending greater than 50% of their income on housing costs. Since 2020, housing costs and inflation rates have risen, and it is reasonable to expect that the estimated percentage of cost burdened households has likely risen as well.

Shimberg also provides estimates of housing unit types. The most recent data from Shimberg shows that single-family detached dwelling units are the predominant unit type in Lee County at 55% of the total. The category of multifamily dwelling unit type (20 or more units attached) planned to be offered by the applicant at this location, is estimated to make up only 11% of the total housing stock in Lee County.

Prior to the Hurricane Ian storm event, Lee County and the Southwest Florida region were experiencing a housing shortage. The housing shortage has only been compounded by the fact that tens of thousands of dwelling units have recently been removed from the housing stock due to inhabatability as a result of damage from the storm event. Lack of housing unit inventory is a significant contributor to property value increases. Mr. Shelton Weeks, PHD, Lucas Professor of Real Estate at Florida Gulf Coast University, presented at the January 11th, 2022, Real Estate Investment Society luncheon, indicating that there is a shortage of housing throughout SW Florida and that if the shortage is not addressed it will prevent Lee County from diversifying the economy. The Applicant's requested map amendment and the Applicant's goal of providing multifamily housing will serve the needs of the community and the region.

The applicant is ultimately seeking approval for a multifamily residential development containing 200+ units in a location which is outside of the Coastal High Hazard Area (CHHA) that experienced comparatively

less damage than areas of the County within the CHHA. Approval of this request will further that goal of bringing a housing product to Lee County which is in short supply which is generally offered at a lower cost than the predominant Lee County housing type of single-family detached. As the subject property is proximate to major employment centers such as the international airport, medical facilities, and industrial operations, this housing product is in high demand at this location and will provide a benefit to the community and to the county as a whole.

ADEQUACY OF EXISTING SERVICES AND UTILITIES

GOAL 4: GENERAL DEVELOPMENT STANDARDS. Pursue or maintain land development regulations which protect the public health, safety and welfare, encourage creative site designs and balance development with service availability and protection of natural resources

The application materials supporting this request include copies of the Letters of Availability for the various public services available in this area of Lee County. Currently, Lee County Emergency Medical Services, South Trail Fire Protection & Rescue Service District, and the Lee County Sheriff's Office all have confirmed that the project has complete emergency service availability. In addition to emergency services, Lee County Utilities, LeeTran, and Lee County Solid Waste have all confirmed their ability to accommodate the capacity demands of the proposed project. The submitted application demonstrates that services are available consistent with Goal 4 of the Lee Plan.

STANDARD 4.1.1: WATER. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Fla. Admin. Code R. 62-550).

A Lee County Utilities Letter of Availability letter was received for the subject project and highlighted an adequate capacity to support the maximum water demanded by the project in the future. Potable water services are provided through the Corkscrew Water Treatment Plant. Currently, 102,500 gallons of water per day are necessary to support the potential maximum 290 dwelling units and 196,000 sf of commercial space, which is already entitled. The project will be directly connected to the local water system, which is in direct compliance with Policy 4.1.1 of the Lee Plan.

STANDARD 4.1.2: SEWER. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development that generates more than 5,000 gallons of sewage per day, must connect to a sanitary sewer system.

The subject property is within the service area limits for the City of Fort Myers South Water Reclamation Facility. The property is able to utilize this plant via an inter-local agreement between Lee County and the City of Fort Myers. The maximum potential density of 290 multifamily residential dwelling units and 196,000 sf of commercial space will generate an estimated 88,000 gallons of sewage per day. A letter of service availability was issued by Lee County Utilities highlighting adequate capacity to serve the Daniels Falls Encore MFR and accommodate the estimated demand. The project is in direct compliance with

Standard 4.1.2 of the Lee Plan which requires a project of this scale to connect to the sanitary sewer system.

POLICY 39.1.3: Through the plan amendment and zoning process, the County will direct high-intensity land uses to land proximate to existing and future transit corridors identified on the Transportation Map Series, MPO Long Range Transportation Plan, and TDP.

TRANSPORTATION

The traffic circulation analysis that was provided by TR Transportation Consultants, as part of this application, finds that the Applicant's requested map change, which will allow for multifamily residential development in place of commercial development, represents a substantial reduction in potential trip generation. The implications for this potential reduction are positive, as Daniels Parkway is designated as a constrained roadway. Additionally, the location of the subject property with access to Daniels Parkway and to the planned extension of Three Oaks Parkway is consistent with Lee Plan Transportation Policy 39.1.3.

POLICY 39.2.1: Future urban areas will have a balanced emphasis on automobile, freight, transit, pedestrian, and bicycle modes of transportation by:

- ***Promoting safe and convenient street, bicycle and pedestrian facility connectivity for easy access between modes.***
- ***Utilizing short block lengths within urban Mixed Use Overlay areas.***
- ***Providing transit service with an emphasis on urban Mixed Use Overlay areas.***
- ***Incentivizing infill and redevelopment, mixed uses, pedestrian friendly design, and higher density in areas served by transit.***
- ***Providing sidewalks along all roads and streets in urban areas, except where prohibited.***

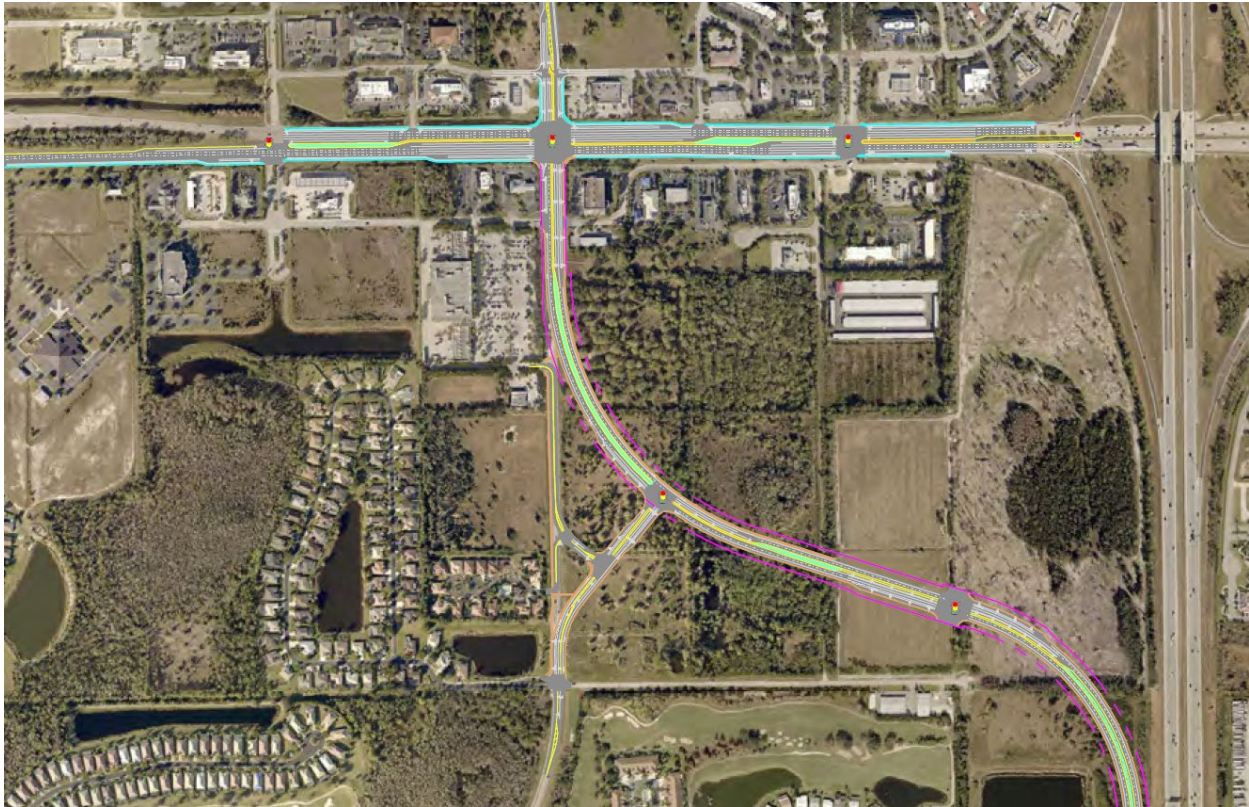


Figure 12: Proposed Extension of Three Oaks Parkway and Widening of Daniels Parkway

The location of the subject property on Daniels Parkway provides immediate access to this major arterial less than one mile from I-75, which will limit impacts to local roadways. Another major transportation related consideration for this project is the planned extension of Three Oaks Parkway, which will be accessible from the Powers Court subdivision by way of Cody Lee Road to Fiddlesticks Blvd. This proposed linkage will reduce vehicle trips on Daniels Parkway by providing another option for connectivity to areas south of the subject property. These factors, combined with the features of the surrounding area, which is already significantly developed with service commercial, employment opportunities, and sidewalks demonstrates consistence with the Goals, Objectives, and Policies of the Lee Plan Transportation Element, and very specifically, Policy 39.2.1.

SURFACE WATER MANAGEMENT AND WATERSHED

GOAL 60: COORDINATED SURFACE WATER MANAGEMENT AND LAND USE PLANNING ON A WATERSHED BASIS. *To protect or improve the quality of receiving waters and surrounding natural areas and the functions of natural groundwater aquifer recharge areas while also providing flood protection for existing and future development.*

OBJECTIVE 60.3: CRITICAL AREAS. *The Six Mile Cypress Basin (as defined in the LDC, Chapter 10) and the DR/GR land use category are both identified as “critical areas for surface water management.” The County will maintain existing regulations to protect the unique environmental and water resource values of these areas.*

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

POLICY 60.1.2: Incorporate, utilize, and where practicable restore natural surface water flowways and associated habitats.

GOAL 61: PROTECTION OF WATER RESOURCES. To protect the County's water resources through the application of innovative and sound methods of surface water management and by ensuring that the public and private construction, operation, and maintenance of surface water management systems are consistent with the need to protect receiving waters.

The Daniels Falls CPD has an existing surface water management plan that includes both wet and dry detention. The plan was designed utilizing the control elevation at the connection location, identified as EL 17.6 NGVD. Adjusted to NAVD, this is EL 16.4 ft. The design provides 4.87 ac-ft of water treatment volume, which was designed based on the storage between the pre-treatment bottom and the elevation between the notch atop the control structure. The existing design can accommodate an excess storage volume of 50%. The excess treated surface water eventually discharges to the Six Mile Cypress Slough. The approved design provides an innovative and sound method of surface water management that protects proximate receiving waters. This application for a FLUM amendment does not propose any modifications to the basic design or operation of the existing water management system and it is not practical or possible to restore/change any flow ways within this existing subdivision which already contains commercial development and roadways.

POLICY 61.3.6: Require developments to provide surface water management systems, acceptable programs for operation and maintenance, and post-development runoff conditions that reflect the natural surface water flow rate, direction, quality, hydroperiod, and drainage basin.

The project site has existing implementations that result in very adequate drainage. The property is shown in SFWMD ERP No. 36-01634-S. The permit shows that water drains directly to the south through a culvert installed between the berm and Fiddlesticks Preserve/Cypress Glen Preserve. The permitted outfall is through a conservation area located at the southwest corner of the subject property. The drainage flow is designed to reflect the natural surface water flow rate, direction, quality, hydroperiod, and the Ten Mile Canal Basin.

10-321(f)

Six Mile Cypress Watershed—Drainage and surface water management.

- 1. The outfall discharge rate for the three-day 25-year storm event for all large projects within the Six Mile Cypress Watershed must be 37 cms or less as specified in the Six Mile Cypress Watershed Plan.***
- 2. All development in the Six Mile Cypress Watershed Basin must be consistent with the findings and conclusions in the Six Mile Cypress Watershed Plan. However, the County will consider alternate proposals offering design standard flexibility in the conservation, restoration and enhancement of tributaries and flow-ways within the basin. In any***

event, the plan will not be interpreted to require a developer to mitigate impacts not created by the proposed development.

The allowable discharge rate for the subject property is calculated based on the allowable rate of discharge for the 25 year-72-hour event of 64.0 CSM for the Ten Mile Canal Basin. The maximum discharge rate for the 25 year-72-hour event for the subject project surface water management basin is 1.63 CFS. All impacts created by the proposed additional density have already been addressed within the existing surface water management plan.

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

The existing surface water management plan identifies a capacity to accommodate a treatment volume of 4.87 ac-ft, which includes an additional 50% storage capacity of the required volume. The surface water management plan was created with the maximum development potential of the subject property in mind, and therefore provides sufficient measures that uphold the surface and groundwater quality, even considering the additional proposed density.

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

The subject property has existing artificial drainage systems that provide for wet and dry detention. Additionally, vegetated swale systems exist to minimize nutrient loading and pollution of freshwater and estuarine systems. These systems improve water quality by catching sediment and assimilating nutrients, in addition to recharging the underground water table. These implements were designed and originally approved via ERP 36-05329-P.

IMPACTS ON HISTORIC RESOURCES

OBJECTIVE 2.5: HISTORIC RESOURCES. Historic resources will be identified and protected pursuant to the Historic Preservation Element and the County's Historic Preservation Ordinance.

A Master Site File Request was completed for this site and concluded that there are no current or former historical resources found on the subject project site.

CONSISTENCY WITH LEE PLAN POLICY 1.6.5 AND TABLE 1(B)

As part of this request for a small-scale future land use map amendment to designate land within the Daniels Parkway Planning District (#11) as Central Urban FLU, we also request that the County update Lee Plan Table 1(b) to ensure consistency with the County's supporting data and analysis, as required by Policy 1.6.5.

POLICY 1.6.5: The Planning Districts Map and Acreage Allocation Table (Map 1-B and Table 1(b)) depict the proposed distribution, extent, and location of generalized land uses through the Plan's horizon. Acreage totals are provided for land in each Planning District in unincorporated Lee County. No development orders or extensions to development orders will be issued or approved by Lee County that would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded. This policy will be implemented as follows:

- 1. For each Planning District the County will maintain a parcel based database of existing land use.**
- 2. Project reviews for development orders must include a review of the capacity, in acres, that will be consumed by buildout of the development order. No development order, or extension of a development order, will be issued or approved if the acreage for a land use, when added to the acreage contained in the updated existing land use database, exceeds the limitation established by Table 1(b) regardless of other project approvals in that Planning District.**
- 3. When updating the Lee Plan's planning horizon, a comprehensive evaluation of the Planning Districts Map and Acreage Allocation Table will be conducted.**

Through coordination with County staff, it has been determined that allocating 7 acres of Central Urban FLU to Daniels Parkway PD11 and conversely reducing the allocation of Central Urban FLU within the Lehigh Acres PD17 by 50 acres is necessary in order to permit the multifamily development that is proposed by this application. We request this revision to Table 1(b) as part of this application:

**TABLE 1(b)
YEAR 2045 ALLOCATIONS**

Future Land Use Category	Planning District											
	District 11 Daniels Parkway	District 12 Iona / McGregor	District 13 San Carlos	District 14 Sanibel	District 15 South Fort Myers	District 16 Pine Island	District 17 Lehigh Acres	District 18 Southeast Lee County	District 19 North Fort Myers	District 20 Buckingham	District 21 Estero	District 22 Bashore
Residential By Future Land Use Category												
Intensive Development	-	-	-	-	801	1	30	-	376	-	-	-
Central Urban	7	656	20	-	3,113	-	7,964 7,312	-	2,225	-	-	-
Urban Community	-	978	1,318	-	863	540	17,034	-	-	115	-	-
Suburban	-	2,566	2,069	-	1,202	659	-	-	6,387	-	-	-
Outlying Suburban	1,253	438	-	-	-	502	-	-	406	-	90	-
Sub-Outlying Suburban	-	-	13	-	-	-	-	-	145	66	-	950
Commercial	-	-	-	-	-	-	-	-	-	-	-	-
Industrial	-	3	3	-	3	-	-	-	-	-	-	-
Public Facilities	-	-	-	-	-	-	-	-	-	-	-	-
University Community	-	-	503	-	-	-	-	-	-	-	-	-
Destination Resort Mixed Use Water Dependent	-	8	-	-	-	-	-	-	-	-	-	-
Burnt Store Marina Village	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
General Interchange	58	-	-	-	-	-	-	8	14	-	-	20
General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
University Village Interchange	-	-	-	-	-	-	-	-	-	-	-	-
New Community	-	-	-	-	-	-	-	-	-	-	-	-
Airport	-	-	-	-	-	-	-	-	-	-	-	-
Tradeport	-	-	-	-	-	-	-	-	-	-	-	-
Rural	1,573	-	99	-	-	227	14	-	454	50	-	1,387
Rural Community Preserve	-	-	-	-	-	-	-	-	-	3,517	-	-
Coastal Rural	-	-	-	-	-	1,338	-	-	-	-	-	-
Outer Island	-	2	-	-	-	55	-	-	-	-	-	-
Open Lands	80	-	-	-	-	-	-	-	30	-	-	1,667
Density Reduction/ Groundwater Resource	-	-	-	-	-	-	-	4,742	-	-	-	2,101
Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-	-
Wetlands	-	-	-	-	-	-	-	-	-	-	-	-
Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential	2,964	4,650	4,024	-	5,982	3,322	24,440	4,750	10,035	3,748	90	6,125
Commercial	326	774	938	-	2,012	288	900	118	1,121	19	18	72
Industrial	5	198	387	-	566	67	218	215	244	4	2	4
Non Regulatory Allocations												
Public	3,214	4,898	6,264	-	5,883	4,831	20,267	17,992	10,117	3,052	653	3,351
Active AG	5	13	5	-	-	2,780	35	12,000	90	630	4	550
Passive AG	10	-	5	-	-	70	50	2,500	250	2,000	-	2,100
Conservation	1,677	9,786	2,232	-	211	15,489	1,077	41,028	1,607	382	1,465	895
Vacant	20	55	158	-	4	2,200	14,804	2,400	1,183	850	130	1,425
Total	8,221	20,374	14,114	-	14,658	29,047	61,791	81,003	24,649	10,684	2,362	14,523
Population Distribution (unincorporated Lee County)	14,322	44,132	54,615	-	76,582	13,431	162,245	17,369	110,722	5,951	741	8,653

**TABLE 1(b)
YEAR 2045 ALLOCATIONS**

Future Land Use Category		Unincorporated County	Planning District									
			District 1 Northeast Lee County	District 2 Boca Grande	District 3 Bonita	District 4 Fort Myers Shores	District 5 Burnt Store	District 6 Cape Coral	District 7 Captiva	District 8 Fort Myers	District 9 Fort Myers Beach	District 10 Gateway / Airport
Residential By Future Land Use Category	Intensive Development	1,483	-	-	-	17	-	21	-	238	-	-
	Central Urban	13,838	-	-	-	207	-	-	-	230	-	25
	Urban Community	22,739	813	453	-	475	-	-	-	-	-	150
	Suburban	14,913	-	-	-	1,950	-	-	-	80	-	-
	Outlying Suburban	3,648	25	-	-	490	13	3	429	-	-	-
	Sub-Outlying Suburban	1,731	-	-	-	330	-	-	-	-	-	227
	Commercial	-	-	-	-	-	-	-	-	-	-	-
	Industrial	15	-	-	-	-	-	-	-	-	-	6
	Public Facilities	-	-	-	-	-	-	-	-	-	-	-
	University Community	503	-	-	-	-	-	-	-	-	-	-
	Destination Resort Mixed Use Water Dependent	8	-	-	-	-	-	-	-	-	-	-
	Burnt Store Marina Village	2	-	-	-	-	2	-	-	-	-	-
	Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-
	General Interchange	114	-	-	-	-	-	-	-	-	-	15
	General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-
	Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-
	University Village Interchange	-	-	-	-	-	-	-	-	-	-	-
	New Community	2,104	1,115	-	-	-	-	-	-	-	-	989
	Airport	-	-	-	-	-	-	-	-	-	-	-
	Tradeport	3	-	-	-	-	-	-	-	-	-	3
	Rural	7,764	2,431	-	-	800	730	-	-	-	-	-
	Rural Community Preserve	3,517	-	-	-	-	-	-	-	-	-	-
	Coastal Rural	1,338	-	-	-	-	-	-	-	-	-	-
	Outer Island	233	2	4	-	1	-	-	169	-	-	-
	Open Lands	2,186	153	-	-	-	257	-	-	-	-	-
	Density Reduction/ Groundwater Resource	6,974	131	-	-	-	-	-	-	-	-	-
	Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-	-	-
	Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential		83,113	4,669	457	-	4,270	1,002	24	598	548	-	1,415
Commercial		8,916	300	53	-	450	27	9	125	150	-	1,216
Industrial		4,787	30	3	-	300	10	15	70	315	-	2,134
Non Regulatory Allocations												
Public		120,211	14,191	622	-	4,864	7,323	6	2,340	583	-	9,660
Active AG		21,944	5,500	-	-	240	90	-	-	-	-	2
Passive AG		13,685	5,500	-	-	615	100	-	-	-	-	485
Conservation		87,746	2,458	297	-	1,163	3,186	67	1,595	926	-	2,206
Vacant		26,118	1,145	28	-	733	766	8	103	17	-	88
Total		366,520	33,793	1,460	-	12,634	12,505	129	4,831	2,538	-	17,205
Population Distribution (unincorporated Lee County)		584,331	8,235	1,470	-	35,253	2,179	152	725	5,273	-	22,281

TABLE 1(b)
YEAR 2045 ALLOCATIONS

Future Land Use Category		Planning District											
		District 11 Daniels Parkway	District 12 Iona / McGregor	District 13 San Carlos	District 14 Sanibel	District 15 South Fort Myers	District 16 Pine Island	District 17 Lehigh Acres	District 18 Southeast Lee County	District 19 North Fort Myers	District 20 Buckingham	District 21 Estero	District 22 Bashore
Residential By Future Land Use Category	Intensive Development	-	-	-	-	801	1	30	-	376	-	-	-
	Central Urban	<u>7</u>	656	20	-	3,113	-	7,362 <u>7,312</u>	-	2,225	-	-	-
	Urban Community	-	978	1,318	-	863	540	17,034	-	-	115	-	-
	Suburban	-	2,566	2,069	-	1,202	659	-	-	6,387	-	-	-
	Outlying Suburban	1,253	438	-	-	-	502	-	-	406	-	90	-
	Sub-Outlying Suburban	-	-	13	-	-	-	-	-	145	66	-	950
	Commercial	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial	-	3	3	-	3	-	-	-	-	-	-	-
	Public Facilities	-	-	-	-	-	-	-	-	-	-	-	-
	University Community	-	-	503	-	-	-	-	-	-	-	-	-
	Destination Resort Mixed Use Water Dependent	-	8	-	-	-	-	-	-	-	-	-	-
	Burnt Store Marina Village	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	General Interchange	58	-	-	-	-	-	-	8	14	-	-	20
	General Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	Industrial Commercial Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	University Village Interchange	-	-	-	-	-	-	-	-	-	-	-	-
	New Community	-	-	-	-	-	-	-	-	-	-	-	-
	Airport	-	-	-	-	-	-	-	-	-	-	-	-
	Tradeport	-	-	-	-	-	-	-	-	-	-	-	-
	Rural	1,573	-	99	-	-	227	14	-	454	50	-	1,387
	Rural Community Preserve	-	-	-	-	-	-	-	-	-	3,517	-	-
	Coastal Rural	-	-	-	-	-	1,338	-	-	-	-	-	-
	Outer Island	-	2	-	-	-	55	-	-	-	-	-	-
	Open Lands	80	-	-	-	-	-	-	-	30	-	-	1,667
	Density Reduction/ Groundwater Resource	-	-	-	-	-	-	-	4,742	-	-	-	2,101
	Conservation Lands Upland	-	-	-	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-	-	-	-
	Conservation Lands Wetland	-	-	-	-	-	-	-	-	-	-	-	-
Unincorporated County Total Residential		2,964	4,650	4,024	-	5,982	3,322	24,440	4,750	10,035	3,748	90	6,125
Commercial		326	774	938	-	2,012	288	900	118	1,121	19	18	72
Industrial		5	198	387	-	566	67	218	215	244	4	2	4
Non Regulatory Allocations													
Public		3,214	4,898	6,364	-	5,883	4,831	20,267	17,992	10,117	3,052	653	3,351
Active AG		5	13	5	-	-	2,780	35	12,000	90	630	4	550
Passive AG		10	-	5	-	-	70	50	2,500	250	2,000	-	2,100
Conservation		1,677	9,786	2,232	-	211	15,489	1,077	41,028	1,607	382	1,465	895
Vacant		20	55	158	-	4	2,200	14,804	2,400	1,183	850	130	1,425
Total		8,221	20,374	14,114	-	14,658	29,047	61,791	81,003	24,649	10,684	2,362	14,523
Population Distribution (unincorporated Lee County)		14,322	44,132	54,615	-	76,582	13,431	162,245	17,369	110,722	5,951	741	8,653

Daniels Falls Encore MFR Comprehensive Plan Amendment Public Facilities Impacts Narrative

This analysis considers the public facilities impacts for a future land use map amendment concerning ±29.03 acres within the Powerscourt subdivision, which is currently designated Outlying Suburban FLU Category and is located within The Daniels Parkway Planning Community. The applicant is requesting an FLUM Amendment to Central Urban and inclusion to the Mixed Use Overlay. An application to amend the existing CPD will be submitted subsequently to allow for multifamily residential development within the subdivision. The existing Daniels Falls Commercial Planned Development, approved per Resolution Number Z-96-047, allows for 100,000 sf of commercial space that comply with the Commercial Site Location Standards of the Lee Plan and an additional 96,000 sf that do not comply with the standards set by the Lee Plan. The existing Outlying Suburban Future Land Use theoretically allows a maximum of 87 dwelling units in addition to the commercial intensity. The requested FLUM Amendment will increase the maximum allowable density of the subject property by 203 dwelling units. The following analysis establishes that the additional proposed dwelling units will not adversely impact public services.

Potable Water

The subject property is within the Lee County Utilities service area limits and will be serviced by Corkscrew Water Treatment Plant. According to the Lee County 2021 Concurrency Report, Lee County Utilities has an average capacity of over 500,000 GPD. The 2021 Concurrency Report also indicates that 162,266 Estimated Total Residential Dwelling Units were served by the plant in 2020, the most recent year that data is available for. The number of Equivalent Residential Connections (ERCs) projected in 2025 is 175,340 units. The anticipated ERCs that will be served in the future is 227,600 units. Currently, the Daniels Falls project falls within the Outlying Suburban Future Land Use and is zoned Commercial Planned Development. These designations allow for a maximum density of 3 residential dwelling units per acre, which translates to 87 ERCs on the 29.03 acres subject to the requested FLUM amendment.

Existing Daniels Falls Maximum Residential Density

87 ERC X 250 GPD = 21,750 GPD

Existing Daniels Falls Maximum Commercial Intensity

200,000 sf X .15 GPD = 30,000 GPD

Proposed Residential Density

290 ERC X 250 GPD = 72,500

Total Potential Potable Water Demand: 102,500 GPD

The impact analysis for potable water used the standards of Florida Administrative Code 64E-6 and Lee Plan Policy 95.1.3 consistent with the Lee County Utilities Design Manual. According to the 2021 Concurrency Report, Lee County Utilities Water Franchise Areas will have more than adequate capacity to

service the maximum proposed density of 200,000 sf of commercial space and 290 multi-family dwelling units. The additional multi-family dwelling units are well within the projected growth of 13,074 ERCs to be served by 2025 and 65,334 ERCs to be served in the future. Therefore, Lee County Utilities has adequate capacity to service the proposed development.

Sanitary Sewer:

The subject property is within the service area limits for the City of Fort Myers South Wastewater Treatment Facility, a major regional treatment plant. The property can utilize this plant via an inter-local agreement between Lee County and the City of Fort Myers. According to the Lee County 2021 Concurrency Report, *“Lee County Utilities WWTP capacity is evaluated using the interlocal agreement that effectively makes the LCU and CFM central systems one combined central system. As shown in Chart 2, the combined LCU/CFM central system capacity is adequate to meet the LOS standard throughout the five-year CIP planning period.”* In addition, the Concurrency Report notes there is capacity within the Fort Myers/Lee County Utilities WWTP Systems for 185,815 ERCs by 2025 and 267,608 ERCs in the future. The most recent analysis, conducted in 2020, found that the plant serves 165,255 ERCs. The maximum proposed density of 290 multi-family dwelling units and 200,000 sf of commercial space is well within the projected growth of 20,560 additional ERCs by 2025 and 102,353 additional ERCs in the future. Therefore, the additional units can be served by the existing capacity.

Existing Daniels Falls Maximum Residential Density

87 ERU X 200 GPD = 17,400 GPD

Existing Commercial Maximum Intensity

200,000 sf X .15 GPD = 30,000 GPD

Proposed Daniels Falls Maximum Residential Density

290 ERU X 200 GPD = 58,000 GPD

Total Sewer Demand: 88,000 GPD

The impact analysis utilizes Florida Administrative Code Chapter 64E-6 and the Level of Service Standards outlined in the Lee County Concurrency Report and the Lee County Utilities Design Standards Manual. The proposed Amendment shows an increase in demand for Sanitary Sewer by 70,600 GPD for the proposed 290 residential dwelling units and 200,000 sf of commercial space. The additional units are well within the projected growth of 20,560 ERCs which can be served in 2025 and 102,353 ERCs which can be served in the future. Therefore, capacity is available to service the additional units proposed.

Solid Waste - Lee County Resource Recovery Facility and Lee-Hendry Regional Landfill

LOS Standard = 7 pound/day/capita

Current Facility Capacity = 800 tons per day

Existing Maximum Residential

87 Dwelling Units X 2.35 persons per unit = 204.45 persons

204.45 people X 7lbs/day = 1,431.15 lbs.

Proposed Residential

290 Dwelling Units X 2.35 persons per unit = 681.5 persons
681.5 people X 7lbs/day = 4,770.5 lbs.

Note: commercial square footage will not be included in the impact calculations.

According to the 2021 Lee County Concurrency Report, all unincorporated areas of Lee County are consistent with the Level of Service standard set forth in the Lee Plan for solid waste.

“At the total available system capacity of 1,134,667 tons per year, the Lee County IWMS would be capable of providing a 7.0 pounds-per-capita-per-day level of service to a full-time combined Lee and Hendry County population of 888,000.”

The increase in density based on the proposed plan amendment will result in the generation of an additional 4,770.5 pounds per day, which can be accommodated by the current capacity of the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill.

Regional Parks:

The 2021 Lee County Concurrency report states there are 3,029 acres of regional parks operated by Lee County, which is roughly 43% of the existing regional park acreage when considering all jurisdictions. There are currently proposed plans to expand the acreage of regional park land. *“The total acreage of regional park land proposed to be developed increased year-over-year by 17-4 acres. This increase is attributed to the proposed development of two regional parks by the City of Fort Myers.”*

Regional Park Level of Service

“The inventory indicates a total of 7,064 acres of existing regional parks operated by local, state, and federal governments. The capacity needed to meet The Lee Plan non-regulatory level of service standard of 6 acres per 1,000 total seasonal county population is equal to:

886,000 [seasonal county population] * (6 acres/1,000) = 5,316 acres.

“The existing inventory meets the regional park level of service standard in the county for the year 2020 and will continue to do so at least through the next five years of the CIP...”

The additional 290 residential dwelling units will not negatively impact the Regional Parks Level of Service. The 2021 Concurrency report indicates that *“The existing inventory meets the regional park level-of-service standard in the County for the year 2020 and will continue to do so at least through the next five years of the capital improvement program (CIP) as illustrated in Chart 4.”* It should be noted that the Bureau of Economic and Business Research, University of Florida estimated an unincorporated Lee County population of 385,410 as of April 1, 2021. The Lee Plan non-regulatory level of service standard for this population is 5,316 acres of Regional Parks. Lee County currently has 7,064 acres of Regional Parks. There is adequate acreage within the currently developed Regional Parks within the County to meet the need of the proposed 290 multi-family residential dwelling units.

Community Parks:

Community Park Level of Service

"The capacity needed to meet The Lee Plan non-regulatory level-of-service standard of 0.8 acres per 1,000 total permanent unincorporated county population is equal to:

368,415 [permanent unincorporated county population] * (0.8 acres/1,000) = 295 acres.

"The existing inventory meets the community park level of service standard in the county for the year 2020 and will continue to do so at least through the next five years of the CIP..."

The additional 203 allowed residential dwelling units will not negatively impact the Community Parks Level of Service. The Lee Plan non-regulatory level of service standard for this population is 0.8 acres per 1,000 total permanent unincorporated Lee County population. Lee County currently has 743 acres of Community Parks. There is adequate acreage within the currently developed Regional Parks within the County to meet the need of the total proposed 290 dwelling units.

Public School:

The proposed development site is within the South Zone, sub-zone S-2. The LOS Standard for Elementary, Middle, and High School is based upon Permanent FISH capacity and is 100% as adjusted by the School Board annually to account for measurable programmatic changes.

REVIEWING AUTHORITY
NAME/CASE NUMBER
OWNER/AGENT
ITEM DESCRIPTION

Lee County School District
Daniels Falls
Morris Depew Associates

LOCATION
ACRES
CURRENT FLU
CURRENT ZONING

13301/521 powers court
29.00
Central Urban
CPD

PROPOSED DWELLING UNITS BY
TYPE

Single Family	Multi Family	Mobile Home
	290	0

STUDENT GENERATION

Student Generation Rates			
SF	MF	MH	Projected Students
0.149	0.058		16.82
0.071	0.028		8.12
0.077	0.03		8.70

Source: Lee County School District, September 8, 2018 letter

CSA SCHOOL NAME 2022/23

	CSA Capacity (1)	CSA Projected Enrollment (2)	CSA Available Capacity	Projected Impact of Project	Available Capacity W/Impact	LOS is 100% Perm FISH Capacity	Adjacent CSA Available Capacity w/Impact
South CSA, Elementary	14,234	14,026	208	17	191	99%	
South CSA, Middle	7,293	6,912	381	8	373	95%	
South CSA, High	9,536	8,492	1,044	9	1,035	89%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan

(finding of capacity)

School Concurrency Manual

Prepared by: Jacqueline Heredia, District Planning Specialist

Lee District School Board- South Zone, S-2

Elementary Schools (Rayma Page, San Carlos Park, Three Oaks)

Actual Enrollment 2021 = 2,460

FISH Capacity = 2,514

Seats Available = 54

Middle Schools (Lexington, Three Oaks)

Actual Enrollment 2021 = 2,078

FISH Capacity = 2,062

Seats Available = 16

High Schools (South Fort Myers)

Actual Enrollment 2021 = 1,735

FISH Capacity = 1,992

Seats Available = 257

The additional 290 residential multi-family dwelling units proposed in the requested Comprehensive Plan Amendment will increase the number of students in the South Zone by 35. According to the Letter of Availability received from the Lee County School District, the South Zone is currently experiencing a deficit in seating for middle school students which is an issue that predates the proposal of this project. However, there is adequate middle school capacity within the S-2 school district, the sub-zone that the project falls within, to accommodate the additional children. The projected 2021-2022 totals for the entire South Zone in the 2021 Concurrency Report demonstrate an additional 16 middle school seats available and adequate seats with all the elementary schools and high schools in the South Zone.

Any middle school capacity concerns will be addressed via the construction of two new middle schools. *"Available capacity will meet the adopted level of service standard in all zones with the construction of Middle School "MM" which is scheduled to open in the 2021-2022 school year and Middle School "NN" which is scheduled to open in the 2023-2024 school year."*

School funding deficits will be addressed through School Impact Fees, which are assessed at the time of building permit issuance. The timing of the Impact Fee payment ensures the resources necessary for the number of homes to be built are available. All 290 proposed dwelling units and 200,000 sf of commercial space that are constructed will be assessed impact fees consistent with LDC Section 2-400 through 2-415.

Surface Water/Drainage Basins:

The existing development on the subject project site has a functioning water management system permitted by the SFWMD (ERP No. 36-01634-S). This site does not receive or contribute stormwater flows directly to any public facility and, being located along the south side of Daniels Parkway, is in the highest part of the drainage basin in which it is located. The permitted outfall structure for the subject property discharges stormwater to a wetland located to the south which is then conveyed by a series of privately maintained flow ways to the Six Mile Cypress Slough. The subject property does not either send or receive stormwater directly to or from any other offsite property.

Based on the above-described characteristics of the site, adjacent public infrastructure, including but not limited to Daniels Parkway, is not impacted by the proposed Future Land Use Map Amendment.

Therefore, consistency with Lee Plan Policies 95.1.3(4)a, 95.1.3(4)b, 95.1.3(4)d, and 95.1.3(4)e is not affected by this proposed Future Land Use Map Amendment.

Additionally, any proposed improvements developed on this site are required to demonstrate compliance with SFWMD standards in accordance with Chapter 10 of the Lee Co. Land Development Code (LDC), as has already been completed with the 2006 approved DO and ERP noted above, consistent with Lee Plan Policy 95.1.3(4)c.

Public facilities improvements may be required in accordance with the LDC for either safety or capacity demands to support improvements made to the subject property. Construction, modification, and/or maintenance of those public facilities identified in Lee Plan Policy 95.1.3(4) is the responsibility of Lee County in order to ensure consistency with the Policy, as the owner of those facilities. All such project related public facilities improvements will be made, consistent with Lee Plan Policy 95.1.3(4), at the time of Development Order permitting, consistent with the applicable provisions of the LDC.

MEMORANDUM

TO: Mr. Ben Smith
Morris Depew Associates

FROM: Ted B. Treesh
President

DATE: December 12, 2022

RE: Daniels Falls Encore
Comprehensive Plan Amendment
Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Comprehensive Plan Amendment for approximately 29 acres of property located on the south side of Daniels Parkway at Powers Court in Lee County, Florida. This analysis will determine the impacts of the change in land use from Outlying Suburban to Central Urban & Mixed Use Overlay.

The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure.

The proposed Map Amendment would change the future land use designation on the approximately 29 acre subject site from Outlying Suburban to Central Urban & Mixed Use Overlay. The Outlying Suburban future land use category permits the future development of many commercial uses while the Central Urban & Mixed Use Overlay land use permits the development of a mix of residential and commercial uses. It is the desire of the applicant to create a development on the majority of the subject parcel that would be occupied by multi-family residential uses.

In order to estimate the transportation related impacts with the requested land use change, several assumptions were made based on the amount of development that could occur under each land use category. Under the existing Outlying Suburban LUC, it was assumed the future land use would be commercial retail and a residential density of up to 3 dwelling units per acre. For the future land use change, it was assumed that there would be commercial uses and a maximum residential density of 10 dwelling units per acre.

These units were considered multi-family dwelling units based on the number of units per acre assumed.

Table 1 summarizes the uses that would be permitted under the existing land use category versus those that were assumed under the proposed land use category.

**Table 1
Land Uses
Daniels Falls Encore**

Land Use Category	Intensity
Approved Land Use	200,000 sq. ft. of Retail 87 MF Dwelling Units
Proposed Land Uses	200,000 sq. ft. of Retail 290 MF Dwelling Units

Since the retail uses are permitted under both the existing and proposed land use categories, the increased density of residential uses was analyzed as the impacts to the adjacent roadway network. The trip generation for the proposed residential land uses were determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation***, 11th Edition. Land Use Code 220 (Multi-Family Housing) was utilized for the trip generation purposes of the residential uses. **Table 2** indicates the trip generation of the subject site based on the increase in residential dwelling units that can be anticipated based on the land use change, or an increase of 203 dwelling units (87 to 290 dwelling units). The trip generation equations utilized are attached to the Appendix of this memorandum for reference.

**Table 2
Trip Generation
Based on Future Land Use Category
Daniels Falls Encore**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-Family Residential (203 Units)	21	65	86	68	40	108	1,377

Long Range Impacts (20-year horizon)

The Lee County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, the only major roadway improvement on the 2045 Financially Feasible Plan in the immediate area is the extension of Three Oaks Parkway north from Allico Road to Daniels Parkway. In addition, there are improvements currently identified on the 2045 Long Range Transportation Plan in the vicinity of the subject site that are designated as "Contingent" based upon additional funding. These improvements include the widening of I-75 to include Express Lanes, widening Treeline Avenue south of Daniels Parkway to a 6-lane

roadway and improving the I-75/Daniels Parkway interchange. Although FDOT has now funded improvements to the I-75 interchange to occur in 2025.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2045 loaded network volumes were determined for the roadways within the study area then the peak hour trips to be generated from the project as shown in Table 2 were added to the projected 2045 volumes. The Level of Service for those roadways were then evaluated.

The results of the analysis indicate that the addition of the project trips to the network will not cause any roadway link to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. Several roadway segments in the study area are shown to operate at LOS "F" before the project trips are added to the network and are therefore considered as pre-existing deficiencies not caused by the change in land use. These roadway segments include Daniels Parkway from Metro Parkway to Chamberlin Parkway, Treeline Avenue from Daniels Parkway to Alico Road and I-75 between Alico Road and Colonial Boulevard. All remaining roadway segments in the study area will operate at or above the minimum acceptable Level of Service. **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2045 conditions.

Short Range Impacts (5-year horizon)

The 2021/2022-2025/2026 Lee County Transportation Capital Improvement Plan and the 2022-2026 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. The only improvement in the study area that is included on the short term capital improvement plan is the funding for the construction of the Three Oaks Parkway North Extension from Alico Road to Daniels Parkway. This new roadway is funded in the Lee County Capital Improvement Program to begin construction in FY 2020. This improvement also includes the widening of Daniels Parkway to 8-lanes between I-75 and Apaloosa Lane. FDOT has also programmed improvements to the I-75 interchange with Daniels Parkway to commence in 2025, in conjunction with the widening of Daniels Parkway being completed by Lee County. There are no other capacity improvements to the roadway network identified in either work program. This roadway improvement was considered in the distribution of site trips.

The proposed map amendment will not increase the maximum trip generation potential of the subject site. Under the current Future Land Use designation, the site could be developed with up to 100,000 square feet of commercial uses. This level of commercial intensity would be permitted under the proposed Central Urban & Mixed Use Overlay Future Land Use category. The multi-family dwelling units would not be able to be developed on the subject site if the site were developed with 100,000 square feet of commercial uses. Therefore, the maximum development intensity of the site is commercial and this is not changing with the change in land use from Outlying Suburban to Central Urban & Mixed Use Overlay.

Table 3A and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service in the 3-mile study area based on additional number of multi-family residential units that could be developed on the subject site should the land use category be changed to Central Urban & Mixed Use Overlay. From Table 4A, all roadway segments in the study area will maintain their Level of Service that would exist in 2027 if no development were to occur on the subject site. Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement programs.

Conclusion

The proposed Comprehensive Plan Amendment would allow the future land use change from Outlying Suburban to Central Urban & Mixed Use Overlay. This would permit the subject site to be developed with both residential and commercial uses. Based on the trip generation comparison between the existing land use category and the proposed land use category, there would be a substantial reduction in peak hour and daily trip generation potential of the site if the site were to be developed with all residential land uses (multi-family residential dwelling units versus commercial land uses). No modifications are necessary to the Short Term Capital Improvement Plan or the Long Range Transportation Plan to support the proposed Comprehensive Plan Amendment. In addition, the change to the land use will not significantly alter the socio-economic data forecasts that were utilized in the development of the Long Range Transportation Plan.

Attachments

3-MILE RADIUS OF PROJECT SITE

F2111.17



TABLES 1A & 2A
2045 LOS ANALYSIS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2045 LONG RANGE TRANSPORTATION ANALYSIS - DANIELS FALLS ENCORE

					GENERALIZED SERVICE VOLUMES				
ROADWAY SEGMENT			2045 E + C NETWORK LANES		LOS A	LOS B	LOS C	LOS D	LOS E
<u>ROADWAY</u>	<u>FROM</u>	<u>TO</u>	<u># Lanes</u>	<u>Roadway Designation</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>
Daniels Pkwy	US 41	Metro Pkwy	6LD	Controlled Access	0	430	3,050	3,180	3,180
	Metro Pkwy	Six Mile Pkwy	6LD	Controlled Access	0	430	3,050	3,180	3,180
	Six Mile Pkwy	Palomino Ln	6LD	Controlled Access	0	430	3,050	3,180	3,180
	Palomino Ln.	I-75	8LD	Controlled Access	0	0	3,970	4,040	4,040
	I-75	Treeline Ave.	8LD	Controlled Access	0	0	3,970	4,040	4,040
	Treeline Ave.	Chamberlin Pkwy	6LD	Controlled Access	0	430	3,050	3,180	3,180
	Chamberlin Pkwy	Gateway Blvd	6LD	Controlled Access	0	430	3,050	3,180	3,180
Treeline Ave.	Daniels Pkwy	Colonial Blvd.	4LD	Controlled Access	0	270	1,970	2,100	2,100
	Daniels Pkwy	Terminal Access Rd.	4LD	Controlled Access	0	270	1,970	2,100	2,100
	Terminal Access Rd.	Alico Road	4LD	Controlled Access	0	270	1,970	2,100	2,100
I-75	Daniels Pkwy	Colonial Blvd.	6LF	Freeway	0	3,360	4,580	5,500	6,080
	Alico Road	Daniels Parkway	6LF	Freeway	0	3,360	4,580	5,500	6,080
Three Oaks Pkwy	Alico Rd	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Six Mile Cypress Pkwy	Daniels Pkwy	Winkler Ext.	4LD	Controlled Access	0	270	1,970	2,100	2,100
	Metro Pkwy	Daniels Pkwy	4LD	Controlled Access	0	270	1,970	2,100	2,100
Metro Pkwy	Six Mile Cypress	Daniels Pkwy	6LD	FDOT Class I Arterial	0	0	2,940	3,020	3,020
	Daniels Pkwy	Crystal Dr.	6LD	FDOT Class I Arterial	0	0	2,940	3,020	3,020
Plantation Rd	Six Mile Cypress Pkwy	Daniels Pkwy	2LN	Class I Arterial	0	140	800	860	860
	Daniels Pkwy	Idelwild St.	2LN	Class I Arterial	0	140	800	860	860

- Denotes the LOS Standard for each roadway segment

Level of Service Thresholds for Lee County arterials/collectors taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

Level of Service Thresholds for Metro Pkwy/I-75 were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
DANIELS FALLS ENCORE

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 108 VPH IN= 68 OUT= 40

										2045 BACKGROUND		2045 BACKGROUND PLUS PRO.			
ROADWAY SEGMENT			2045	AADT		100TH HIGHEST		PM PK HR	PEAK DIRECTION		PROJECT	PK DIR	PEAK DIRECTION		
ROADWAY	FROM	TO	FSUTMS	LCDOT PCS OR	BACKGROUND	K-100	HOUR PK DIR	D	PEAK	TRAFFIC VOLUMES & LOS	TRAFFIC	PM PROJ	TRAFFIC VOLUMES & LOS	LOS	
			AADT	FDOT SITE #	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS
Daniels Pkwy	US 41	Metro Pkwy	57,305	30	57,305	0.108	6,189	0.50	WEST	3,095	D	10%	4	3,099	D
	Metro Pkwy	Six Mile Pkwy	58,220	30	58,220	0.108	6,288	0.50	WEST	3,144	D	40%	16	3,160	D
	Six Mile Pkwy	Palomino Ln	73,265	31	73,265	0.100	7,327	0.56	EAST	4,103	F	60%	24	4,127	F
	Palomino Ln.	I-75	86,771	31	86,771	0.100	8,677	0.56	EAST	4,859	F	30%	12	4,871	F
	I-75	Treeline Ave.	91,970	48	91,970	0.107	9,841	0.63	EAST	6,200	F	10%	4	6,204	F
	Treeline Ave.	Chamberlin Pkwy	76,361	48	76,361	0.107	8,171	0.63	EAST	5,148	F	5%	2	5,150	F
Treeline Ave.	Daniels Pkwy	Colonial Blvd.	35,513	62	35,513	0.122	4,333	0.56	NORTH	2,426	F	0%	0	2,426	F
	Daniels Pkwy	Terminal Access Rd.	47,462	61	47,462	0.116	5,506	0.62	NORTH	3,414	F	5%	2	3,416	F
	Terminal Access Rd.	Alico Road	40,724	61	40,724	0.116	4,724	0.62	NORTH	2,929	F	3%	1	2,930	F
I-75	Daniels Pkwy	Colonial Blvd.	114,147	120057	114,147	0.09	10,273	0.577	NORTH	5,928	E	10%	4	5,932	E
	Alico Road	Daniels Parkway	126,427	120184	126,427	0.09	11,378	0.588	NORTH	6,690	F	20%	8	6,698	F
Three Oaks Pkwy	Alico Rd	Daniels Pkwy	20,124	72	20,124	0.117	2,355	0.60	NORTH	1,413	C	15%	6	1,419	C
Six Mile Cypress Pkwy	Daniels Pkwy	Winkler Ext.	17,392	18	17,392	0.100	1,739	0.59	NORTH	1,026	C	5%	2	1,028	C
	Metro Pkwy	Daniels Pkwy	28,025	18	28,025	0.100	2,803	0.59	NORTH	1,654	C	10%	4	1,658	C
Metro Pkwy	Six Mile Cypress	Daniels Pkwy	36,804	125055	36,804	0.09	3,312	0.517	SOUTH	1,600	C	5%	2	1,602	C
	Daniels Pkwy	Crystal Dr.	34,301	126045	34,301	0.09	3,087	0.517	NORTH	1,596	C	10%	4	1,600	C
Plantation Rd	Six Mile Cypress Pkwy	Daniels Pkwy	6,568	124521	6,568	0.09	591	0.528	NORTH	312	C	5%	2	314	C
	Daniels Pkwy	Idelwild St.	6,513	124370	6,513	0.09	586	0.528	NORTH	309	C	5%	2	311	C

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

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

* Due to lack of traffic data, the K and D factors for future Three Oaks Parkway extension were used from Lee County's PCS #72.

* Due to lack of traffic data in the Lee County Traffic Count Report, the K-100 and D factors for Plantation Road was obtained from FDOT's Florida Traffic Online Webpage.

TABLES 3A & 4A
5-YEAR LOS ANALYSIS

TABLE 3A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
DANIELS FALLS ENCORE

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 86 VPH IN= 21 OUT= 65
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 108 VPH IN= 68 OUT= 40

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT		
								PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Daniels Pkwy	E. of US 41	6LD	0	430	3050	3180	3180	10%	7	0.2%
	E. of Metro Pkwy.	6LD	0	430	3050	3180	3180	40%	27	0.9%
	E. of Six Mile Cypress	6LD	0	430	3050	3180	3180	60%	41	1.3%
	E. of Palomino Ln.	6LD	0	430	3050	3180	3180	30%	20	0.7%
	E. of I-75	6LD	0	430	3050	3180	3180	10%	7	0.2%
	E. of Treeline Ave.	6LD	0	430	3050	3180	3180	5%	3	0.1%
Treeline Ave.	N. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	0%	0	0.0%
	S. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	5%	3	0.2%
	S. of Terminal Access	4LD	0	270	1,970	2,100	2,100	3%	2	0.1%
I-75	N. of Daniels Pkwy.	6LF	0	3,360	4,580	5,500	6,080	10%	7	0.1%
	S. of Daniels Pkwy.	6LF	0	3,360	4,580	5,500	6,080	20%	14	0.3%
Three Oaks Pkwy	S. of Daniels Pkwy	4LD	0	250	1,840	1,960	1,960	15%	10	0.6%
Six Mile Cypress Pkwy	N. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	5%	3	0.2%
	S. of Daniels Pkwy	4LD	0	270	1,970	2,100	2,100	10%	7	0.3%
Metro Pkwy	N. of Daniels Pkwy	6LD	0	0	2,940	3,020	3,020	5%	3	0.1%
	S. of Daniels Pkwy	4LD	0	0	1,910	2,000	2,000	10%	7	0.4%
Plantation Road	N. of Daniels Pkwy	2LN	0	140	800	860	860	5%	3	0.4%
	S. of Daniels Pkwy	2LN	0	140	800	860	860	5%	3	0.4%

* The Level of Service thresholds were for all roadways were obtained from the Lee County Generalized Service Volume Table.

** The Level of Service thresholds for I-75 were obtained from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
DANIELS FALLS ENCORE

TOTAL PROJECT TRAFFIC AM =	86	VPH	IN =	21	OUT=	65
TOTAL PROJECT TRAFFIC PM =	108	VPH	IN=	68	OUT=	40

ROADWAY	SEGMENT	SITE/ STATION	BASE YR ADT	LATEST ADT	YRS OF GROWTH. ¹	ANNUAL RATE	2020	2027		V/C	PERCENT			2027			2027		
							PK HR	PK HR	PK SEASON		PROJECT	AM PROJ	PM PROJ	BCKGRND		V/C	BCKGRND		V/C
							PEAK DIR. ²	VOLUME	LOS					VOLUME	LOS		VOLUME	LOS	
Daniels Pkwy	E. of US 41	30	47,400	49,800	4	1.24%	2,263	2,467	C	0.78	10%	7	7	2,474	C	0.78	2,474	C	0.78
	E. of Metro Pkwy.	30	47,400	49,800	4	1.24%	2,109	2,299	C	0.72	40%	26	27	2,325	C	0.73	2,327	C	0.73
	E. of Six Mile Cypress	31	53,200	62,500	4	4.11%	3,030	4,017	F	1.26	60%	39	41	4,056	F	1.28	4,058	F	1.28
	E. of Palomino Ln.	31	53,200	62,500	4	4.11%	3,030	4,017	F	1.26	30%	20	20	4,036	F	1.27	4,037	F	1.27
	E. of I-75	48	37,300	41,900	4	2.95%	2,396	2,937	C	0.92	10%	7	7	2,943	C	0.93	2,944	C	0.93
	E. of Treeline Ave.	48	37,300	41,900	4	2.95%	2,396	2,937	C	0.92	5%	3	3	2,940	C	0.92	2,940	C	0.92
Treeline Ave.	N. of Daniels Pkwy	126602	8,800	13,000	4	10.25%	799	1,582	C	0.75	5%	3	3	1,585	C	0.75	1,585	C	0.75
	S. of Daniels Pkwy	61	23,800	22,700	4	1.00%	1,050	1,126	C	0.54	3%	2	2	1,128	C	0.54	1,128	C	0.54
I-75	N. of Daniels Pkwy.	120057	83,500	100,500	4	4.74%	4,544	6,285	F	1.03	10%	7	7	6,291	F	1.03	6,291	F	1.03
	S. of Daniels Pkwy.	120184	89,417	108,459	4	4.94%	4,972	6,970	F	1.15	20%	13	14	6,983	F	1.15	6,984	F	1.15
Three Oaks Pkwy	S. of Daniels Pkwy ³							469	C	0.24	15%	10	10	479	C	0.24	479	C	0.24
Six Mile Cypress Pkwy	N. of Daniels Pkwy	388	18,200	23,200	4	6.26%	1,069	1,635	C	0.78	5%	3	3	1,638	C	0.78	1,638	C	0.78
	S. of Daniels Pkwy	387	26,662	32,600	4	5.14%	1,481	2,103	F	1.00	10%	7	7	2,110	F	1.00	2,110	F	1.00
Metro Pkwy	N. of Daniels Pkwy	126045	23,711	25,500	4	1.84%	1,140	1,295	C	0.43	5%	3	3	1,298	C	0.43	1,298	C	0.43
	S. of Daniels Pkwy	125055	21,500	24,000	4	2.79%	977	1,184	C	0.59	10%	7	7	1,191	C	0.60	1,191	C	0.60
Plantation Road	N. of Daniels Pkwy	370	12,534	11,900	4	1.00%	740	793	C	0.92	5%	3	3	797	C	0.93	797	C	0.93
	S. of Daniels Pkwy	521	5,523	5,100	4	1.00%	285	306	C	0.36	5%	3	3	309	C	0.36	309	C	0.36

¹ Annual Growth Rate was calculated utilizing AADT data from 2020 Lee County Traffic Count Report and FDOT Florida Traffic Online (2020).

² 2020 peak hour peak season peak direction traffic volumes were obtained from the 2021 Lee County Public Facilities Level of Service and Concurrency Report.

³ Peak Hour Peak Season Volume for Three Oaks Pkwy south of Daniels Pkwy provided by Lee County in 2027 model run

**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	
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4LD	E	1,940	D	1,131	D	1,189	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	4LD	E	1,940	D	1,392	D	1,463	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,392	D	1,463	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,161	D	2,271	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,263	D	2,378	
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	E	3,030	F	3,303	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	6LD	E	3,040	E	3,030	F	3,185	Constrained
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,260	A	2,396	B	2,518	
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,260	A	2,396	B	2,518	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	6LD	E	3,260	B	2,737	B	2,876	
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	4LD	E	2,160	F	2,355	F	2,632	SkyWalk, Timber Creek*
08600	DANLEY DR	US 41	METRO PKWY	2LN	E	860	C	273	C	304	
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	1,769	D	1,859	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	6LD	E	2,660	D	2,090	D	2,196	
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	6LD	E	2,800	D	2,038	D	2,142	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	6LD	E	2,800	C	1,555	C	1,635	*
09400	DEL PRADO BLVD	US 41	SLATER RD	2LN	E	860	C	435	C	715	Crane Landing
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	2LN	E	860	C	29	C	30	*
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	2LN	E	726	A	336	A	354	Constrained*
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	2LN	E	726	B	601	C	631	Constrained*
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	601	C	631	Constrained*
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	779	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	FIDDESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	2LN	E	860	C	403	C	436	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,300	D	1,251	D	1,315	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BLVD	6LD	E	2,300	D	1,496	D	1,572	
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	2LN	E	860	C	240	C	267	Constrained*
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	4LD	E	1,790	C	1,233	C	1,296	
	GATEWAY BLVD	GATEWAY LAKES BLVD	SR82	2LN	E	860	C	505	C	531	Old Count
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4LD	E	1,840	C	550	C	578	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,217	C	1,352	
11100	GLADIOLUS DR	BASS RD	WINKLER RD	6LD	E	2,780	C	1,217	C	1,279	
11200	GLADIOLUS DR	WINKLER RD	SUMMERLIN RD	6LD	E	2,780	B	1,217	B	1,279	
11300	GLADIOLUS DR	SUMMERLIN RD	US 41	6LD	E	2,780	C	2,089	C	2,195	
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	2LN	E	860	C	75	C	79	*
11500	GUNNERY RD	SR 82	LEE BLVD	4LD	E	1,920	B	1,548	B	1,643	
11600	GUNNERY RD	LEE BLVD	BUCKINGHAM RD	2LN	E	1,020	C	870	C	1,005	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	4LD	E	1,880	B	1,024	B	1,076	
11800	HANCOCK BRIDGE PKWY	NE 24TH AVE	ORANGE GROVE BLVD	4LD	E	1,880	B	1,414	B	1,486	
11900	HANCOCK BRIDGE PKWY	ORANGE GROVE BLVD	MOODY RD	4LD	E	1,880	B	1,394	B	1,465	
12000	HANCOCK BRIDGE PKWY	MOODY RD	US 41	4LD	E	1,880	B	1,394	B	1,465	
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	529	E	556	Constrained*
12300	HICKORY BLVD	McLAUGHLIN BLVD	MELODY LANE	2LN	E	890	E	529	E	556	Constrained*
12400	HICKORY BLVD	MELODY LANE	ESTERO BLVD	2LN	E	890	E	529	E	556	Constrained*
12480	HOMESTEAD RD	SR 82	MILWAUKEE BLVD	2LN	E	1,010	D	526	E	696	*
12490	HOMESTEAD RD	MILWAUKEE BLVD	SUNRISE BLVD	2LN	E	1,010	D	526	E	696	*
12500	HOMESTEAD RD	SUNRISE BLVD	LEELAND HEIGHTS	4LN	E	2,960	C	526	C	696	4 lane under construction
12600	HOMESTEAD RD	LEELAND HEIGHTS	LEE BLVD	4LN	E	2,960	C	963	C	1,059	
31800	I-75	BONITA BEACH RD	CORKSCREW RD	6LF	D	5,620	D	5,557	F	6,562	
31900	I-75	CORKSCREW RD	ALICO RD	6LF	D	5,620	D	4,907	E	5,804	
32000	I-75	ALICO RD	DANIELS PKWY	6LF	D	6,620	C	4,972	C	5,632	
32100	I-75	DANIELS PKWY	COLONIAL BLVD	6LF	D	5,620	C	4,544	D	5,435	
	I-75	COLONIAL BLVD	M.L.K.(SR 82)	6LF	D	5,620	C	4,336	D	5,036	
32300	I-75	M.L.K.(SR 82)	LUCKETT RD	6LF	D	5,620	C	4,596	D	5,253	
32400	I-75	LUCKETT RD	SR 80	6LF	D	6,620	B	4,363	C	4,933	
32500	I-75	SR 80	SR 78	6LF	D	6,620	B	3,635	B	4,145	
32600	I-75	SR 78	COUNTY LINE	6LF	C	4,670	B	2,696	B	2,990	
12700	IDLEWILD ST	METRO PKWY	RANCHETTE RD	2LN	E	860	C	200	C	210	
13000	IMMOKALEE RD (SR 82)	E OF COLONIAL BLVD	GATEWAY BLVD	6LD	D	3,171	C	1,701	C	2,177	
13100	IMMOKALEE RD (SR 82)	GATEWAY BLVD	GUNNERY RD	6LD	D	3,171	C	1,191	C	1,532	
13200	IMMOKALEE RD (SR 82)	GUNNERY RD	ALABAMA RD	6LD	D	4,860	B	1,385	B	1,683	
13300	IMMOKALEE RD (SR 82)	ALABAMA RD	BELL BLVD	4LD	D	3,240	B	564	B	688	

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	BONITA 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	256	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	B	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	B	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/CL	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	B	1,057	B	1,168	Constrained
16800	McGREGOR BLVD (SR 867)	TANGLEWOOD BLVD	COLONIAL BLVD	2LN	D	970	B	1,057	B	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)	CRYSTAL DR	COLONIAL BLVD	4LD	D	2,100	C	1,349	C	1,880	
17300	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 ⁶
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, Stonybrook 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	D	1,022	D	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	SANBEL 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	D	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	

**TRAFFIC DATA FROM THE FLORIDA
TRAFFIC INFORMATION ONLINE**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6062 - TREELINE AVE, S OF PELICAN PRESERVE BLVD - PTMS 4453 LCPR 62

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	12500 S	0	0	9.00	53.40	4.80
2019	13000 F	0	0	9.00	53.80	3.40
2018	13030 C	0	0	9.00	53.30	3.40
2017	8900 X	0	0	9.00	55.20	4.30
2016	9000 E	0	0	9.00	56.10	4.90
2015	8800 E	0	0	9.00	59.50	5.20
2014	8500 F			9.00	59.50	5.00
2013	8846 C	N 4752	S 4094	9.00	59.50	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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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: 6060 - BEN HILL GRIFFIN PKWY, S OF MIDFIELD TERMINAL RD, PTMS 2060, LCPR 60 SIS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	20500 X	0	0	9.00	53.40	4.80
2019	21000 T	0	0	9.00	53.80	3.40
2018	20000 S	0	0	9.00	53.30	3.40
2017	19700 F	0	0	9.00	55.20	4.30
2016	19784 C	N 10512	S 9272	9.50	56.10	4.90
2015	25500 F	N 11613	S 0	9.50	53.40	5.20
2014	25322 C	N 13756	S 11566	9.50	53.40	3.00
2013	25076 C	N 13289	S 11787	9.50	53.40	4.20
2012	23983 C	N 12455	S 11528	9.50	53.70	3.90
2011	24144 C	N 12544	S 11600	9.50	54.70	3.10
2010	23565 C	N 12207	S 11358	10.70	54.88	3.40
2009	23769 C	N 12319	S 11450	11.41	56.94	4.30
2008	24426 C	N 12712	S 11714	11.06	58.89	3.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6045 - SR 739/METRO PKWY, 500' N OF ARC WAY, PTMS 5056, LCPR 45

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	24500 S	0	0	9.00	51.70	5.10
2019	25500 F	0	0	9.00	52.00	5.90
2018	25408 C	0	0	9.00	59.00	6.40
2017	26000 F	0	0	9.00	59.00	7.50
2016	25591 C	N 13309	S 12282	9.00	59.00	7.50
2015	23711 C	N 12341	S 11370	9.00	58.40	7.50
2014	23104 C	N 11931	S 11173	9.00	56.40	7.20
2013	21641 C	N 11141	S 10500	9.00	55.20	7.20
2012	19599 C	N 10009	S 9590	9.00	54.00	5.60
2011	19492 C	N 9955	S 9537	9.00	53.40	4.60
2010	19315 C	N 9895	S 9420	10.89	54.97	6.10
2009	22136 C	N 11126	S 11010	10.81	54.66	5.50
2008	22852 C	N 11788	S 11064	10.75	57.36	7.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 5055 - SR739/METRO PKWY, N OF SR865/6-MI CYPRESS PKW LC337

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	21000 C	N	10500	S	10500	9.00	51.70	5.10
2019	24000 C	N	12500	S	11500	9.00	52.00	5.90
2018	23500 C	N	12000	S	11500	9.00	52.30	6.40
2017	23500 C	N	12000	S	11500	9.00	53.20	6.20
2016	23000 C	N	11500	S	11500	9.00	57.90	6.20
2015	21500 C	N	11000	S	10500	9.00	58.40	6.20
2014	21000 C	N	10500	S	10500	9.00	56.40	5.20
2013	29000 C	N	15000	S	14000	9.00	64.00	5.50
2012	24000 C	N	12000	S	12000	9.00	63.40	4.30
2011	8300 F	N	3700	S	4600	9.00	62.50	7.00
2010	8500 C	N	3800	S	4700	11.16	63.35	7.00
2009	9100 F	N	4200	S	4900	11.00	63.18	7.80
2008	9100 C	N	4200	S	4900	11.56	68.04	7.80
2007	8700 C	N	4100	S	4600	9.62	58.02	8.90
2006	10900 C	N	5000	S	5900	8.81	55.95	8.30
2005	10700 C	N	5300	S	5400	9.60	53.80	8.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0184 - SR-93/I-75, 1.7 MI S OF DANIELS PKWY U/P, LEE CO

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2020	93954 C	N	46449	S 47505	9.00	58.80	12.10
2019	108459 C	N	53666	S 54793	9.00	58.70	9.90
2018	106243 C	N	52504	S 53739	9.00	59.00	8.30
2017	102014 C	N	50580	S 51434	9.00	59.80	9.40
2016	98964 C	N	49086	S 49878	9.00	59.80	9.10
2015	89417 C	N	44274	S 45143	9.00	58.40	9.10
2014	77211 C	N	38722	S 38489	9.00	58.40	8.40
2013	71794 C	N	35681	S 36113	9.00	58.40	8.40
2012	71868 C	N	35966	S 35902	9.00	56.20	8.30
2011	70160 C	N	35176	S 34984	9.00	55.60	8.40
2010	67723 C	N	33359	S 34364	9.78	54.70	8.60
2009	54500 F		0	0	9.40	55.84	13.60
2008	54884 C	N	28740	S 26144	8.79	56.75	16.50
2007	55702 C	N	29310	S 26392	8.79	56.75	16.50
2006	56478 C	N	29511	S 26967	8.79	56.75	16.50
2005	54009 C	N	28021	S 25988	8.80	54.70	15.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0057 - SR-93/I-75, S OF SR 884/COLONIAL BLVD/CR 884

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	87500	C	N 43500	S 44000	9.00	57.70	14.90
2019	100500	C	N 50000	S 50500	9.00	58.70	12.80
2018	100500	C	N 50000	S 50500	9.00	59.00	12.30
2017	93000	C	N 45500	S 47500	9.00	58.10	12.80
2016	90000	C	N 44500	S 45500	9.00	58.10	11.60
2015	83500	C	N 41500	S 42000	9.00	56.80	12.10
2014	77000	C	N 38000	S 39000	9.00	56.40	11.90
2013	68500	C	N 34500	S 34000	9.00	57.70	10.50
2012	65000	C	N 33000	S 32000	9.00	56.40	11.80
2011	64500	C	N 32000	S 32500	9.00	55.80	12.40
2010	66000	C	N 33000	S 33000	9.64	55.58	11.00
2009	62000	F	N 31000	S 31000	9.40	55.84	14.00
2008	63000	C	N 31500	S 31500	9.07	55.79	14.00
2007	75000	C	N 37500	S 37500	9.29	52.37	16.40
2006	78500	C	N 39500	S 39000	8.72	54.35	17.70
2005	75000	C	N 37500	S 37500	8.90	52.90	15.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4521 - PLANTATION RD, NORTH OF SIX MILE CYPRESS LC 521

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	6200 F	N	3100	S	3100	9.00	52.80	6.40
2019	6400 C	N	3200	S	3200	9.00	53.30	6.40
2018	6700 C	N	3400	S	3300	9.00	53.30	9.30
2017	7300 T					9.00	53.20	6.00
2016	7100 S	N	3500	S	3600	9.00	60.30	7.00
2015	6900 F	N	3400	S	3500	9.00	52.00	7.00
2014	6500 C	N	3200	S	3300	9.00	52.30	7.00
2013	4400 S	N	2300	S	2100	9.00	55.70	6.50
2012	4400 F	N	2300	S	2100	9.00	52.10	6.50
2011	4400 C	N	2300	S	2100	9.00	51.60	6.50
2010	4800 S	N	2400	S	2400	10.36	54.31	5.10
2009	4800 F	N	2400	S	2400	9.94	54.56	5.10
2008	4800 C	N	2400	S	2400	10.07	55.20	5.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4370 - PLANTATION RD, N OF DANIELS PKWY LC 370

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2020	13700 F	N	6900	S 6800	9.00	52.80	5.60
2019	14100 C	N	7100	S 7000	9.00	53.30	5.60
2018	13000 C	N	6500	S 6500	9.00	53.30	6.70
2017	15100 T				9.00	53.20	6.00
2016	14700 S	N	7300	S 7400	9.00	60.30	5.20
2015	14300 F	N	7100	S 7200	9.00	52.00	5.20
2014	13500 C	N	6700	S 6800	9.00	52.30	5.20
2013	13400 S	N	6700	S 6700	9.00	55.70	5.80
2012	13400 F	N	6700	S 6700	9.00	52.10	5.80
2011	13800 C	N	6900	S 6900	9.00	51.60	5.80
2010	10500 S	N	5300	S 5200	10.36	54.31	3.70
2009	10500 F	N	5300	S 5200	9.94	54.56	3.70
2008	10300 C	N	5200	S 5100	10.07	55.20	3.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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**TRAFFIC DATA FROM THE LEE
COUNTY TRAFFIC COUNT REPORT**

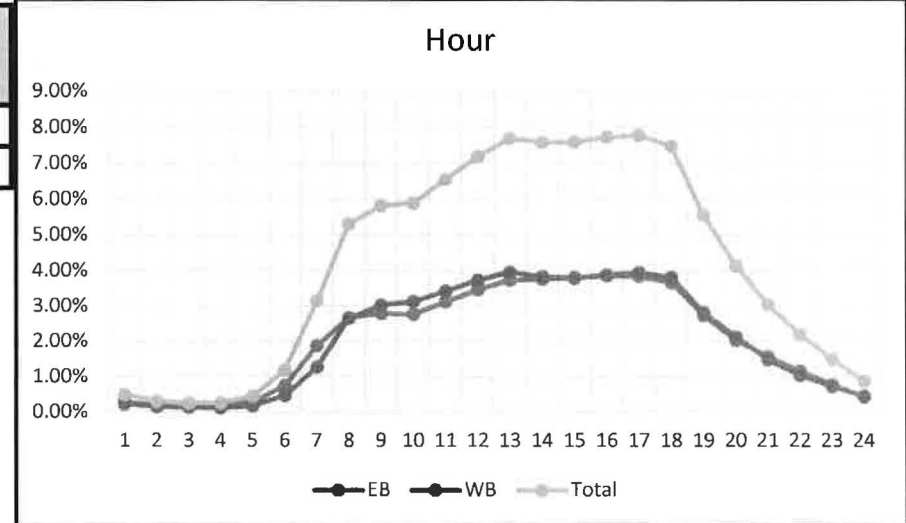
PCS 30 - Daniels Pkwy west of Metro Pkwy

2020 AADT = 41,900 VPD

Hour	EB	WB	Total
0	0.22%	0.27%	0.49%
1	0.14%	0.16%	0.30%
2	0.13%	0.13%	0.25%
3	0.14%	0.11%	0.26%
4	0.28%	0.17%	0.45%
5	0.74%	0.45%	1.19%
6	1.88%	1.27%	3.15%
7	2.67%	2.65%	5.32%
8	2.78%	3.03%	5.82%
9	2.76%	3.13%	5.89%
10	3.12%	3.42%	6.55%
11	3.46%	3.73%	7.19%
12	3.73%	3.95%	7.69%
13	3.75%	3.83%	7.58%
14	3.80%	3.79%	7.59%
15	3.85%	3.88%	7.73%
16	3.84%	3.94%	7.78%
17	3.66%	3.81%	7.47%
18	2.74%	2.82%	5.56%
19	2.02%	2.12%	4.14%
20	1.57%	1.48%	3.04%
21	1.16%	1.03%	2.19%
22	0.76%	0.73%	1.49%
23	0.42%	0.45%	0.87%

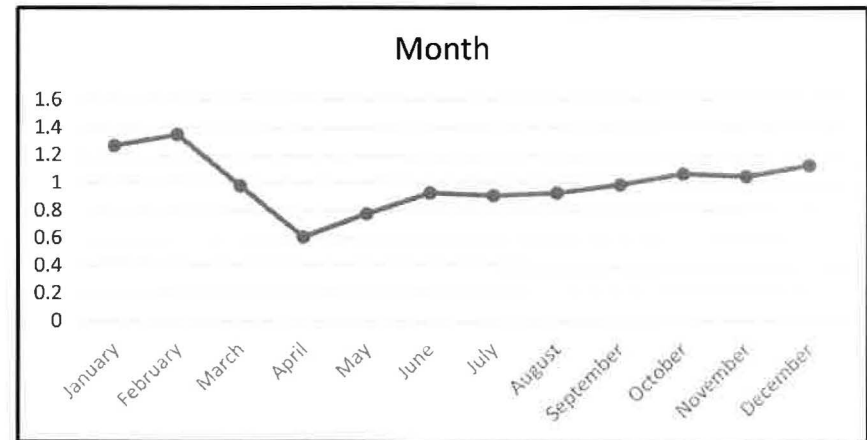
Month of Year	Fraction
January	1.27
February	1.35
March	0.98
April	0.61
May	0.78
June	0.93
July	0.91
August	0.93
September	0.99
October	1.07
November	1.05
December	1.13

Directional Factor		
AM	0.60	WB
PM	0.50	WB



Day of Week	Fraction
Sunday	0.67
Monday	1.04
Tuesday	1.11
Wednesday	1.1
Thursday	1.1
Friday	1.13
Saturday	0.85

Design Hour Volume		
#	Volume	Factor
5	4839	0.115
10	4795	0.114
20	4757	0.114
30	4727	0.113
50	4678	0.112
100	4532	0.108
150	4400	0.105
200	4291	0.102



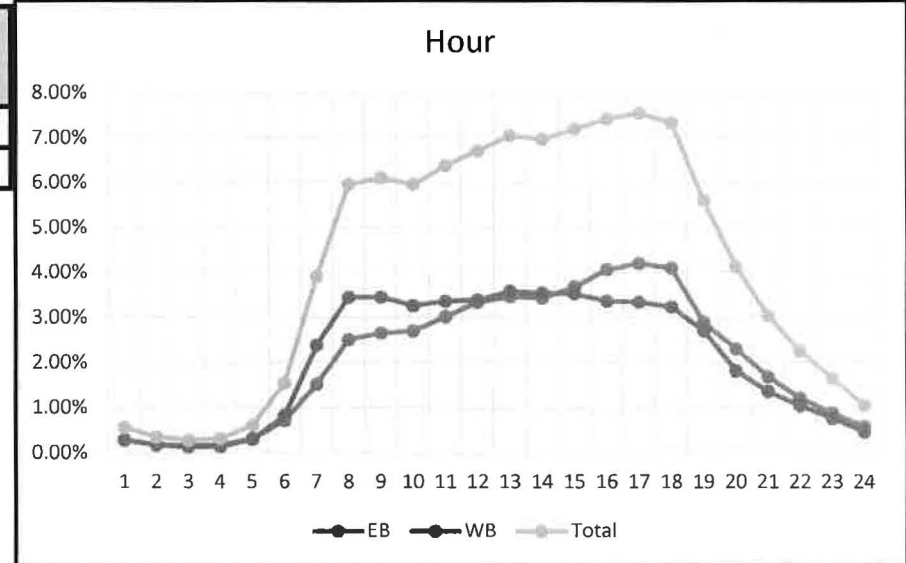
PCS 31 - Daniels Pkwy east of Six Mile Cypress Pkwy

2020 AADT = 54,100 VPD

Hour	EB	WB	Total
0	0.28%	0.29%	0.57%
1	0.19%	0.17%	0.36%
2	0.16%	0.13%	0.29%
3	0.18%	0.14%	0.32%
4	0.32%	0.30%	0.62%
5	0.72%	0.82%	1.55%
6	1.52%	2.39%	3.91%
7	2.51%	3.44%	5.96%
8	2.66%	3.45%	6.11%
9	2.70%	3.26%	5.96%
10	3.02%	3.36%	6.38%
11	3.33%	3.38%	6.71%
12	3.46%	3.58%	7.05%
13	3.43%	3.55%	6.97%
14	3.68%	3.52%	7.20%
15	4.06%	3.36%	7.42%
16	4.20%	3.34%	7.55%
17	4.10%	3.23%	7.33%
18	2.90%	2.70%	5.61%
19	2.31%	1.82%	4.13%
20	1.68%	1.36%	3.04%
21	1.21%	1.04%	2.26%
22	0.88%	0.77%	1.65%
23	0.59%	0.46%	1.06%

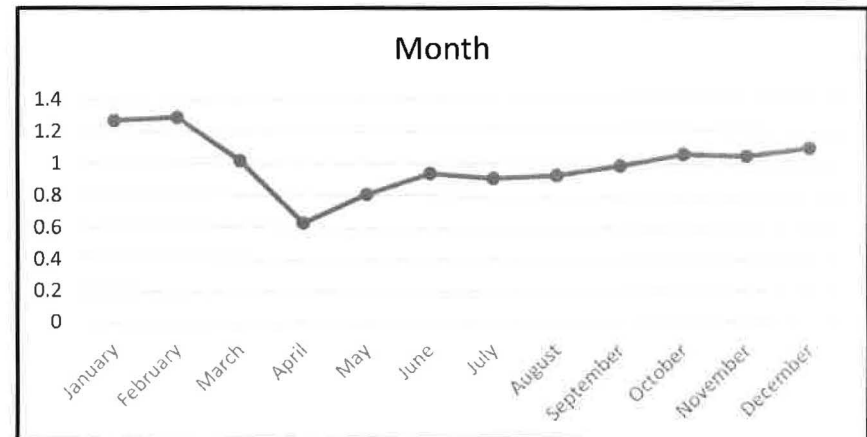
Month of Year	Fraction
January	1.27
February	1.29
March	1.02
April	0.63
May	0.81
June	0.94
July	0.91
August	0.93
September	0.99
October	1.06
November	1.05
December	1.1

Directional Factor		
AM	0.61	WB
PM	0.56	EB



Day of Week	Fraction
Sunday	0.69
Monday	1.05
Tuesday	1.09
Wednesday	1.08
Thursday	1.09
Friday	1.13
Saturday	0.87

Design Hour Volume		
#	Volume	Factor
5	5932	0.110
10	5872	0.109
20	5812	0.107
30	5736	0.106
50	5621	0.104
100	5398	0.100
150	5259	0.097
200	5169	0.096



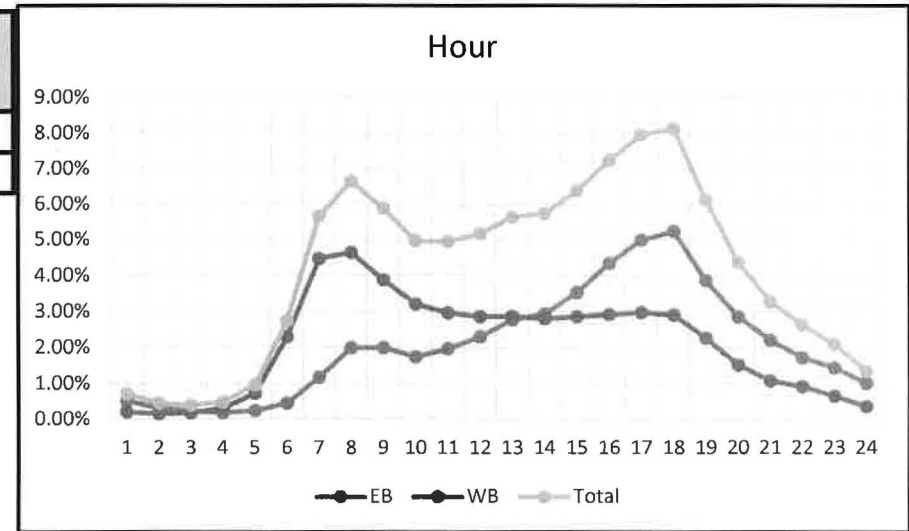
PCS 48- Daniels Pkwy east of Chamberlin Pkwy

2020 AADT = 40,600 VPD

Hour	EB	WB	Total
0	0.51%	0.21%	0.72%
1	0.31%	0.16%	0.46%
2	0.23%	0.18%	0.40%
3	0.18%	0.31%	0.49%
4	0.25%	0.73%	0.97%
5	0.45%	2.30%	2.75%
6	1.18%	4.48%	5.67%
7	2.00%	4.65%	6.65%
8	2.01%	3.88%	5.89%
9	1.75%	3.21%	4.97%
10	1.98%	2.97%	4.95%
11	2.31%	2.86%	5.17%
12	2.77%	2.87%	5.64%
13	2.94%	2.81%	5.74%
14	3.53%	2.86%	6.38%
15	4.34%	2.92%	7.25%
16	4.99%	2.98%	7.96%
17	5.23%	2.91%	8.13%
18	3.86%	2.27%	6.12%
19	2.85%	1.52%	4.36%
20	2.21%	1.07%	3.27%
21	1.72%	0.92%	2.63%
22	1.44%	0.65%	2.08%
23	1.01%	0.35%	1.35%

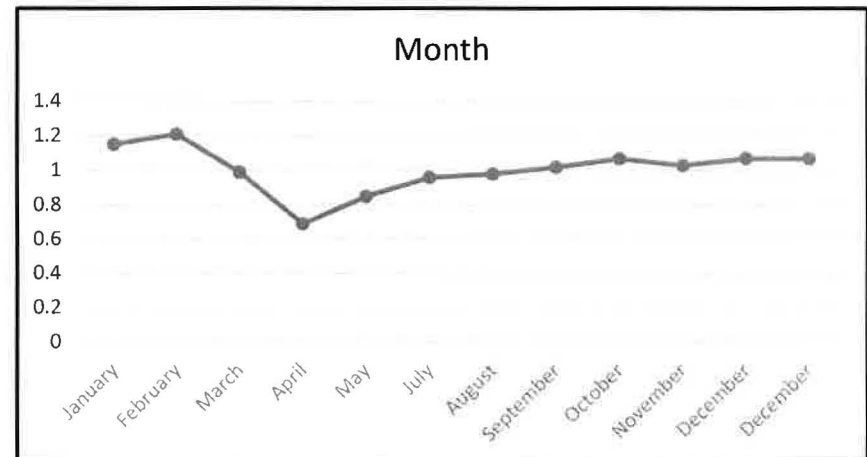
Month of Year	Fraction
January	1.15
February	1.21
March	0.99
April	0.69
May	0.85
July	0.96
August	0.98
September	1.02
October	1.07
November	1.03
December	1.07
December	1.07

Directional Factor		
AM	0.79	SB
PM	0.63	NB



Day of Week	Fraction
Sunday	0.65
Monday	1.04
Tuesday	1.11
Wednesday	1.1
Thursday	1.11
Friday	1.12
Saturday	0.85

Design Hour Volume		
#	Volume	Factor
5	48	0.001
10	4885	0.120
20	4730	0.117
30	4673	0.115
50	4516	0.111
100	4352	0.107
150	4198	0.103
200	4048	0.100



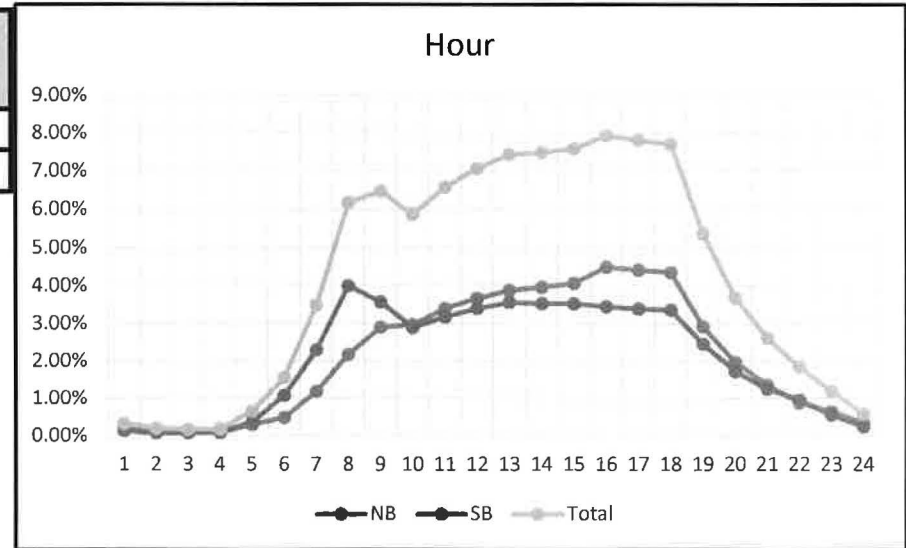
PCS 62 - Treeline Ave south of Pelican Preserve Blvd

2020 AADT = 11,600 VPD

Hour	NB	SB	Total
0	0.19%	0.14%	0.33%
1	0.12%	0.07%	0.20%
2	0.10%	0.08%	0.18%
3	0.09%	0.10%	0.19%
4	0.30%	0.36%	0.66%
5	0.48%	1.08%	1.56%
6	1.19%	2.29%	3.49%
7	2.18%	4.00%	6.18%
8	2.90%	3.57%	6.48%
9	2.97%	2.90%	5.87%
10	3.40%	3.17%	6.58%
11	3.67%	3.40%	7.07%
12	3.87%	3.56%	7.43%
13	3.96%	3.53%	7.49%
14	4.06%	3.53%	7.59%
15	4.49%	3.44%	7.93%
16	4.42%	3.39%	7.81%
17	4.35%	3.35%	7.70%
18	2.92%	2.46%	5.38%
19	1.96%	1.71%	3.68%
20	1.36%	1.24%	2.61%
21	0.87%	0.96%	1.84%
22	0.64%	0.55%	1.19%
23	0.35%	0.25%	0.59%

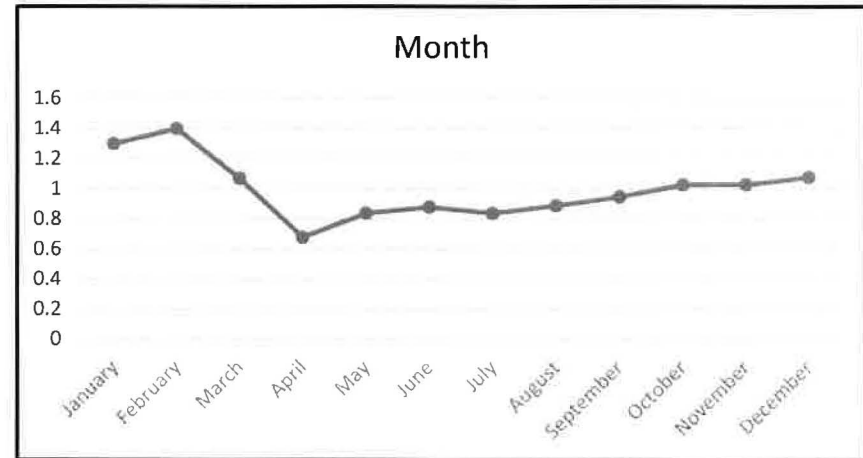
Month of Year	Fraction
January	1.3
February	1.4
March	1.07
April	0.68
May	0.84
June	0.88
July	0.84
August	0.89
September	0.95
October	1.03
November	1.03
December	1.08

Directional Factor		
AM	0.67	SB
PM	0.56	NB



Day of Week	Fraction
Sunday	0.66
Monday	1.05
Tuesday	1.1
Wednesday	1.13
Thursday	1.11
Friday	1.13
Saturday	0.82

Design Hour Volume		
#	Volume	Factor
5	1666	0.144
10	1589	0.137
20	1536	0.132
30	1503	0.130
50	1461	0.126
100	1413	0.122
150	1359	0.117
200	1311	0.113



PCS 61 - Treeline Ave north of Termial Road

2020 AADT = 14,600 VPD

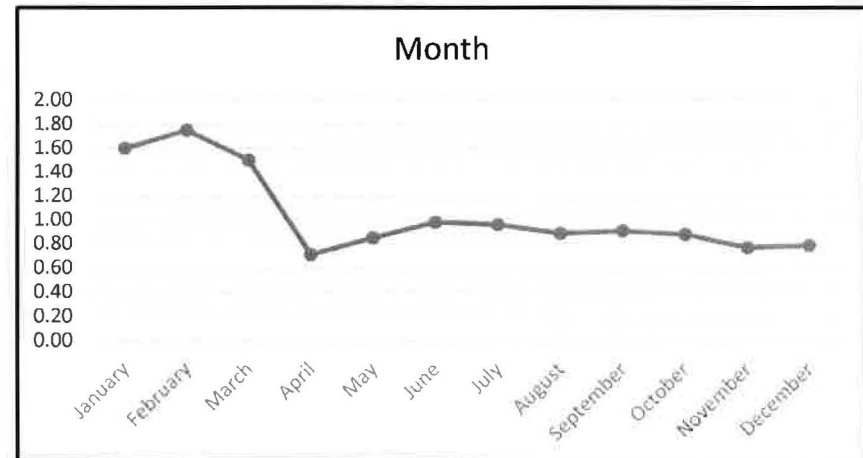
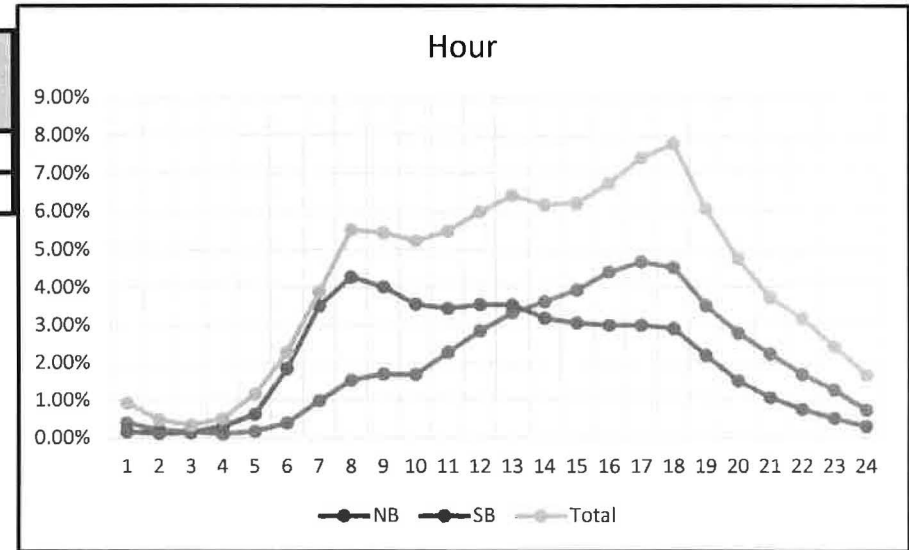
Hour	NB	SB	Total
0	0.40%	0.17%	0.93%
1	0.21%	0.13%	0.49%
2	0.16%	0.14%	0.35%
3	0.11%	0.31%	0.52%
4	0.18%	0.63%	1.17%
5	0.40%	1.84%	2.28%
6	0.99%	3.51%	3.89%
7	1.54%	4.28%	5.52%
8	1.70%	4.01%	5.45%
9	1.69%	3.56%	5.24%
10	2.28%	3.45%	5.49%
11	2.85%	3.55%	6.00%
12	3.33%	3.54%	6.43%
13	3.63%	3.19%	6.18%
14	3.94%	3.07%	6.23%
15	4.41%	3.00%	6.74%
16	4.68%	3.01%	7.42%
17	4.54%	2.91%	7.79%
18	3.53%	2.20%	6.09%
19	2.79%	1.52%	4.76%
20	2.24%	1.07%	3.73%
21	1.68%	0.76%	3.18%
22	1.27%	0.52%	2.43%
23	0.74%	0.31%	1.68%

Month of Year	Fraction
January	1.60
February	1.75
March	1.50
April	0.71
May	0.85
June	0.98
July	0.96
August	0.89
September	0.91
October	0.88
November	0.77
December	0.79

Directional Factor		
AM	0.78	SB
PM	0.62	NB

Day of Week	Fraction
Sunday	0.7
Monday	0.92
Tuesday	1.07
Wednesday	1.08
Thursday	1.08
Friday	1.13
Saturday	0.91

Design Hour Volume		
#	Volume	Factor
5	2415	0.165
10	2213	0.152
20	2120	0.145
30	2051	0.140
50	1939	0.133
100	1700	0.116
150	1623	0.111
200	1569	0.107



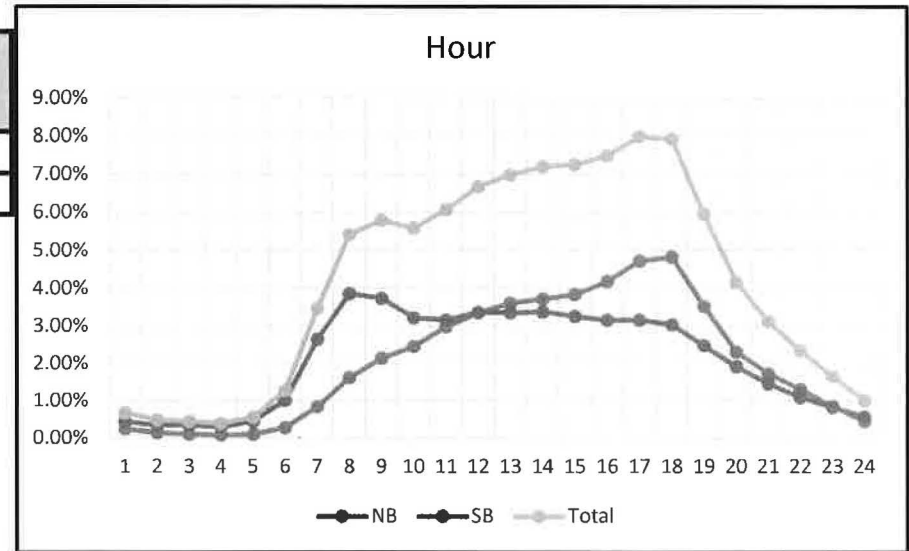
PCS 72 - Three Oaks Pkwy south of Estero Pkwy

2020 AADT = 18,000 VPD

Hour	NB	SB	Total
0	0.25%	0.43%	0.68%
1	0.14%	0.34%	0.49%
2	0.10%	0.34%	0.45%
3	0.08%	0.30%	0.39%
4	0.10%	0.45%	0.56%
5	0.28%	1.01%	1.28%
6	0.85%	2.65%	3.47%
7	1.62%	3.86%	5.43%
8	2.14%	3.74%	5.80%
9	2.46%	3.22%	5.59%
10	2.98%	3.17%	6.07%
11	3.35%	3.36%	6.68%
12	3.61%	3.35%	6.99%
13	3.73%	3.38%	7.21%
14	3.84%	3.26%	7.26%
15	4.19%	3.15%	7.49%
16	4.72%	3.16%	7.99%
17	4.83%	3.04%	7.93%
18	3.53%	2.48%	5.96%
19	2.31%	1.92%	4.16%
20	1.73%	1.45%	3.12%
21	1.31%	1.08%	2.35%
22	0.85%	0.82%	1.65%
23	0.45%	0.57%	1.01%

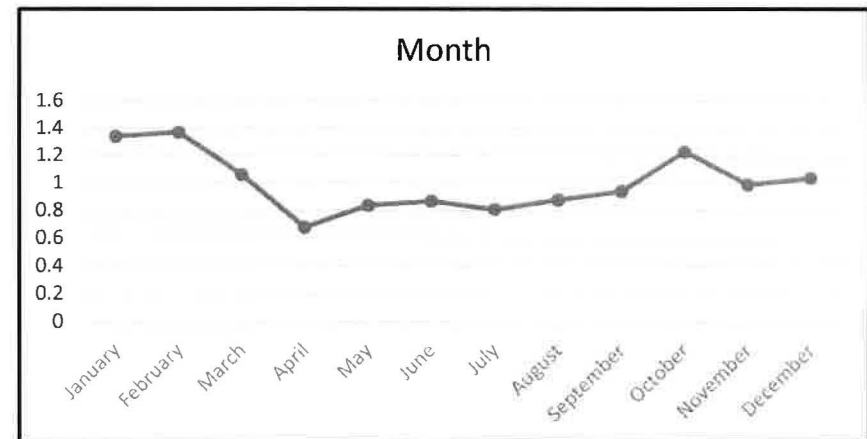
Month of Year	Fraction
January	1.34
February	1.37
March	1.06
April	0.68
May	0.84
June	0.87
July	0.81
August	0.88
September	0.94
October	1.23
November	0.99
December	1.04

Directional Factor		
AM	0.75	SB
PM	0.60	NB



Day of Week	Fraction
Sunday	0.71
Monday	1.04
Tuesday	1.13
Wednesday	1.07
Thursday	1.05
Friday	1.11
Saturday	0.86

Design Hour Volume		
#	Volume	Factor
5	2471	0.137
10	2440	0.136
20	2362	0.131
30	2329	0.129
50	2268	0.126
100	2106	0.117
150	1977	0.110
200	1901	0.106



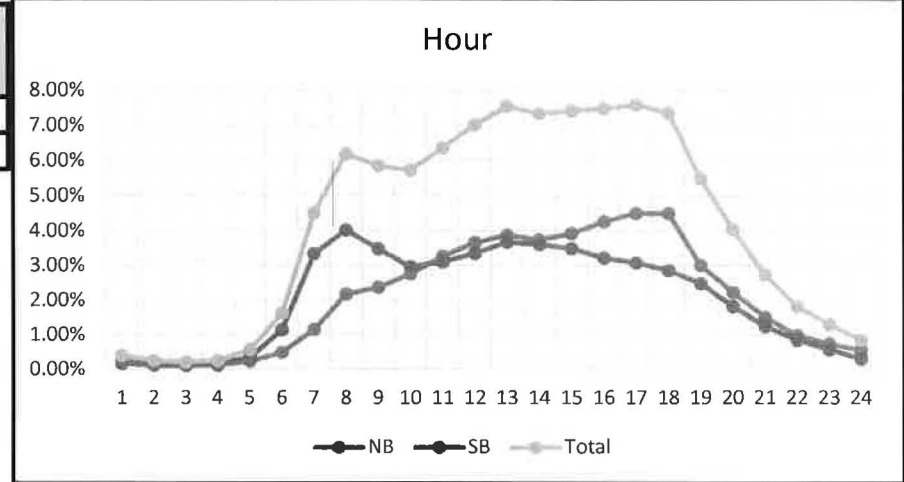
PCS 18 - Six Mile Cypress Pkwy at Winkler Rd

2020 AADT = 17,600 VPD

Hour	NB	SB	Total
0	0.24%	0.17%	0.41%
1	0.15%	0.11%	0.26%
2	0.12%	0.10%	0.22%
3	0.12%	0.14%	0.26%
4	0.23%	0.35%	0.58%
5	0.49%	1.14%	1.63%
6	1.16%	3.35%	4.51%
7	2.18%	4.02%	6.20%
8	2.38%	3.48%	5.86%
9	2.77%	2.97%	5.73%
10	3.27%	3.10%	6.37%
11	3.66%	3.36%	7.02%
12	3.88%	3.67%	7.55%
13	3.74%	3.60%	7.34%
14	3.93%	3.49%	7.42%
15	4.26%	3.22%	7.48%
16	4.50%	3.08%	7.59%
17	4.49%	2.86%	7.35%
18	3.00%	2.49%	5.49%
19	2.23%	1.80%	4.03%
20	1.50%	1.24%	2.73%
21	0.98%	0.84%	1.82%
22	0.74%	0.56%	1.30%
23	0.54%	0.30%	0.84%

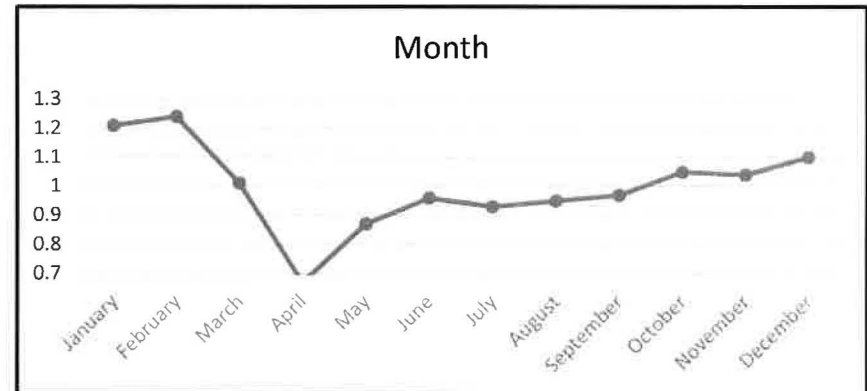
Month of Year	Fraction
January	1.21
February	1.24
March	1.01
April	0.67
May	0.87
June	0.96
July	0.93
August	0.95
September	0.97
October	1.05
November	1.04
December	1.1

Directional Factor		
AM	0.75	SB
PM	0.59	NB



Day of Week	Fraction
Sunday	0.7
Monday	1.05
Tuesday	1.09
Wednesday	1.09
Thursday	1.08
Friday	1.11
Saturday	0.87

Design Hour Volume		
#	Volume	Factor
5	1958	0.111
10	1930	0.110
20	1903	0.108
30	1870	0.106
50	1824	0.104
100	1759	0.100
150	1711	0.097
200	1683	0.096



Daniels Pkwy E. of Chamberlin ID 48

2020	40,600	4,673	12	59		
2019	41,900	4,648	11	59		
2018	41,300	4,532	11	55		
2016	41,900	4,912	12	57	0 (0%)	41,900 (100%)
2015	37,300	4,019	11	53	0 (0%)	37,300 (100%)

Daniels Pkwy E. of Six Mile Cypress ID 31

2020	54,100	5,736	11	55		
2019	62,500	5,826	9	53		
2018	60,700	5,893	10	51		
2016	59,700	5,380	9	52	0 (0%)	59,700 (100%)
2015	53,200	5,154	10	54	0 (0%)	53,200 (100%)

Daniels Pkwy W. of Metro Pkwy ID 30

2020	41,900	4,727	11	50		
2019	49,800	4,722	9	52		
2018	49,500	4,737	10	52		
2017	48,300					
2016	48,300	4,668	10	54		

Six Mile Cypress N. of Daniels Pkwy ID 388

2020	19,400	1,686	9	61		
2019	23,200	2,236	10	60		
2018	21,800	2,069	9	60		
2017	20,500	2,084	10	58		
2016	20,200	1,918	9	60		

Plantation Road - N. of Six Mile ID 521

2020	4,700	478	10	51		
2018	5,100	604	12	52		
2016	6,400	649	10			
2014	5,523					
2012	5,000	626	13			

Six Mile Cypress E. of Metro ID 387

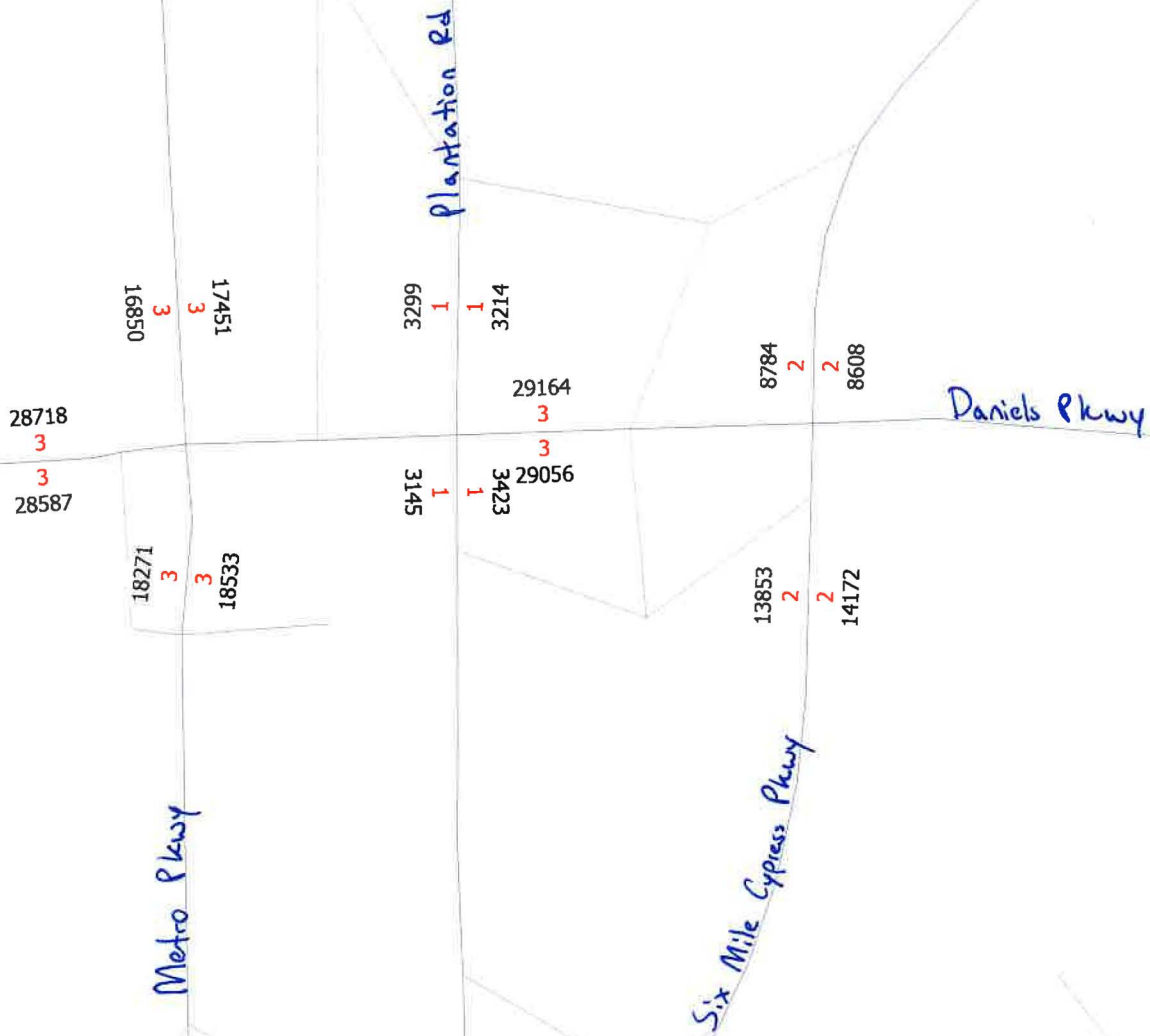
2020	29,600	3,226	11	51		
2018	32,600	3,094	9	52		
2016	30,600	3,063	10	58		
2014	26,662					
2012	26,100	1,999	8	55		

TreeLine N. of Airport Connector ID 61

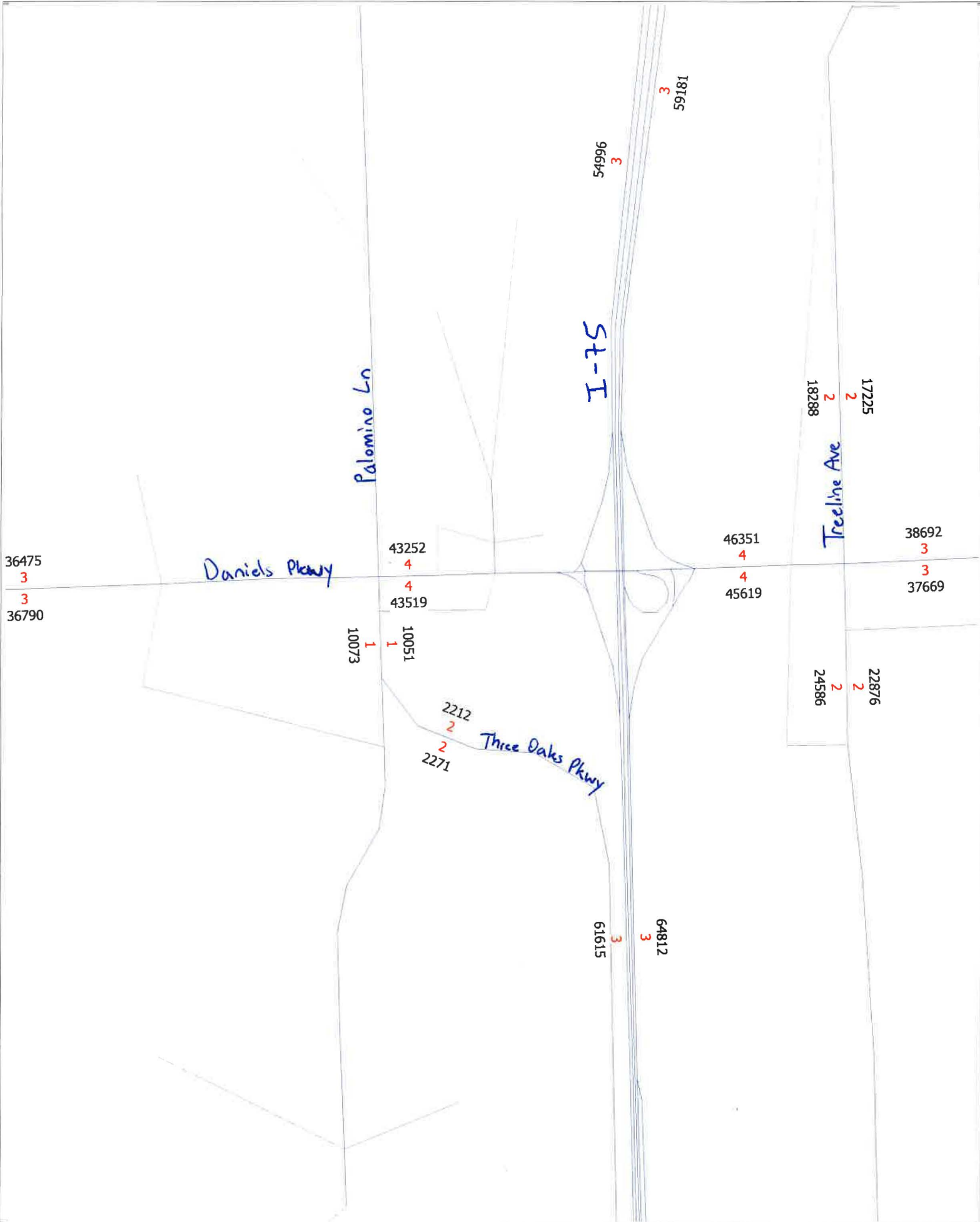
2020	14,600	2,051	14	59
2019	22,700	2,155	9	80
2018	23,400	2,331	10	54
2017	23,800			
2016	25,000	2,669	11	73



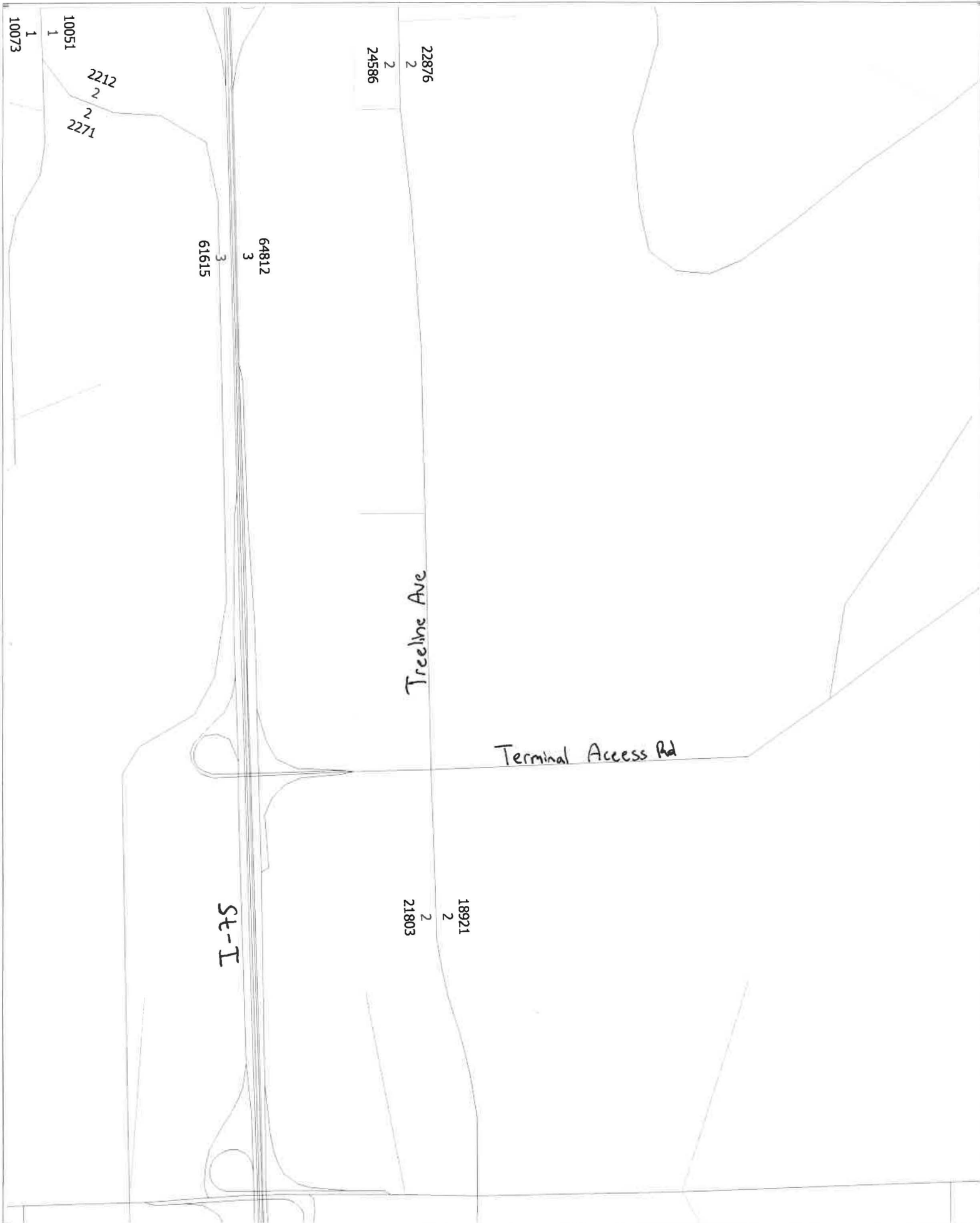
2045 E+C NETWORK VOLUMES



2045 E+C COST FEASIBLE NETWORK VOLUMES AND LANES

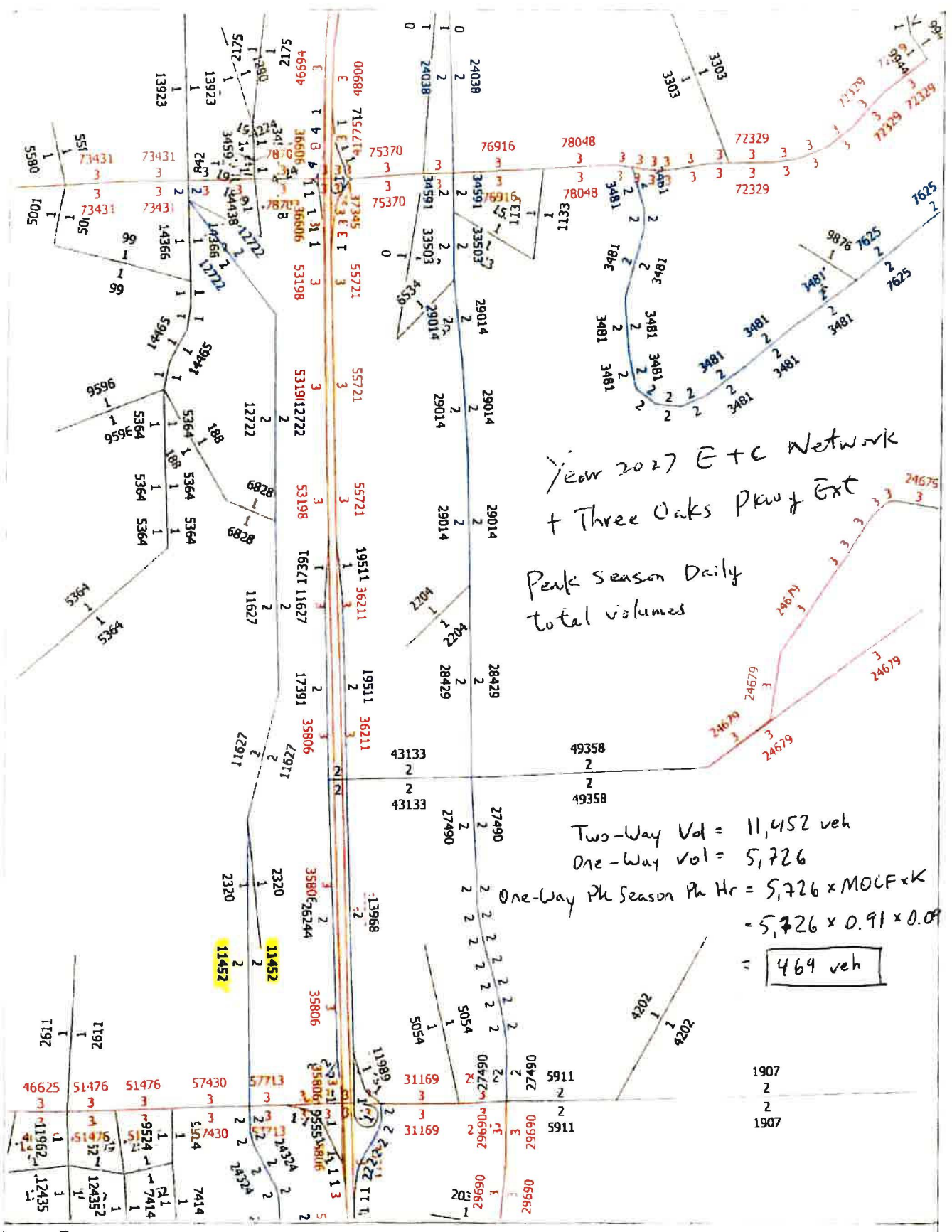


2045 E+C COST FEASIBLE NETWORK VOLUMES AND LANES



2045 E+C COST FEASIBLE NETWORK VOLUMES AND LANES

**2027 E + C NETWORK VOLUMES FOR
THREE OAKS PARKWAY BETWEEN
DANIELS PKWY AND ALICO ROAD**



Year 2027 E+c Network
+ Three Oaks Pkwy Ext

Peak Season Daily
total volumes

Two-Way Vol = 11,452 veh
 One-Way vol = 5,726
 One-Way Ph Season Ph Hr = $5,726 \times MOCF \times K$
 $= 5,726 \times 0.91 \times 0.09$
 $= \boxed{469 \text{ veh}}$

**LEE COUNTY CAPITAL
IMPROVEMENT PROGRAM
FY21/22 – 25/26**

SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY21/22-25/26

PROJ. #	PROJECT NAME	DRIVER	FY 98-20 PRIOR EXP.	20/21 BUDGET	21/22	22/23	24/24	24/25	25/26	5-YEAR TOTAL	6-10	PROJECT TOTAL	REVENUE SOURCE	PROJECT MANAGER
	MAJOR PROJECTS													
209245	Allico Rd. Connector/Allico Rd. to SR 82 opposite Sunshine Blvd.	People-to-jobs link, Daniels Pkwy. relief NM - Core Critical	6,180,573 ROW	12,397,200 ROW/DES	0	0	10,759,314 DES/CST	0	0	10,759,314	106,540,155	135,877,242	IF 25 GT Debt	Vince Miller vmiller@leegov.com
206002	Bicycle/Pedestrian Facilities Annual project for facilities on existing County-maintained roads <i>Specific Projects:</i>	Implementation of bike-ped plan, BPAC priorities, Complete Streets principals											IF/GT	Tom Marquardt tmarquardt@leegov.com
	Veterans Pkwy.SW 10th St. to Skyline Blvd.	2016 Priority #22		40,500 DES/SUR	232,850 CST/CEI	0	0	0	0	273,350		313,850	IF22	
	Veterans Pkwy.SW 3rd Pl to SW 2nd Ave	2016 Priority #23		44,910 DES/SUR	258,225 CST/CEI	0	0	0	0	303,135		348,045	IF22	
	Hancock Bridge Pkwy Orange Grove to 4055 Hancock	2017 Priority #4			495,000 ROW DES/SUR	0	546,250 CST/CEI	0	0	1,041,250		1,041,250	IF22	
	Hancock Bndge Pkwy Hunter Blvd - Orange Grove	2020 Priority #13			137,293 DES/SUR		789,433 CST/CEI			926,726		926,726	IF22	
	Plantation Daniels - Idlewild	2019 Priority #2			0	1,369,367 DES/SUR	0	6,846,833	0	8,216,200		8,216,200	GT	
	Orange River Blvd. Palm Beach Blvd. to Lorraine Dr.	2016 Priority #4			1,354,571 DES/SUR		2,268,782 CST/CEI	0	0	3,623,353		3,623,353	GT	
	Tice St. Sidewalk/South Side, Ortiz to SR 80	2015 Priority #2		268,513 DES/SUR	1,543,947 CST/CEI	0	0	0	0	1,543,947		1,812,460	IF23	
	Bell Blvd. SR 82 to Sunrise	2016 Priority #3			623,080 DES/SUR/ROW	0	3,557,183 CST/CEI	0	0	4,180,263		4,180,263	GT	
	Bell Blvd Sunrise to Joel	2016 Priority #3			0	398,688 DES/SUR	0	2,290,078 CST/CEI	0	2,290,078		2,290,078	FDOT	
	Westgate Blvd. East Lee -4th St	2020 Priority #3			0	0	128,138 DES/SUR	0	736,799 CST/CEI	864,937		864,937	IF23	
	Allico Rd. Sidewalk/North Side, RR Crossing to Quaker Ln.	2015 Priority #27			1,139,782 DES/SUR/ROW	0	1,091,247 CST/CEI	0	0	2,231,029		2,231,029	IF24	
	Pine Rd. Allaire Ln to US 41	2016 Priority #28			0	0	135,801 DES/SUR	780,858 CST/CEI	0	916,659		916,659	IF24	
	Jetport Loop Allaire Ln - US 41	2020 Priority #97			0	138,793 DES/SUR	0	798,057 CST/CEI	0	936,850		936,850	IF24	
	Pine Ridge Rd San Carlos - Summerlin	2020 Priority #5					337,511 DES/SUR		1,940,688 CST/CEI	2,278,199		2,278,199	IF25 GT	
205724	Big Carlos Pass Bridge	Age Condition of bridge (Bridge Health Index)	4,012,244 PD&E Study	5,008,972 PD&E Study	45,137,536 CST/CEI	0	0	0	0	45,137,536		54,158,752	Sanibel SURP. TOLLS DEBT	Tom Marquardt tmarquardt@leegov.com
209248	Cape Coral Bridge WB Span Replacement	Mandated Age/condition, escalating maintenance costs Mandated	0	0 DES/CST	13,148,702 DES	0 DES	0	0	0	13,148,702	111,808,571 CST/CEI	124,957,273	CAPE/MP SURP. TOLLS	Tom Marquardt tmarquardt@leegov.com
TBD	Colonial Summerlin Flyover - Midpoint Bridge	Concurrency, LOS	0	0	0	0	0	0	0	0	137,000,000	137,000,000	CAPE/MP SURP. TOLLS DEBT	TBD
200669	Corkscrew Road	Reduce congestion/wait time, Improved safety	1,825,431 DES	24,525,823 ROW/DES/MIT	1,000,000 ROW	16,068,116 CST/CEI	0	1,400,000 LS	0	18,468,116	0	44,819,370	IF25 Debt GT FDOT CON	Dave Murphy dmurphy@leegov.com
205067	Estero Blvd. Improvements	Town request, congestion infrastructure conditions, Complete Streets principals NM - Essential	48,370,003 PRELIM/DES	31,318,170 DES/CST/CEI	0	0	0	0	0	0		79,688,173	SANIBEL SURP. TOLLS GT	Rob Phelan rphelan@leegov.com
200671	Gateway at Griffin Roundabout	Improve safety without adding delay	159,603 DES	390,396 DES/ROW	3,220,000 CST/CEI	0	0	0	0	3,220,000		3,769,999	GT	Dave Murphy dmurphy@leegov.com

SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY21/22-25/26

PROJ. #	PROJECT NAME	DRIVER	FY 98-20 PRIOR EXP.	20/21 BUDGET	21/22	22/23	24/24	24/25	25/26	5-YEAR TOTAL	6-10	PROJECT TOTAL	REVENUE SOURCE	PROJECT MANAGER
205083	Hickory Bridge Replacements Project combines New Pass, Little Carlos and Big Hickory bridge, including demolition and disposal of the old bridges.	Age Condition of bridge (Bridge Health Index)	0	0	0	6,527,180 DES	0	0	0	6,527,180	58,485,805 CST/CEI	65,012,985	SANIBEL SURP. TOLLS	Tom Marquardt tmarquardt@leegov.com
200637	Build two new signals on Lee Boulevard Lee Boulevard/Lee Street Traffic Signal Lee Boulevard/Joan Avenue Traffic Signal	Improve safety Intersections meet signal warrants and almost meet crash warrants	90,967 DES	609,033 DES, CST	0	0	0	0	0	0	0	14,859,999	IF22 GT FDOT	Mike Padgett mpadgett@leegov.com
205028	Littleton Road	Congested Expected to worsen with Kismet/Littleton	1,048,073 Study	13,411,926 DES/ROW	0	0	0	0	0	0	400,000 LS	14,859,999	GT IF22 FDOT	Vince Miller vmiller@leegov.com
240613	Ortiz 4L/Colonial-MLK	Parallel reliever to I-75, access to jail and EMS, LOS per Concurrently Rpt, City tie-in of Hanson St ext	822,102 ROW/DES	4,022,398 DES/MIT	16,519,798 CST/CEI	0	519,000 LS	0	0	17,038,798	0	21,883,298	IF23 GT	Rob Phelan rphelan@leegov.com
204072	Ortiz 4L/MLK-Luckett/Luckett-I-75	Parallel relief to I-75 improve area circulation improve LOS NM - Essential	9,237,336 DES/ROW Project Mgmt	554,659 ROW	0	3,714,078 DES	0	28,474,599 CST/CEI	0	32,188,677	544,000 LS	42,524,672	IF23 GT	Rob Phelan rphelan@leegov.com
206759	Signal System ATMS Upgrade	Maximizes efficient use of existing capacity NM - Core Critical	5,426,932 CST & Equipment	1,464,400 CST	750,000 CST	750,000 CST	750,000 CST	750,000 CST	750,000 CST	3,750,000	0	10,641,332	GT	Mike Padgett mpadgett@leegov.com
204053	Three Oaks Parkway Extension North	Extends major arterial, parallel reliever to I-75 NM - Essential	11,370,288 DES/ROW Project Mgmt	37,998,483 DES/ROW CST/CEI	22,776,619 CST/CEI	31,720,000 CST/CEI	0	1,050,000 LS	0	55,546,619	0	104,915,390	IF23,24 GIF/GT	Vince Miller vmiller@leegov.com
205818	Toll Interoperability	Age of equipment, rapid technology changes NM - Core Critical	502,082 CST	318,086 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	750,000	0	1,570,168	SURP. TOLLS	Sue Drotleff sdrotleff@leegov.com
200615	Toll System Replacement	Age of equipment, rapid technology changes NM - Core Critical	0	250,000 DES	0	13,000,000 CST	0	0	0	13,000,000	0	13,250,000	SURP. TOLLS	Sue Drotleff sdrotleff@leegov.com
TBD	Veterans Parkway 6L Chiquila to Skyline Boulevard	LOS per Concurrency Report	0	0	0	0	0	0	0	0	8,500,000	8,500,000	CAPE/MP SURP. TOLLS GT	TBD
MAJOR MAINTENANCE PROJECTS														
404683	Road Resurface/Rebuild Program	Pavement rating system, complaints, asset prot.	58,486,172 CST	4,537,799 CST	4,000,000 CST	4,000,000 CST	4,000,000 CST	4,000,000 CST	4,000,000 CST	20,000,000	0	83,023,971	GT	Dirk Danley ddanley@leegov.com
406715	Road Resurface/Rebuild Program - Lehigh Acres	Pavement rating system, complaints, asset prot.	17,925,369 CST	6,679,949 CST	5,000,000 CST	5,000,000 CST	5,000,000 CST	5,000,000 CST	5,000,000 CST	25,000,000	0	49,605,318	GIF	Dirk Danley ddanley@leegov.com
403304	Major Arterials Resurfacing	Paving rating system	0	1,150,000	1,150,000 CST	1,150,000 CST	1,150,000 CST	1,150,000 CST	1,150,000 CST	5,750,000	0	6,900,000	GT	Dirk Danley ddanley@leegov.com
405714	Master Bridge Project	Bridge conditions, asset protection Mandated	9,840,979 CST	1,652,799 CST	815,000 CST	825,000 CST	825,000 CST	825,000 CST	825,000 CST	4,115,000	0	15,608,778	GT	Avelino Cancel acancel@leegov.com
406024	Roadway Beautification	Leescape Master Plan, RLAC priorities, com- munity interest NM - Essential	4,992,430 LS	186,866 LS	100,000 LS	100,000 LS	100,000 LS	100,000 LS	100,000 LS	500,000	0	5,679,296	GIF	Bob DeBrock bdebrock@leegov.com
406670	Signal Upgrades/Equipment Replacement	Signal equipment con- dition, safety Mandated	2,419,929 DES,CST	644,630 CST	350,000 CST	350,000 CST	350,000 CST	350,000 CST	350,000 CST	1,750,000	0	4,814,559	GT	Ryan Kirsch rkirsch@leegov.com

SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY21/22-25/26

PROJ. #	PROJECT NAME	DRIVER	FY 98-20 PRIOR EXP.	20/21 BUDGET	21/22	22/23	24/24	24/25	25/26	5-YEAR TOTAL	6-10	PROJECT TOTAL	REVENUE SOURCE	PROJECT MANAGER
406713	Master Signal Project/Major Intersections	Intersection conditions/ needs NM - Core Critical	13,207,653 CST	2,905,989 CST	1,500,000 CST	1,500,000 CST	1,500,000 CST	1,500,000 CST	1,500,000 CST	7,500,000	0	23,613,642	GT	Tom Marquardt tmarquardt@leegov.com
406079	ADA Plan Implementation	Federal Law, ADA plan County ADA Transition Plan Mandated	1,109,288 DES,CST	640,710 CST	250,000 CST	250,000 CST	250,000 CST	250,000 CST	250,000 CST	1,250,000	0	2,999,998	GT	Tom Marquardt tmarquardt@leegov.com
406080	Roadway Lighting Upgrade	Sustainability, operating cost reduction NM - Core Critical	1,199,979 CST	1,050,021 CST	450,000 CST	450,000 CST	450,000 CST	450,000 CST	450,000 CST	2,250,000	0	4,500,000	GT	Ryan Kirsch rkirsch@leegov.com
406763	Sign Replacement Program/Raised Pavement Markers	Sign conditions, safety, liability Mandated	731,192 CST	170,925 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	750,000	0	1,652,117	GT	Dan Vasiloff dvasiloff@leegov.com
408944	Overhead Sign Structures Evaluation	Maintenance obligations, liability, FDOT standards Mandated	145,974 Eval	634,026 CST	130,000 CST	130,000 CST	130,000 CST	130,000 CST	130,000 CST	650,000	0	1,430,000	GT	Ryan Kirsch rkirsch@leegov.com
406714	Signal Network	Need to keep the network secure NM - Essential	331,879 CST	206,333 CST	120,000 CST	120,000 CST	120,000 CST	120,000 CST	120,000 CST	600,000	0	1,138,212	GT	Rob Radford rradford@leegov.com
400950	Traffic Signal Technology	Help drivers with real time warnings to pedestrians, bicycles and drivers using Smart Car connected vehicles	0	0	250,000	250,000	250,000	250,000	250,000	1,250,000	0	1,250,000	GT	Rob Price rprice@leegov.com
TBD	Sidewalk Repair	Repair sidewalks countywide	0	0	1,000,000 CST	1,000,000 CST	1,000,000 CST	1,000,000 CST	1,000,000 CST	5,000,000	0	5,000,000	GT	Joey Wilson jwilson@leegov.com
406713	Colonial Safety Improvements US41/McGregor	Safety Improvements	0	860,000 CST	0	0	0	0	0	0	0	860,000	CAPE MP SURP/ TOLLS	Tom Marquardt tmarquardt@leegov.com

PRELIM = Preliminary Study; PD&E = Project Development & Environmental Study; DES = Design; ROW = Right-of-Way Acquisition; CST = Construction; CEI = Construction Engineering Inspection; PM = Project Management; LS = Landscaping;
MIT = Mitigation
IF23 = Road Impact Fees from District 23; GT = Local Option Gas Taxes; FDOT = Florida Dept. of Transportation; GIF = Growth Increment Funding

**LEE COUNTY GENERALIZED PEAK
HOUR DIRECTIONAL SERVICE
VOLUMES**

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.

**FDOT GENERALIZED PEAK HOUR
DIRECTIONAL SERVICE VOLUMES
TABLE 7**

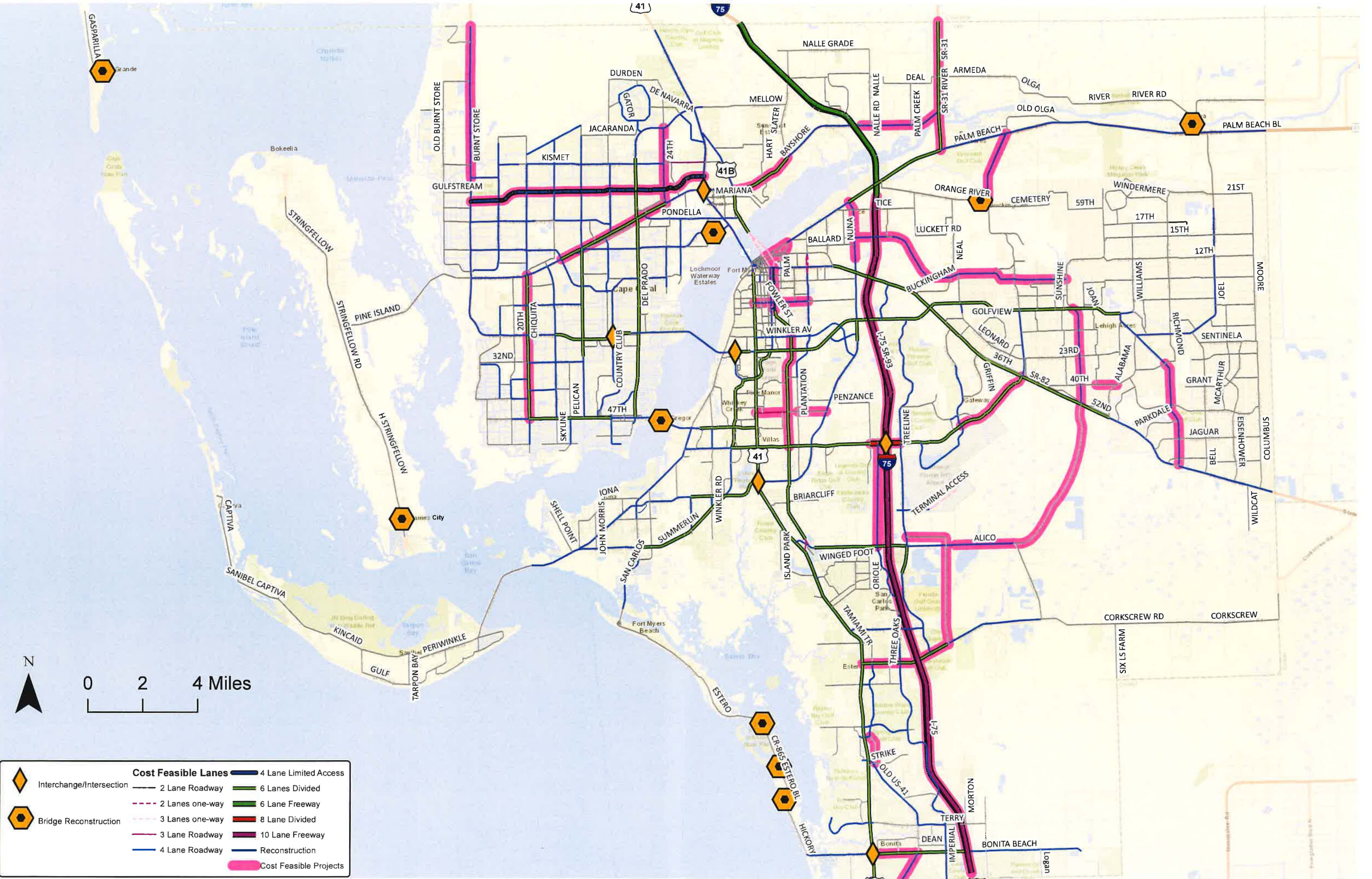
TABLE 7

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

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lane + 1,000 Ramp Metering + 5%					
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
—	—	—	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment						1	Divided	Yes	+5%		
Multiply the corresponding directional volumes in this table by 1.2						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²						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.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.					
Paved Shoulder/Bicycle Lane Coverage						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
	B	C	D	E		* Cannot be achieved using table input value defaults.					
0-49%	*	150	390	1,000		** 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.					
50-84%	110	340	1,000	>1,000		Source:					
85-100%	470	1,000	>1,000	**		Florida Department of Transportation					
PEDESTRIAN MODE²						Systems Implementation Office					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						https://www.fdot.gov/planning/systems/					
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							

**LEE COUNTY MPO
2045 FINANCIALLY FEASIBLE
TRANSPORTATION PLAN**



**TRIP GENERATION EQUATION
ITE TRIP GENERATION REPORT
11th EDITION**

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

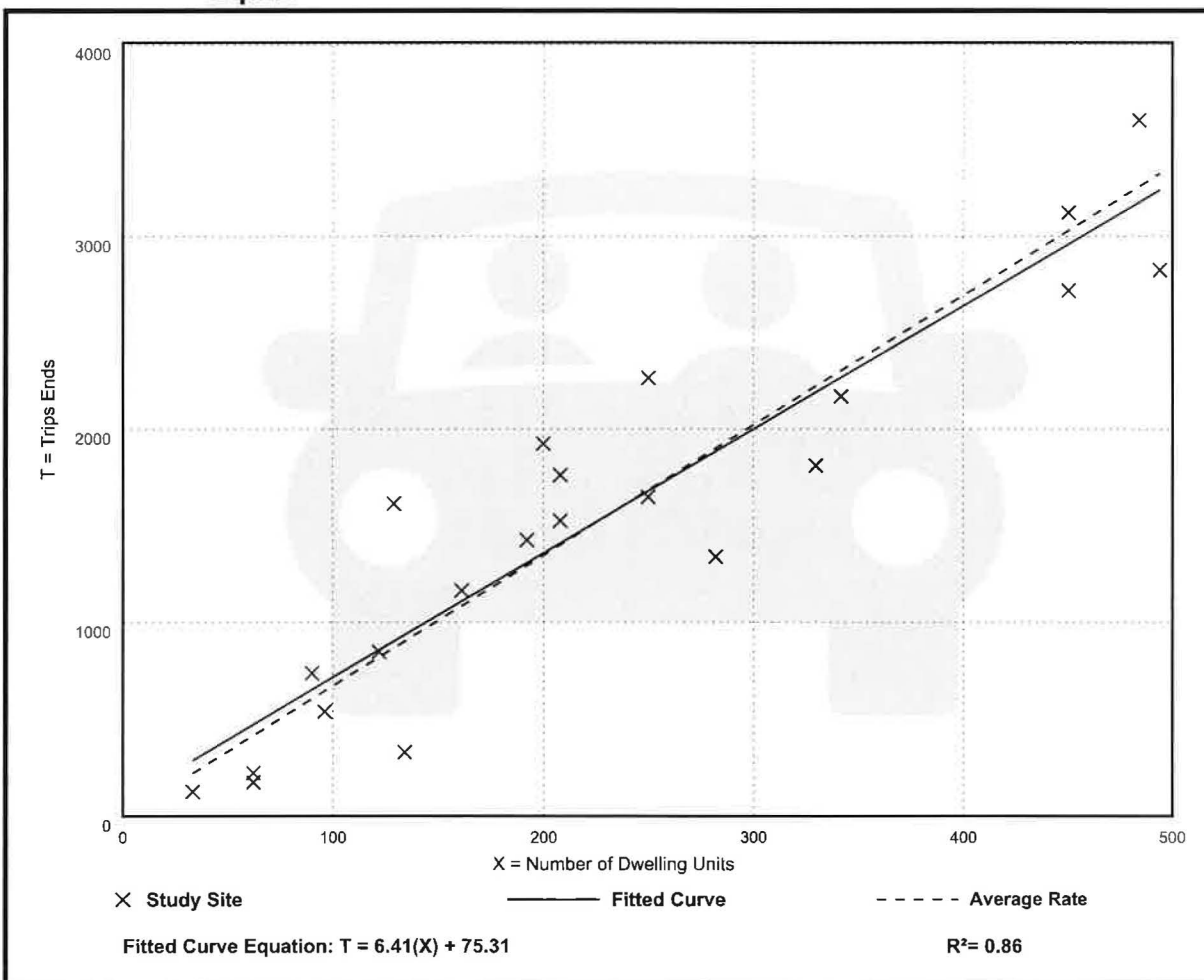
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 49

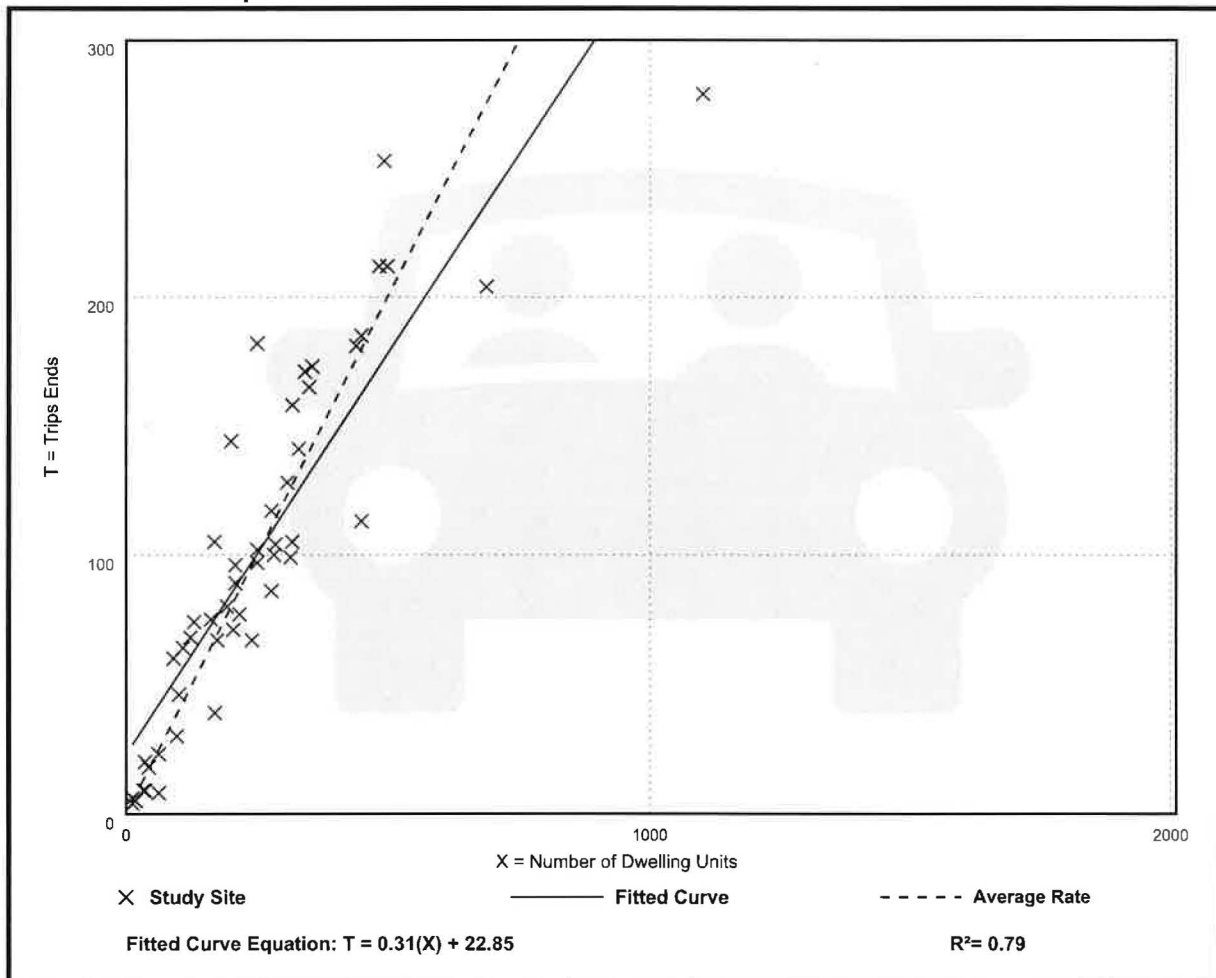
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 59

Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation

