

JMB TRANSPORTATION ENGINEERING, INC.

TRAFFIC/TRANSPORTATION ENGINEERING & PLANNING SERVICES

TRAFFIC IMPACT STATEMENT

Alico Lin Flex Space
(Lee Road, Lee County, Florida)

September 12, 2022

Prepared by:

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NAPLES, FLORIDA 34119

CERTIFICATE OF AUTHORIZATION NO. 27830

(JMB PROJECT NO. 200111)

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James Banks
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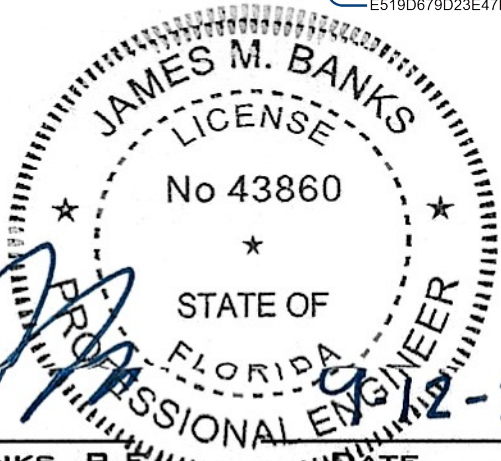

JAMES M. BANKS, P.E.
FLORIDA REG. NO. 43860
DATE 9/12-2022

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Conclusions

Road Impact Mitigation Requirements

Based upon the findings and conclusions of this report, it was determined that Alico Lin Flex Space will not have a significant or negative impact upon the surrounding road network. In fact, the proposed land use will have a de minimis impact on the adjacent road network (i.e., less than a 1% impact on any road's adopted capacity standard). It was verified that all roadways, within the project's area of impact, currently have a surplus of capacity and can accommodate the traffic associated with the development of the specialty trade contractor land use and the network will continue to operate at acceptable levels of service for project build-out traffic conditions. Furthermore, the report concludes that the project will not create any transportation deficiencies that need to be mitigated.

Because Alico Lin Flex Space will not cause any transportation deficiencies to occur, the Developer will not be required to fund any off-site roadway improvements/mitigation, other than the payment of road impact fees, which will be used to fund a portion of the costs of area-wide improvements as set forth by Lee County's CIE and Long-Range Transportation Plan (LRTP). More specifically, the Developer will be required to pay for the project's portion of "consumed" capacity via payment of road impact fees. As set forth by Lee County's Impact Fee Ordinance, the fees are a pro rata assessment towards the funding of area-wide transportation improvements in order to support new growth. The amount of road impact fees paid per type of land use are determined via a "consumption-based impact fee approach", in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane mile of roadway network. The cost of consumed lane mile is based upon current roadway construction costs within Lee County. Therefore, the payment of road impact fees is the project's pro rata share of funding transportation improvements that are deemed necessary to support the demands generated by new growth.

Site-Related Roadway Improvements

Turn Lane - It was determined that left and right deceleration/turn lanes will not be warranted at the project's accesses on Lee Road. This determination was based upon the Lee County Turn Lane Policy.

Concurrency Review

Alico Road is classified as a six-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 2,960 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Alico Road will have a project build-out demand of 2,071 (or less) and a v/c ratio of 0.70 (or less). Therefore, this project will be consistent with the criteria of the Concurrency Management Policy.

Purpose of Report

The following report has been prepared pursuant to the criteria set forth by the Traffic Impact Statement Guidelines as set forth by the Lee County Government. This report provides an in-depth evaluation of the potential transportation related impacts which may occur as a result of developing Formosa Lot 4.

Scope of Project

Alico Lin Flex Space is a proposed specialty trade contractor/flex space land use, which will be located on the east side of Lee Road and north of Alico Road (refer to Figure 1), within Lee County, Florida.

Direct access to the site will be via one (1) full access on Lee Road, which is a two-lane road having an enforceable speed limit of 30 MPH. Lee Road provides full and signalized access to Alico Road.

Table A
Proposed Land Use

Land Use	Size
Specialty Trade Contractor	38,101 s.f.

Project Generated Traffic

Traffic which can be expected to be generated by the project was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. In referencing the Trip Generation Manual, it was concluded that land use code Specialty Trade Contractor (LUC 180) was the most appropriate use for estimating the project traffic.

Table 1 of this report provides a detail of the calculations that were performed in estimating the trip generations, which have been summarized below in Table B.

Table B
(Summation of Table 1)

Daily Trips Generated (ADT)	New AM Peak Hour Trips Generated (vph)	New PM Peak Hour Trips Generated (vph)
374	63	74

The report determined that the project will generate less than 100 net new trips during the highest peak hour. As such, the Report investigated the traffic impacts associated with the project based upon the criteria set forth by the Lee County Traffic Impact Statement Guidelines for developments generating "Less Than 100 Trips".

Existing + Committed Roadway Conditions

Lee Road (north of Alico Road) is a two-lane local road and it has an enforceable speed limit of 30 MPH. Lee Road terminates approximately one-mile north from its signalized intersection with Alico Road.

Alico Road is classified as a six-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 2,920 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. Alico Road has a posted speed limit of 45 MPH.

Lee Road @ Alico Road is a four-way intersection which is controlled by a traffic signal.

Project Generated Traffic Distribution

The project's traffic was distributed to the surrounding roadway network based upon logical means of ingress/egress, current and future traffic patterns in the area, and its proximity to I-75 and supporting land uses, such as businesses, retail and residential areas. Table 2 and Figure 2 provide a detail of the resultant traffic distributions based on a percentage basis. Table 2 also depicts the project traffic distribution by volume. Figure 3 details the project's estimated AM and PM peak hour turning movement volumes at its site access on Lee Road.

Area of Significant Impact

The area of significant impact was determined based upon Lee County's 10% criteria (i.e., if the project's traffic is 10% or more of a roadway's adopted level of service LOS C capacity, then the project has a significant impact upon that link). Table 2 describes the project traffic distributions and the level of impact on the surrounding roadways. As shown, no roads will be impacted by 10% or greater than its adopted level of service. Therefore, Alico Road is the only road that is considered to be impacted by the project.

Project Build-Out Conditions

In order to establish project build-out traffic conditions, the project traffic was added to the background traffic volumes that were established by the Lee County Concurrency Report for the road links under review. Table 3 provides a detail of the background traffic conditions and the background plus project traffic conditions. Traffic volumes are based upon the 100th highest hour peak direction demand along Alico Road, as well as the road's level of service. As determined, Alico Road will continue to operate at acceptable levels of service at project build-out conditions.

Concurrency Review

Alico Road is classified as a six-lane divided arterial having an adopted performance standard of level of service LOS E. A maximum service volume capacity of 2,960 vph for the 100th highest hour peak direction has been established for this road by the Lee County Concurrency Management Policy. As concluded, Alico Road will have a project build-out demand of 2,071 (or less) and a v/c ratio of 0.70 (or less). Therefore, this project will be consistent with the criteria of the Concurrency Management Policy.

Site Access Evaluation

The project proposes to construct one (1) full access on Lee Road which is classified as a two-lane local road having an enforceable speed limit of 30 MPH. The following turn lane warrant analysis was performed for the project's accesses pursuant to the guidelines set forth by the Lee County Turn Lane Policy. Figure 3 reflects the anticipated turning movement volumes at the site's access.

Site Access @ Lee Road

Right Decel/Turn Lane Warrants - Local

	<u>Yes</u>	<u>No</u>
Local Street		
1. Posted speed limit of the local street is equal to or greater than thirty (30) mph	X	
2. Number of right turning movements from the local street is equal to or greater than sixty (60) during either the AM or PM peak hour of the local street. <i>(Right turn volume is less than 60 vph)</i>		X
3. Available Sight Distance for a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-I for the design speed of the local street. <i>(There are no sight distance constraints)</i>		X
4. Traffic Control of the intersecting street or access point connection is a traffic signal. <i>(There are no and will be no traffic signal devices)</i>		X
5. It is determined by the Lee County DOT or Department of Community Development that a turn lane is required for the health, safety, and welfare of the road users. <i>(No determination has been made by either department)</i>		X

Two or more right turn lane warrants satisfied: **No**

Site Access @ Lee Road
Left Decel/Turn Lane Warrants - Local

	<u>Yes</u>	<u>No</u>
Local Street		
1. Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (60) or more.	X	
2. Number of Left Turning Movements		
b. On two-lane, two-way facilities the number of left turning vehicles from the local street exceeds sixty (60) during the peak hour of the local street and the opposing through plus right turn traffic volume exceeds five hundred (500) vehicles during either the AM or PM peak hour of the local street <i>(The left turn volume is less than 60 vph)</i>		X
3. Available Sight Distance for left turning approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown in Table A-I for the posted speed limit of the local street. <i>(There are no sight distance constraints)</i>		X
4. Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants in the next five years. <i>(There are no and will be no traffic signal devices)</i>		
5. It is determined by the Lee County DOT that a turn lane is required for health, safety, and welfare of the road users. <i>(No determination has been made by either department)</i>		X

Two or more left turn lane warrants satisfied: **No**

APPENDIX

Site Plan

Figures 1 thru 3

Tables 1 thru 3

Support Documents

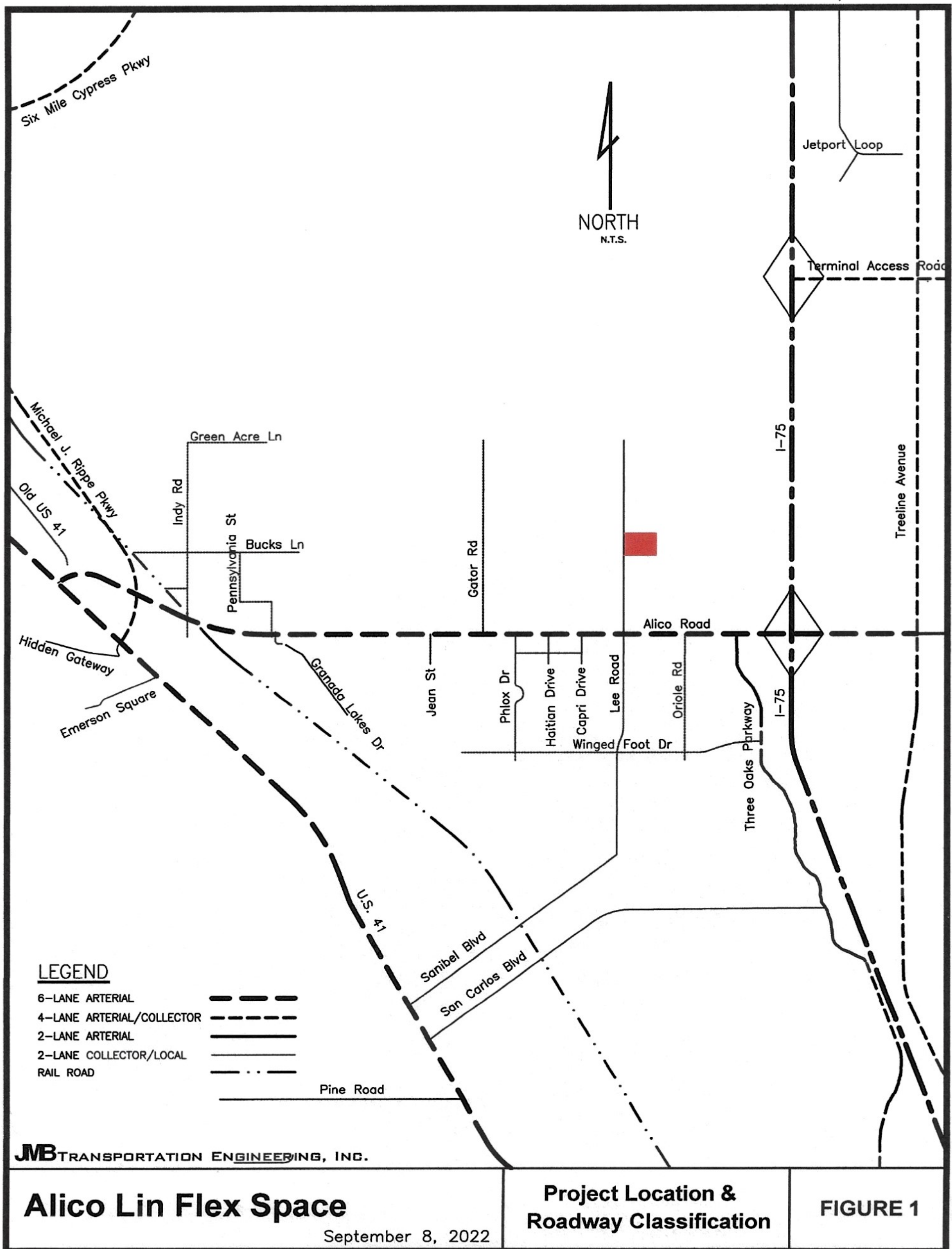


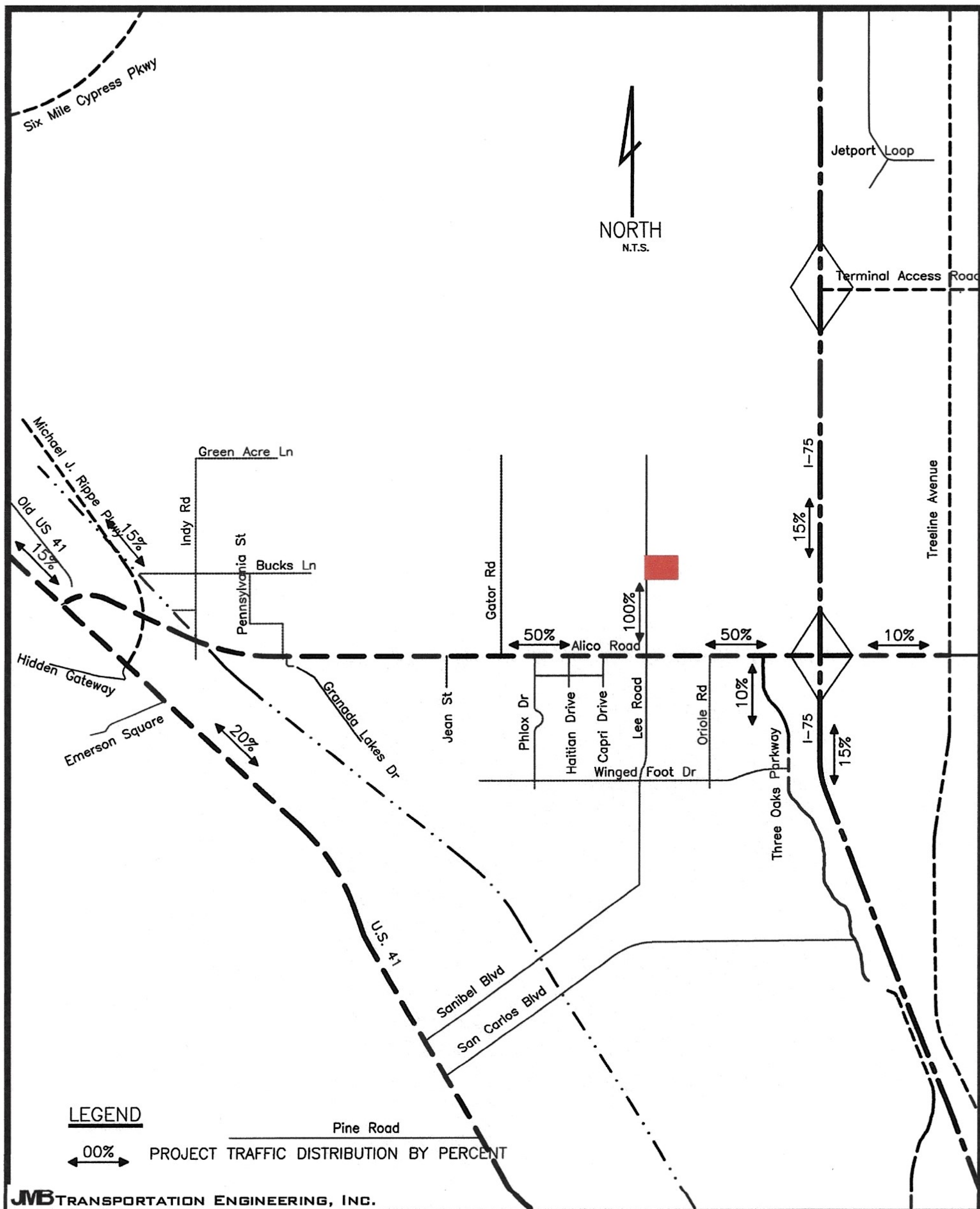


TABLE 1
TRIP GENERATION COMPUTATIONS
Alico Lin Flex Space

Land Use

<u>Code</u>	<u>Land Use Description</u>	<u>Build Schedule</u>
180	Specialty Trade Contractor	38,101 s.f.

<u>Land Use</u>		<u>Trip Generation Equation</u>		<u>Total Trips</u>	<u>Trips Enter/Exit</u>
<u>Code</u>	<u>Trip Period</u>	<u>(Based upon S.F.)</u>			
LUC 180	Daily Traffic (ADT) =	$T = 9.82(X) =$		374 ADT	
	AM Peak Hour (vph) =	$T = 1.66(X) =$		63 vph	47 / 16
	7-9 AM	74% Enter/ 26% Exit =			
	PM Peak Hour (vph) =	$T = 1.93(X) =$		74 vph	24 / 50
	4-6 PM	32% Enter/ 68% Exit =			



JMB TRANSPORTATION ENGINEERING, INC.

Alico Lin Flex Space

September 8, 2022

Project-Generated
Traffic Distribution

FIGURE 2

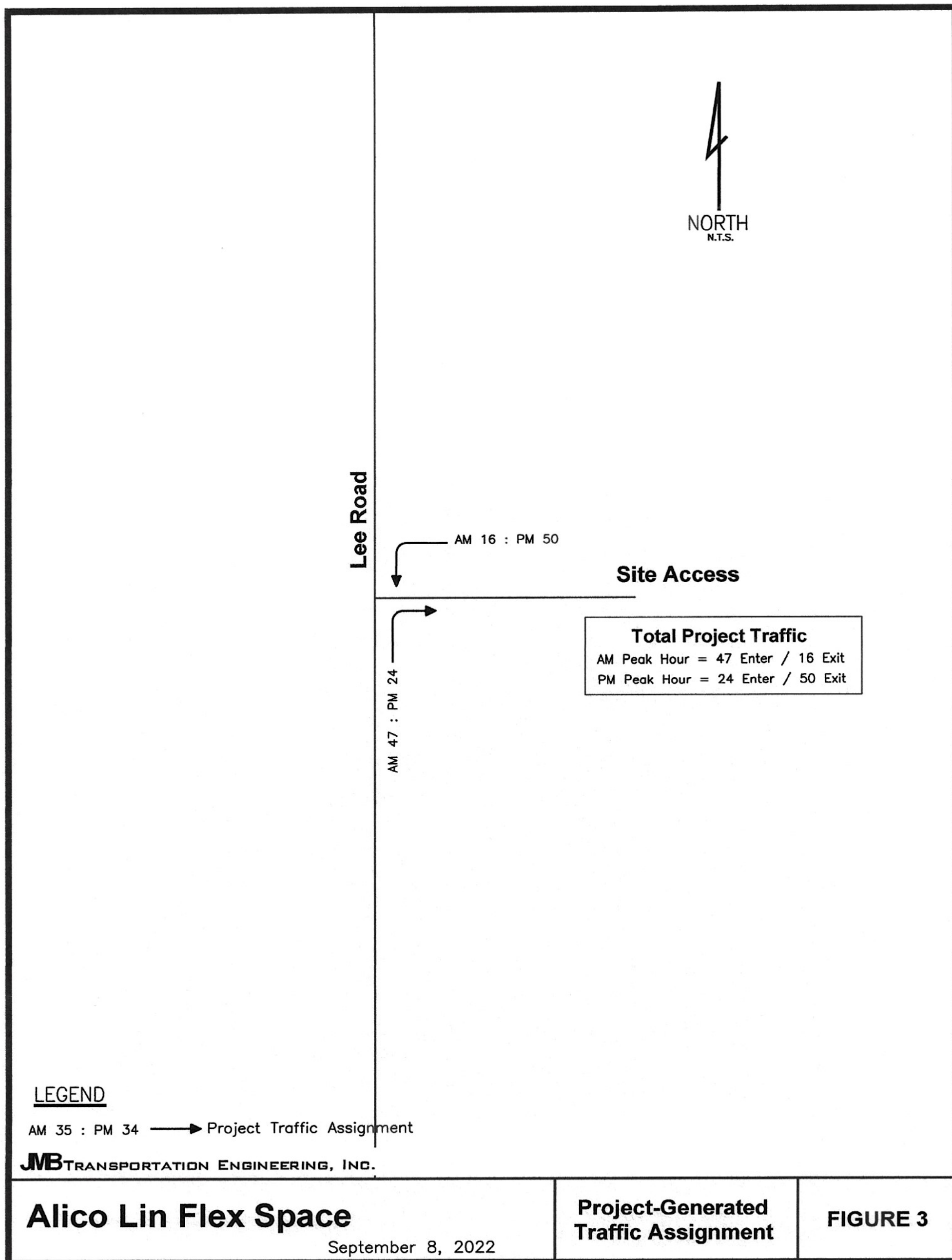


TABLE 2
PROJECT'S AREA OF IMPACT

Project Traffic Peak Hour Peak Direction (vphpd) = 50										
Road	Class	Project Traffic % Distribution	Project Traffic		LOS "C"		Project's Percentage Impact	Significant Impact	Adopted	
			PK Direction	Volume (vph)	Service Volume	Pk Direction (vphpd)			Service Volume	Pk Direction (vphpd)
Alico Road	4LD	35%		18		1980	0.88%	NO		1980
	6LD	50%		25		2960	0.84%	NO		2960
	6LD	50%		25		2960	0.84%	NO		2960
	6LD	40%		20		2960	0.68%	NO		2960
	6LD	10%		5		2960	0.17%	NO		2960
Michael J. Rippe Pkwy	6LD	15%		8		2940	0.26%	NO		3171
Three Oaks Pkwy	4LD	10%		5		1940	0.26%	NO		1940
U.S. 41	6LD	20%		10		2940	0.34%	NO		3171
	6LD	15%		8		2940	0.26%	NO		3171

TABLE 3
CONCURRENCY ROADWAY LINK VOLUME & CAPACITY ANALYSIS

	Existing			Project			Max			Future		
	Peak Hour			Peak Hour			Service Vol.			Build-Out		
	PK Direction	PK Direction	LOS	PK Direction	PK Direction	LOS	PK Direction	PK Direction	Ratio	PK Direction	PK Direction	LOS
	(vphpd)			(vphpd)			(vphpd)					
Alico Road												
U.S. 41 to Dusty Road	1171		B	18			1189		0.60			B
Dusty Road to Lee Road	1171		B	25			1196		0.40			B
Lee Road to Three Oaks	1171		B	25			1196		0.40			B
Three Oaks to I-75	2051		B	20			2071		0.70			C
E of I-75	1061		B	5			1066		0.36			B

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	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	410	C	431	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	270	C	284	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	C	355	C	373	
00400	ALEXANDER BELL	SR 82	MILWAUKEE BLVD	2LN	E	990	D	571	D	600	
00500	ALEXANDER BELL	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	571	E	664	Shadow Lakes
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,171	B	1,230	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,171	B	1,532	Alico Business Park
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,171	B	1,419	Three Oaks Regional Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,051	B	2,156	EEPCO Study
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,061	B	1,208	EEPCO Study
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN	E	1,100/1,840	C	378	E	782	4 Ln constr 2018, EEPCO Study*
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	131	B	224	EEPCO Study
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	55	C	162	old count
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD	2LN	E	860	C	103	C	116	old count projection(2009)
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	607	C	865	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	2,100	C	1,750	C	1,925	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	2,100	C	1,774	F	2,236	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,100	C	1,191	C	1,462	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	924	C	691	C	877	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	924	C	532	C	673	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	B	1,403	B	1,475	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	B	1,403	B	1,475	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	A	1,129	A	1,221	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	985	A	1,035	
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	346	C	548	
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	C	651	C	685	Constrained In City Plan *
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	C	1,494	C	1,571	Constrained In City Plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	C	1,532	C	1,610	Constrained, old count projection(2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	C	1,818	C	1,910	Constrained In City Plan(2010)
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	C	1,995	C	2,097	Constrained In City Plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	B	667	B	701	Constrained In City Plan
02950	BONITA BEACH RD	BONITA GRANDE DR	END OF CO. MAINTAINED	4LD	E	2,020	B	667	B	701	Constrained In City Plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	692	E	782	old count projection(2009)
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,766	E	1,856	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	275	C	289	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	157	C	165	
03500	BROADWAY RD (ALVA)	SR 80	N. RIVER RD	2LN	E	860	C	299	C	314	old count projection(2009)
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	D	477	D	501	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	383	C	403	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	D	529	E	884	Buckingham 345, Portico
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	B	923	B	970	
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	506	C	604	
04200	BUS 41 (N TAMIAMI TR, SR 78)	CITY LIMITS (N END EDIS)	PONDELLA RD	6LD	D	3,171	C	1,249	C	1,554	
04300	BUS 41 (N TAMIAMI TR, SR 78)	PONDELLA RD	SR 78	6LD	D	3,171	C	1,249	C	1,554	
04400	BUS 41 (N TAMIAMI TR, SR 78)	SR 78	LITTLETON RD	4LD	D	2,100	C	1,000	C	1,275	
04500	BUS 41 (N TAMIAMI TR, SR 78)	LITTLETON RD	US 41	4LD	D	2,100	C	614	C	827	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,053	D	3,209	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	2LN	E	860	C	267	C	302	Constrained, old count(2010)
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	2LN	E	860	C	328	C	345	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	4LN	E	1,790	C	105	C	150	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	2LN	E	860	C	268	C	420	Estero maintains to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	6LD	E	2,980	D	2,292	D	2,409	*
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	6LD	E	2,980	D	2,059	D	2,164	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	6LD	E	2,980	D	2,059	D	2,164	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	6LD	E	2,980	D	1,815	D	1,907	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	6LD	E	2,840	F	3,049	F	3,204	*
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	6LD	E	2,840	D	2,821	F	2,965	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	6LD	D	3,040	B	2,241	C	2,355	*
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	2LN	E	860	C	100	C	105	old count
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	245	old count projection(2010)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	2LN	E	860	C	22	C	226	old count, added VA clinic(2009)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	1,007	C	1,272	Galleria at Corkscrew
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	4LD	E	1,900	F	2,129	F	2,238	
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	4LD	E	1,900	C	1,022	C	1,234	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	4LD	E	1,960	C	1,181	C	1,393	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	2LN	E	1,140	C	499	E	978	EEPCO Study, The Place, Verdiana Village
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	293	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	2LN	E	860	C	336	C	353	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	2LN	E	860	C	225	C	237	