



**LOCAL PLANNING AGENCY
ADMINISTRATION EAST BUILDING
2201 SECOND STREET, FORT MYERS, FL 33901
ROOM 118 (FIRST FLOOR)
MONDAY, MAY 22, 2023
9:00 AM**

AGENDA

1. Call to Order/Review of Affidavit of Publication/Pledge of Allegiance
2. Public Forum
3. Approval of Minutes – March 27, 2023
4. Lee Plan Amendments
 - A. CPA2022-00016 Barrett Park
Amend Lee Plan Map 1-A to redesignate the ±20.14 acre property from the Sub-Outlying Suburban future land use category to the Urban Community future land use category.
 - B. CPA2023-00004 Building Height and Resiliency
Amend Lee Plan Goal 23 and Policy 23.2.3 to remove requirements that restricts the ability to redevelop or rebuild structures in order to reduce potential flooding threats by accommodating required minimum flood elevations.
5. Land Development Code Amendments
 - A. Building Height and Resiliency
Amendments to LDC Chapters 33 and 34 addressing building height and resiliency, clarifying parking requirements for uses pursuing build-back, and clarifying application requirements.
 - B. Section 30-55 (Non-Conforming Signs)
Amendment to LDC Chapter 30 to allow for a one-time relocation of a previously non-conforming billboard that was rebuilt pursuant to the existing “two-for-one” billboard incentive.
6. Other Business
7. Adjournment

This meeting is open to the public. Interested parties may appear at the meeting and be heard. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

Lee County will not discriminate against individuals with disabilities. To request an accommodation, contact Joan LaGuardia, (239) 533-2314, Florida Relay Service 711, or ADArequests@leegov.com at least five business days in advance. To receive agendas by e-mail, contact jmiller@leegov.com.

CPA2022-00016

Barrett Park

STAFF REPORT FOR BARRETT PARK: CPA2022-00016

Small-Scale Map Amendment to the Lee Plan



Recommendation:

Adopt

Applicant:

Lee County Housing
Authority

Representative:

Daniel DeLisi, AICP

Property Location:

9251-9500 Westcreek Cir,
North Fort Myers, FL

Property Size:

± 20.14

Planning District:

North Fort Myers

Commissioner District:

District #4

Hearing Dates:

LPA: 05/22/23

BoCC #1: TBD

Attachments:

1: Proposed Amendments

REQUEST

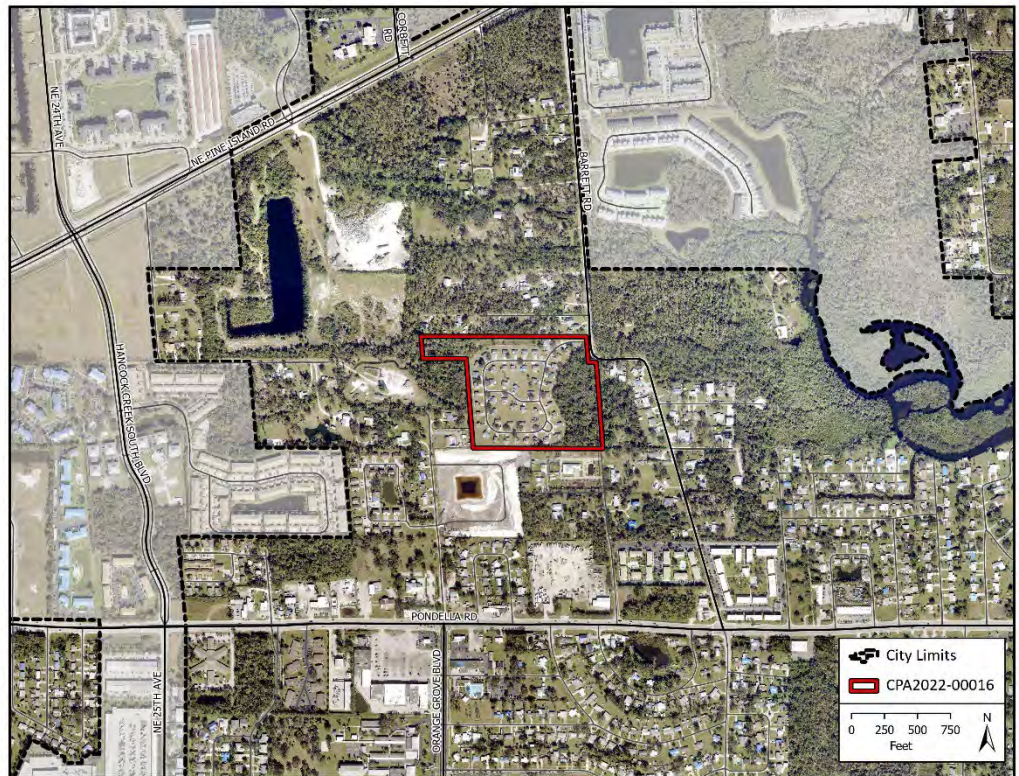
- Amend the Future Land Use Map designation on ±20.14 acres from Sub-Outlying Suburban to Urban Community.
- Amend Table 1(b): 2045 Population Allocation to accommodate residential development on the subject property.

SUMMARY

The requested amendments will allow for the redevelopment of an existing affordable housing neighborhood, increasing the number of dwelling units from 50 to 200.

PROJECT LOCATION

The subject property is located on Barrett Road between Pondella Road and Pine Island Road.



RECOMMENDATION

Staff recommends that the Board of County Commissioners **adopt** the requested amendments based on the analysis and findings provided in this staff report.

PART 1 STAFF DISCUSSION AND ANALYSIS

CONCURRENT REZONING

The applicant has filed a companion rezoning application (DCI2022-00063) which is being reviewed concurrently with this plan amendment request. The applicant is seeking to rezone the property from Residential Single Family (RS-1) to Residential Planned Development (RPD) to allow multifamily residential development.

Florida Statutes Chapter 163.3184(12) provides that “At the request of an applicant, a local government shall consider an application for zoning changes that would be required to properly enact any proposed plan amendment transmitted pursuant to this subsection.” This requires that Lee County provide concurrent review of the rezoning request.

Even with the recommended adoption of the proposed amendments, the applicant must demonstrate consistency with the Lee Plan, including the proposed amendments, in order for the companion rezoning to receive a favorable recommendation.

SUBJECT PROPERTY

The subject property is currently zoned RS-1 and contains 50 single-family affordable housing units. The subject property was designated as Sub-Outlying Suburban through Ordinance 07-09, the adopting ordinance of CPA2005-00040. Prior to adoption of CPA2005-00040, the property was designated as Outlying Suburban. The Outlying Suburban future land use category allows for a maximum standard density of 3 dwelling units per acre and does not allow for bonus density; however, the subject property and surrounding area were limited to 2 dwelling units per acre through specific language in the Outlying Suburban future land use category at that time.

Prior to the subject property being designated as Outlying Suburban, it was designated as Suburban. The property was within the Suburban future land use category from the inception of the Lee Plan until 1993, when Plan Amendment (PAM) 91-10 was adopted. Plan Amendment 91-10 changed the subject parcel and surrounding area from a mix of Suburban, Central Urban, and Intensive Development to Outlying Suburban. These categories have maximum standard densities ranging from 6 dwelling units an acre to 14 dwelling units an acre.

SURROUNDING PROPERTIES

Nearby uses are primarily residential homes within the Sub-Outlying Suburban and Suburban future land use categories and commercially zoned properties in the Commercial future land use category. Additional detail is provided in Table 1, below.

TABLE 1: SURROUNDING PROPERTIES INFORMATION

| | Future Land Use | Zoning | Existing Use |
|--------------|---|--|---|
| North | Sub-Outlying Suburban | RS-1 | Single-Family Residential |
| East | Sub-Outlying Suburban | RS-1 & RPD, approved for 32 units on ±24 acres | Single-Family Residential & Vacant |
| South | Suburban | RS-1 & RM-2 | Single-Family Residential |
| West | Sub-Outlying Suburban, Commercial, & Conservation | RS-1 and CPD, approved for 575,000 SF of Commercial on ±39 acres | Single-Family Residential & DOT Operations Facility |

Following the changes to the Future Land Use Map from PAM 91-10 and CPA2005-00056, the North Fort Myers Community Plan goal was adopted into the Lee Plan through the adoption of CPA2007-00056. Included in CPA2007-00056 was a Future Land Use Map amendment to redesignate approximately 85.30 acres northwest of the subject property from Suburban, Central Urban, and Sub-Outlying Suburban to Commercial and Conservation Lands. This change was intended to allow property owners to develop in a similar fashion to lands along Pine Island Road within the City of Cape Coral without having to incorporate.

DISCUSSION AND ANALYSIS – MAP 1-A: FUTURE LAND USE MAP

The applicant is requesting to amend the future land use category of the subject property from Sub-Outlying Suburban to Urban Community to allow higher density on the subject property. The current future land use category allows for up to two dwelling units per acre. The proposed future land use category would allow up to six dwelling units per acre with the opportunity to pursue bonus density of 10 dwelling units per acre.

Policy 1.1.4 describes the Urban Community future land use category as “a mixture of relatively intense commercial and residential uses.” Properties to the west are within the Commercial future land use category and have been since 2009. Parcels further north on Barrett Road, within the boundaries of the City of Cape Coral, are currently being developed as multi-family residential properties. The mixture of uses between Pine Island Road and Pondella Road are consistent with the proposed future land use category.

Policy 1.1.11 describes the Sub-Outlying Suburban future land use category as areas of low-density residential uses where infrastructure to support higher density development is not planned or in place. This description is no longer representative of the uses that are within the surrounding area or the level of public infrastructure that is available to the subject property. Multi-family housing is currently under construction within a quarter-mile of the subject parcel, and the adjacent future land use category supports high-intensity commercial uses. The “Service Availability” section of this report analyzes the infrastructure that is available to support the proposed amendment.

Objective 2.2 provides that new development should be directed “to those portions of the future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created.” The proposed amendments will allow for an in-fill development project that provides housing within an area where public facilities and services already exist. Consistent

with **Policy 4.1.1** and **Policy 4.1.2**, the subject property is able to connect to potable water and sanitary sewer, as identified in the letter of service availability from Lee County Utilities.

The proposed change to the Future Land Use Map will increase the allowable density on the subject property. As such the proposed amendment should be reviewed for consistency with **Policy 5.1.2** which prohibits residential development “where physical constraints exist, or require the density and design to be adjusted accordingly.” The Policy provides that such constraints or hazards may include flood, storm, or hurricane hazards; unstable soil or geological conditions; environmental limitations; aircraft noise; or other characteristics that may endanger the residential community. There are no characteristics of the property that would prohibit residential development. The subject property is located outside of the Coastal High Hazard Area and is primarily in FEMA Flood Zone X (shaded). A small portion of the property is located in Flood Zone AE, but the majority of the area within Flood Zone AE is in areas designated as preserve or retention on the Master Concept Plan submitted for DCI2022-00063. The proposed amendment is consistent with Policy 5.1.2.

Policy 5.1.3 directs high-density residential developments to locations near employment and shopping centers. The property is centrally located between Pine Island Road, Pondella Road, and US-41, all of which are arterial roadways with commercial uses to support potential residents. This location is also within five miles of downtown Fort Myers, a major employment center for Lee County.

The subject property falls within the North Fort Myers Community Plan Area. Consistent with **Policy 17.3.2**, the applicant conducted a public information meeting within the boundary of the North Fort Myers Community Plan Area on April 4, 2023. A summary of the meeting provided by the applicant states that there were no concerns expressed by those in attendance. At the meeting, the North Fort Myers Design Review Board voted to express support for the project.

Objective 30.1 of the Lee Plan supports the creation of affordable housing options in safe and attractive neighborhoods in the North Fort Myers Community Plan Area, consistent with the applicant’s intended use of the subject property. The amendment will accommodate 150 additional affordable units in an area that has included affordable housing for approximately three decades.

Policy 135.1.2 states that the county will work to form public-private partnerships to produce affordable housing with various non-profits, such as the applicant for the subject case. The concurrent rezoning application includes a provision for bonus density on the subject property, in which the applicant has indicated that the owner intends to provide affordable housing on the site.

Dwelling unit types in the surrounding area have been primarily single-family homes. Recently, multi-family apartments and townhomes have been approved north of the subject property on Barrett Road within the boundaries of the city of Cape Coral. An additional multi-family housing option at this location supports the Lee Plan’s goal of providing different housing options in safe and attractive neighborhoods and is consistent with recent approvals in this area. Allowing for density on the subject property that supports multi-family housing options would further **Objective 135.1, Policy 135.1.9, and Policy 158.1.9** by diversifying the mix of residential unit types within Lee County.

Based on the analysis above, redesignating the subject property from Sub-Outlying Suburban to Urban Community is found to be appropriate and consistent with the Lee Plan.

DISCUSSION AND ANALYSIS – TABLE 1(b): YEAR 2045 ALLOCATIONS

In addition to the requested Future Land Use Map Amendment, staff recommends an amendment to Table 1(b). This amendment is necessary to maintain internal consistency with the 2045 Lee County population accommodations and Policy 1.6.5 of the Lee Plan at time of development order. The Table 1(b) amendment would provide residential acres for the Urban Community future land use category in the North Fort Myers Planning District, consistent with Lee Plan **Goal 5**, which is to provide sufficient land in appropriate locations on the Future Land Use Map to accommodate the 2045 projected population of Lee County. The proposed amendments include adding seven acres of residential development to the Urban Community future land use category in Planning District 19 (North Fort Myers) and subtracting 10 residential acres in the Sub-Outlying Suburban future land use category and 42 acres in the Suburban future land use category of Planning District 19 in order to make the population balance countywide. The proposed changes to Table 1(b) are identified in Attachment 1.

SERVICE AVAILABILITY

The proposed amendment to the Future Land Use Map would increase the allowable density on the subject property. There are adequate potable water, sanitary sewer, solid waste, police, fire/EMS, and school services to accommodate anticipated development on the subject property.

Transportation: The subject property is located on Barrett Road, a two lane undivided road classified by Lee County Department of Transportation as a Major Collector.

Short Range Impacts: Proposed change will not cause any roadway link to fall below the recommended minimum acceptable Level of Service thresholds.

Long Range Impacts: Analysis from the Transportation Section indicates that Pine Island Road, east of Barrett Road, falls from level of service D to level of service F in the 2045 projections with the proposed development included. Pine Island Road is a state maintained arterial road.

Transportation concurrency is non-regulatory per Florida Statutes Section 163.3180 and Lee Plan Policy 95.1.3, which provides “Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes.”

Mass Transit: The subject property is not within ¼ mile of a fixed route corridor and is further than ¼ mile of the nearest bus stop. The 2020 Transit Development Plan does not identify the need for enhanced or additional transit services in the area.

Utilities: The subject property is within the Lee County Utilities future potable water and sanitary sewer service areas as identified on Lee Plan Maps 4-A and 4-B. Lee County Utilities has provided a letter stating that adequate potable water and sanitary sewer services are available to support the increased density.

Solid Waste: The subject property has access to solid waste services. Solid waste collection services will be provided by Lee County using the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill.

Fire: The North Fort Myers Fire District indicated that they are capable of providing fire protection to the subject property.

EMS: The subject property has access to Emergency Medical Services. Lee County Emergency Medical Services indicated that they will be able to serve the property from Medic 7 located 2.2 miles from the property. Two other locations are within 5 miles of the property.

Police: The Lee County Sheriff's Office will provide law enforcement services primarily from the North District offices in North Fort Myers. The Sheriff indicated in a letter that development of the subject property will not affect the ability of the Lee County Sheriff's Office to provide core services at this time. The Sheriff's Office requests a Crime Prevention through Environmental Design report at the time of Development Order.

Schools: The School District of Lee County provided a letter stating that capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level, however, capacity is available in the adjacent CSA.

CONCLUSIONS

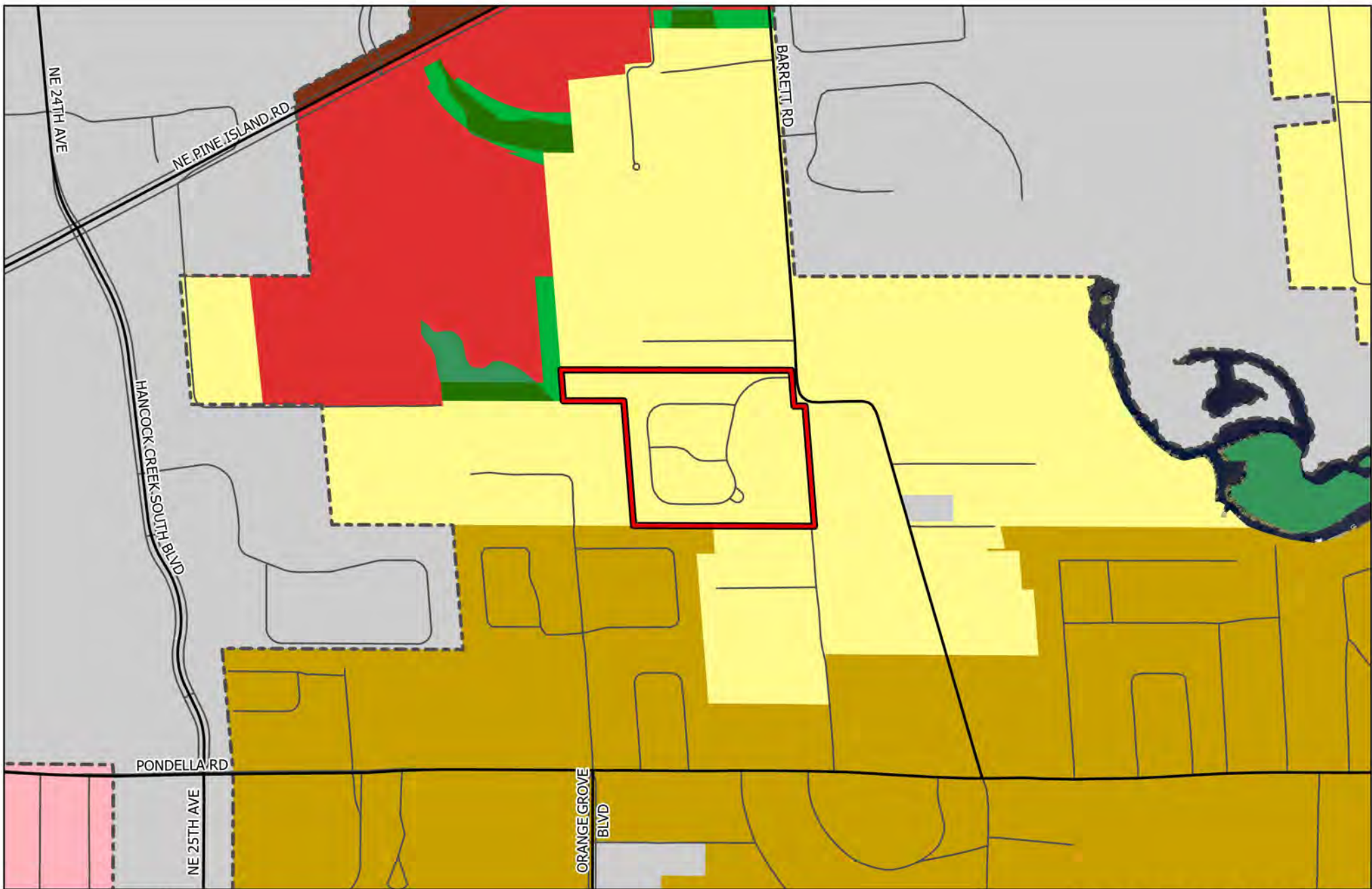
The proposed amendment will support the Lee Plan's aim to provide affordable, diverse housing options, allowing a density range of 1 dwelling unit per acre to 6 dwelling units per acre, with the potential for bonus density up to 10 dwelling units per acre. The increase in density from the map amendment is consistent with the original Future Land Use Map designation on the subject property. The proposed amendments will allow the applicant to redevelop an existing affordable housing neighborhood to increase Lee County's affordable housing stock.

Staff has reviewed the proposed amendments and provides the following conclusions.

- Similar developments in the surrounding area support the proposed increase in density.
- There are adequate public services available to accommodate anticipated development on the subject property, consistent with Objective 2.2.
- The proposed amendments will not cause any roadway link to fall below the recommended Level of Service in either the 5-year or 10-year planning horizon.
- There are no characteristics of the property that would prohibit residential development, consistent with Policy 5.1.2.
- The proposed amendments will encourage and support multi-family housing options, furthering Objective 135.1, Policy 135.1.9, and Policy 158.1.9.
- The concurrent rezoning request will provide opportunities to address compatibility with surrounding uses.

For the reasons discussed in this staff report, staff recommends that the Board of County Commissioners **adopt** the proposed amendments as provided in Attachment 1.

ATTACHMENT 1



CPA2022-00016



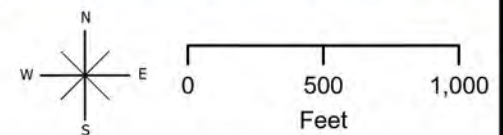
Map Generated: April 2023

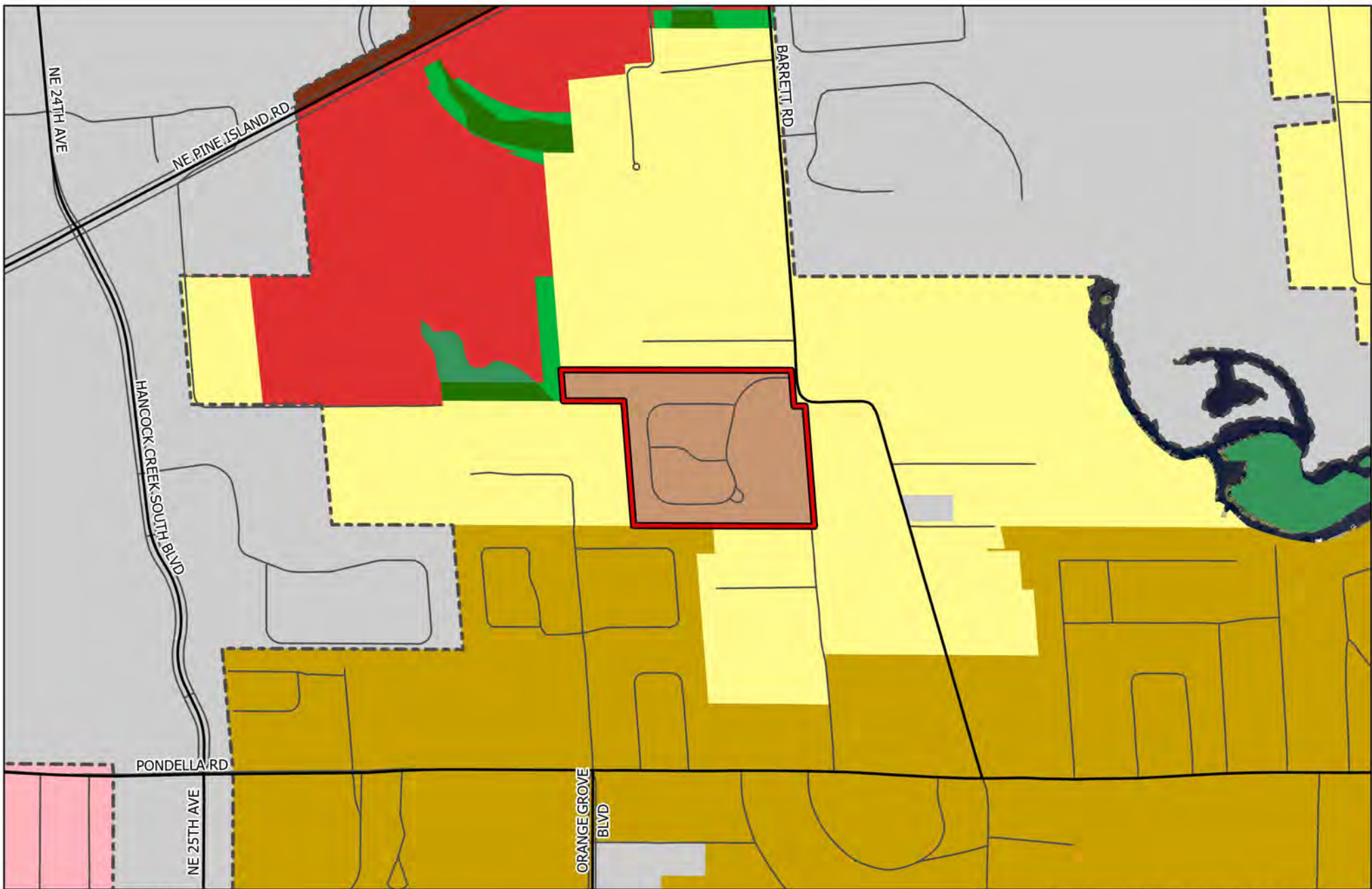
- Intensive Development
- Central Urban
- Suburban
- Sub-Outlying Suburban

- Commercial
- Public Facilities
- Conservation Lands - Upland
- Wetlands

- Conservation Lands - Wetland
- City Limits
- Subject Property

Existing Future Land Use





CPA2022-00016



Map Generated: April 2023

- Intensive Development
- Central Urban
- Suburban
- Sub-Outlying Suburban

- Commercial
- Public Facilities
- Conservation Lands - Upland
- Wetlands

- Conservation Lands - Wetland
- City Limits
- Urban Community
- Subject Property

Proposed Future Land Use

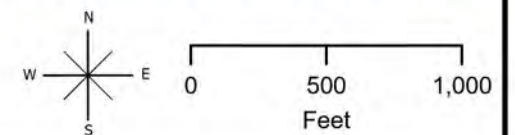


Table 1(b) Year 2045 Allocations

| 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 |
| | | Existing | Proposed | | | | | | | | | | |
| Residential By Future Land Use Category | Intensive Development | 1,483 | 1,483 | - | - | - | 17 | - | 21 | - | 238 | - | - |
| | Central Urban | 13,838 | 13,838 | - | - | - | 207 | - | - | - | 230 | - | 25 |
| | Urban Community | 22,676 | 22,683 | 813 | 453 | - | 475 | - | - | - | - | - | 150 |
| | Suburban | 14,913 | 14,871 | - | - | - | 1,950 | - | - | - | 80 | - | - |
| | Outlying Suburban | 3,648 | 3,638 | 25 | - | - | 490 | 13 | 3 | 429 | - | - | - |
| | Sub-Outlying Suburban | 1,731 | 1,731 | - | - | - | 330 | - | - | - | - | - | 227 |
| | Commercial | - | - | - | - | - | - | - | - | - | - | - | - |
| | Industrial | 15 | 15 | - | - | - | - | - | - | - | - | - | 6 |
| | Public Facilities | - | - | - | - | - | - | - | - | - | - | - | - |
| | University Community | 503 | 503 | - | - | - | - | - | - | - | - | - | - |
| | Destination Resort Mixed Use Water Dependent | 8 | 8 | - | - | - | - | - | - | - | - | - | - |
| | Burnt Store Marina Village | 2 | 2 | - | - | - | - | 2 | - | - | - | - | - |
| | Industrial Interchange | - | - | - | - | - | - | - | - | - | - | - | - |
| | General Interchange | 134 | 134 | - | - | - | - | - | - | - | - | - | 35 |
| | General Commercial Interchange | - | - | - | - | - | - | - | - | - | - | - | - |
| | Industrial Commercial Interchange | - | - | - | - | - | - | - | - | - | - | - | - |
| | University Village Interchange | - | - | - | - | - | - | - | - | - | - | - | - |
| | New Community | 2,104 | 2,104 | 1,115 | - | - | - | - | - | - | - | - | 989 |
| | Airport | - | - | - | - | - | - | - | - | - | - | - | - |
| | Tradeport | 3 | 3 | - | - | - | - | - | - | - | - | - | 3 |
| | Rural | 7,764 | 7,764 | 2,431 | - | - | 800 | 730 | - | - | - | - | - |
| | Rural Community Preserve | 3,517 | 3,517 | - | - | - | - | - | - | - | - | - | - |
| | Coastal Rural | 1,338 | 1,338 | - | - | - | - | - | - | - | - | - | - |
| | Outer Island | 233 | 233 | 2 | 4 | - | 1 | - | - | 169 | - | - | - |
| | Open Lands | 2,186 | 2,186 | 153 | - | - | - | 257 | - | - | - | - | - |
| | Density Reduction/ Groundwater Resource | 6,974 | 6,974 | 131 | - | - | - | - | - | - | - | - | - |
| | Conservation Lands Upland | - | - | - | - | - | - | - | - | - | - | - | - |
| | Wetlands | - | - | - | - | - | - | - | - | - | - | - | - |
| | Conservation Lands Wetland | - | - | - | - | - | - | - | - | - | - | - | - |
| Unincorporated County Total Residential | | 83,071 | 83,026 | 4,669 | 457 | - | 4,270 | 1,002 | 24 | 598 | 548 | - | 1,435 |
| Commercial | | 8,916 | 8,915 | 300 | 53 | - | 450 | 27 | 9 | 125 | 150 | - | 1,216 |
| Industrial | | 4,787 | 4,787 | 30 | 3 | - | 300 | 10 | 15 | 70 | 315 | - | 2,134 |
| Non Regulatory Allocations | | - | - | | | | | | | | | | |
| Public | | 120,211 | 120,211 | 14,191 | 622 | - | 4,864 | 7,323 | 6 | 2,340 | 583 | - | 9,660 |
| Active AG | | 21,944 | 21,944 | 5,500 | - | - | 240 | 90 | - | - | - | - | 2 |
| Passive AG | | 13,665 | 13,665 | 5,500 | - | - | 615 | 100 | - | - | - | - | 465 |
| Conservation | | 87,746 | 87,746 | 2,458 | 297 | - | 1,163 | 3,186 | 67 | 1,595 | 926 | - | 2,206 |
| Vacant | | 26,180 | 26,224 | 1,145 | 28 | - | 733 | 766 | 8 | 103 | 17 | - | 88 |
| Total | | 366,520 | 366,520 | 33,793 | 1,460 | - | 12,634 | 12,505 | 129 | 4,831 | 2,538 | - | 17,205 |
| Population Distribution (unincorporated Lee County) | | 584,331 | 584,331 | 8,235 | 1,470 | - | 35,253 | 2,179 | 152 | 725 | 5,273 | - | 23,340 |

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 | | District 20 Buckingham | District 21 Estero | District 22 Bayshore |
| | | | | | | | | | | North Fort Myers | | | | |
| | | | | | | | | | | Existing | Proposed | | | |
| Residential By Future Land Use Category | Intensive Development | - | - | - | - | 801 | 1 | 30 | - | 376 | 376 | - | - | - |
| | Central Urban | - | 656 | 20 | - | 3,113 | - | 7,362 | - | 2,225 | 2,225 | - | - | - |
| | Urban Community | - | 978 | 1,255 | - | 863 | 540 | 17,034 | - | - | 7 | 115 | - | - |
| | Suburban | - | 2,566 | 2,069 | - | 1,202 | 659 | - | - | 6,387 | 6,345 | - | - | - |
| | Outlying Suburban | 1,253 | 438 | - | - | - | 502 | - | - | 406 | 396 | - | 90 | - |
| | Sub-Outlying Suburban | - | - | 13 | - | - | - | - | - | 145 | 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 | 14 | - | - | 20 |
| | General Commercial Interchange | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Industrial Commercial Interchange | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | University Village Interchange | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | New Community | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Airport | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Tradeport | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Rural | 1,573 | - | 99 | - | - | 227 | 14 | - | 454 | 454 | 50 | - | 1,387 |
| | Rural Community Preserve | - | - | - | - | - | - | - | - | - | - | 3,517 | - | - |
| | Coastal Rural | - | - | - | - | - | 1,338 | - | - | - | - | - | - | - |
| | Outer Island | - | 2 | - | - | - | 55 | - | - | - | - | - | - | - |
| | Open Lands | 80 | - | - | - | - | - | - | - | 30 | 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 | 3,962 | - | 5,982 | 3,322 | 24,440 | 4,750 | 10,035 | 9,991 | 3,748 | 90 | 6,125 |
| Commercial | | 326 | 774 | 938 | - | 2,012 | 288 | 900 | 118 | 1,121 | 1,121 | 19 | 18 | 72 |
| Industrial | | 5 | 198 | 387 | - | 566 | 67 | 218 | 215 | 244 | 244 | 4 | 2 | 4 |
| Non Regulatory Allocations | | | | | | | | | | | | | | |
| Public | | 3,214 | 4,898 | 6,364 | - | 5,883 | 4,831 | 20,267 | 17,992 | 10,117 | 10,117 | 3,052 | 653 | 3,351 |
| Active AG | | 5 | 13 | 5 | - | - | 2,780 | 35 | 12,000 | 90 | 90 | 630 | 4 | 550 |
| Passive AG | | 10 | - | 5 | - | - | 70 | 50 | 2,500 | 250 | 250 | 2,000 | - | 2,100 |
| Conservation | | 1,677 | 9,786 | 2,232 | - | 211 | 15,489 | 1,077 | 41,028 | 1,607 | 1,607 | 382 | 1,465 | 895 |
| Vacant | | 20 | 55 | 220 | - | 4 | 2,200 | 14,804 | 2,400 | 1,183 | 1,227 | 850 | 130 | 1,425 |
| Total | | 8,221 | 20,374 | 14,114 | - | 14,658 | 29,047 | 61,791 | 81,003 | 24,649 | 24,649 | 10,684 | 2,362 | 14,523 |
| Population Distribution (unincorporated Lee County) | | 14,322 | 44,132 | 53,556 | - | 76,582 | 13,431 | 162,245 | 17,369 | 110,722 | 110,722 | 5,951 | 741 | 8,653 |



APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - MAP

ProjectName: Barrett Park

ProjectDescription: Amend the future land use map for a 20.14 acre from Sub-Outlying Suburban to Urban Community to allow for the Redevelopment of affordable housing community.

Map(s) to Be Amended: Future Land Use Mapp

State Review Process: ☒ Small-Scale Review ☐ State Coordinated Review ☐ Expedited State Review

1. **Name of Applicant:** Lee County Housing Authority

Address: 14170 Warner Circle

City, State, Zip: North Fort Myers, FL 33903

Phone Number: 239-360-8040

E-mail: marcus@lchauthority.org

2. **Name of Contact:** Daniel DeLisi, AICP

Address: 520 27th Street

City, State, Zip: West Palm Beach, FL 33407

Phone Number: 239-913-7159

E-mail: dan@delisi-inc.com

3. **Owner(s) of Record:** See applicant information.

Address: _____

City, State, Zip: _____

Phone Number: _____

E-mail: _____

4. **Property Location:**

1. SiteAddress: 9251-9500 Westcreek Cir., North Fort Myers, FL

2. STRAP(s): 04-44-24-06-00000.0010

5. **Property Information:**

Total Acreage of Property: 20.14 acres

Total Acreage Included in Request: 20.14

Total Uplands: 20.14

Total Wetlands: 0

Current Zoning: RS-1

Current Future Land Use Category(ies): Sub-Outlying Suburban

Area in Each Future Land Use Category: 20.14 acres

Existing Land Use: Residential units.

6. **Calculation of maximum allowable development under current Lee Plan:**

Residential Units/Density: 50 units

Commercial Intensity: N/A

Industrial Intensity: N/A

7. **Calculation of maximum allowable development with proposed amendments:**

Residential Units/Density: 200 Units

Commercial Intensity: N/A

Industrial Intensity: N/A

Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on the maximum development.

1. Traffic Circulation Analysis: The analysis is intended to determine the affect of the land use change on the Financially Feasible Highway Plan Map 3A (20-year plus horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit a Traffic Impact Statement (TIS) consistent with Lee County Administrative Code (AC)13-17.

- a. Proposals affecting less than 10 acres, where development parameters are contained within the Traffic Analysis Zone (TAZ) or zones planned population and employment, or where there is no change in allowable density/intensity, may be eligible for a TIS requirement waiver as outlined in the Lee County TIS Guidelines and AC-13-17. Identification of allowable density/intensity in order to determine socio-economic data for affected TAZ(s) must be coordinated with Lee County Planning staff. Otherwise a calculation of trip generation is required consistent with AC-13-17 and the Lee County TIS Guidelines to determine required components of analysis for:
 - i. Total peak hour trip generation less than 50 total trip ends – trip generation.
 - ii. Total peak hour trip generation from 50 to 300 total trip ends – trip generation, trip distribution and trip assignment (manual or Florida Standard Urban Transportation Modeling Structure (FSUTMS) analysis consistent with AC-13-17 and TIS Guidelines), short-term (5 year) and long-range (to current Lee Plan horizon year) segment LOS analysis of the nearest or abutting arterial and major collector segment(s) identified in the Transportation Inventory based on the trip generation and roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is recommended prior to submittal of the application to discuss use of FSUTMS, any changes to analysis requirements, or a combined CPA and Zoning TIS short term analysis.
 - iii. Total peak hour trip generation is over 300 total trip ends - trip generation, mode split, trip distribution and trip assignment (manual or FSUTMS analysis consistent with AC-13-17 and TIS Guidelines), short-term (five-year) and long-range (to current Lee Plan horizon year) segment LOS analysis of arterial and collector segments listed in the Transportation Inventory. LOS analysis will include any portion of roadway segments within an area three miles offset from the boundary of the application legal description metes and bounds survey. LOS analysis will also include any additional segments in the study area based on the roadway segment LOS analysis criteria in AC-13-17. A methodology meeting is required prior to submittal of the application.
- b. Map amendment - greater than 10 acres -Allowable density/intensity will be determined by Lee County Planning staff.

2. Provide an existing and future conditions analysis for the following (see Policy 95.1.3):

- a. Sanitary Sewer
- b. Potable Water
- c. Surface Water/Drainage Basins
- d. Parks, Recreation, and Open Space
- e. Public Schools

Analysis for each of the above should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

- a Franchise Area, Basin, or District in which the property is located
- b Current LOS, and LOS standard of facilities serving the site
- c Projected 2030 LOS under existing designation
- d Projected 2030 LOS under proposed designation
- e Existing infrastructure, if any, in the immediate area with the potential to serve the subject property
- f Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements
- g Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water

In addition to the above analysis, provide the following for potable water:

- a. Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
- b. Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
- c. Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
- d. Include any other water conservation measures that will be applied to the site (see Goal 54).

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:

- a. Fire protection with adequate response times
- b. Emergency medical service (EMS) provisions
- c. Law enforcement
- d. Solid Waste
- e. Mass Transit
- f. Schools

In reference to above, the applicant must supply the responding agency with the information from application items 5, 6, and 7 for their evaluation. This application must include the applicant's correspondence/request to the responding agency.

Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed change based upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating the property boundaries on the most recent Flood Insurance Rate Map.
5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archaeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites listed on the Florida Master Site File which are located on the subject property or adjacent properties.
2. A map showing the subject property location on the archaeological sensitivity map for Lee County.

Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment or that affect the subject property. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

State Policy Plan and Regional Policy Plan

List State Policy Plan and Regional Policy Plan goals, strategies and actions, and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

Support all conclusions made in this justification with adequate data and analysis.

Planning Communities/Community Plan Area Requirements

If located within a planning community/community plan area, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

Sketch and Legal Description

The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.

SUBMITTAL REQUIREMENTS

Clearly label all submittal documents with the exhibit name indicated below.

For each map submitted, the applicant will be required to submit a 24"x36" version and 8.5"x11" reduced map for inclusion in public hearing packets.

MINIMUM SUBMITTAL ITEMS (3 Copies)

| | |
|--------------------------|--|
| <input type="checkbox"/> | Completed Application (Exhibit – M1) |
| <input type="checkbox"/> | Filing Fee (Exhibit – M2) |
| <input type="checkbox"/> | Disclosure of Interest (Exhibit – M3) |
| <input type="checkbox"/> | Surrounding Property Owners List, Mailing Labels, and Map For All Parcels Within 500 Feet of the Subject Property (Exhibit – M3) |
| <input type="checkbox"/> | Future Land Use Map - Existing and Proposed (Exhibit – M4) |
| <input type="checkbox"/> | Map and Description of Existing Land Uses (Not Designations) of the Subject Property and Surrounding Properties (Exhibit – M5) |
| <input type="checkbox"/> | Map and Description of Existing Zoning of the Subject Property and Surrounding Properties (Exhibit – M6) |
| <input type="checkbox"/> | Signed/Sealed Legal Description and Sketch of the Description for Each FLUC Proposed (Exhibit – M7) |
| <input type="checkbox"/> | Copy of the Deed(s) of the Subject Property (Exhibit – M8) |
| <input type="checkbox"/> | Aerial Map Showing the Subject Property and Surrounding Properties (Exhibit – M9) |
| <input type="checkbox"/> | Authorization Letter From the Property Owner(s) Authorizing the Applicant to Represent the Owner (Exhibit – M10) |
| <input type="checkbox"/> | Lee Plan Analysis (Exhibit – M11) |
| <input type="checkbox"/> | Environmental Impacts Analysis (Exhibit – M12) |
| <input type="checkbox"/> | Historic Resources Impact Analysis (Exhibit – M13) |
| <input type="checkbox"/> | Public Facilities Impacts Analysis (Exhibit – M14) |
| <input type="checkbox"/> | Traffic Circulation Analysis (Exhibit – M15) |
| <input type="checkbox"/> | Existing and Future Conditions Analysis - Sanitary Sewer, Potable Water, Surface Water/Drainage Basins, Parks and Rec, Open Space, Public Schools (Exhibit – M16) |
| <input type="checkbox"/> | Letter of Determination For the Adequacy/Provision of Existing/Proposed Support Facilities - Fire Protection, Emergency Medical Service, Law Enforcement, Solid Waste, Mass Transit, Schools (Exhibit – M17) |
| <input type="checkbox"/> | State Policy Plan and Regional Policy Plan (Exhibit – M18) |
| <input type="checkbox"/> | Justification of Proposed Amendment (Exhibit – M19) |
| <input type="checkbox"/> | Planning Communities/Community Plan Area Requirements (Exhibit – M20) |

APPLICANT – PLEASE NOTE:

Once staff has determined the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency hearings, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

If you have any questions regarding this application, please contact the Planning Section at (239)533-8585.

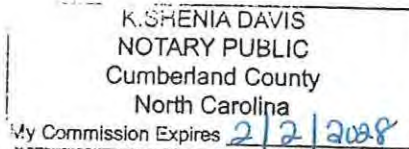
AFFIDAVIT

I, Marcus D. Goodson, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

Marcus D. Goodson 11/22/22
Signature of Applicant Date

Marcus D. Goodson
Printed Name of Applicant

STATE OF FLORIDA
COUNTY OF LEE



The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ onlinenotarization on November 22, 2022 (date) by

(name of person providing oath or affirmation), who is personally known to me or who has produced Marcus D. Goodson (type of identification) as identification.

K. Shenicia Davis
Signature of Notary Public

K. Shenicia Davis
(Name typed, printed or stamped)

**DISCLOSURE OF INTEREST
AFFIDAVIT**

BEFORE ME this day appeared Marcus Goodson, who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at 9262 Westcreek Circle, North Fort Myers, FL 33903 and is the subject of an Application for zoning action (hereinafter the "Property").

2. That I am familiar with the legal ownership of the Property and have full knowledge of the names of all individuals that have an ownership interest in the Property or a legal entity owning an interest in the Property.

[OPTIONAL PROVISION IF APPLICANT IS CONTRACT PURCHASER: In addition, I am familiar with the individuals that have an ownership interest in the legal entity that is under contract to purchase the Property.]

3. That, unless otherwise specified in paragraph 6 below, no Lee County Employee, County Commissioner, or Hearing Examiner has an Ownership Interest in the Property or any legal entity (Corporation, Company, Partnership, Limited Partnership, Trust, etc.) that has an Ownership Interest in the Property or that has contracted to purchase the Property.

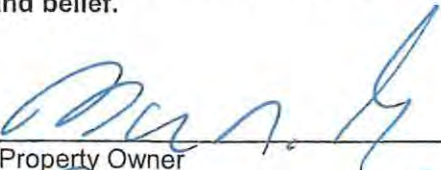
4. That the disclosure identified herein does not include any beneficial Ownership Interest that a Lee County Employee, County Commissioner, or Hearing Examiner may have in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, whose interest is for sale to the general public.

5. That, if the Ownership Interest in the Property changes and results in this affidavit no longer being accurate, the undersigned will file a supplemental Affidavit that identifies the name of any Lee County Employee, County Commissioner, or Hearing Examiner that subsequently acquires an interest in the Property.

6. Disclosure of Interest held by a Lee County Employee, County Commissioner, or Hearing Examiner.

| | Name and Address | Percentage of Ownership |
|-----|------------------|-------------------------|
| N/A | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Under penalty of perjury, I declare that I have read the foregoing and the facts alleged are true to the best of my knowledge and belief.



Property Owner
Marcus D. Goodson

Print Name

*****NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS*****
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

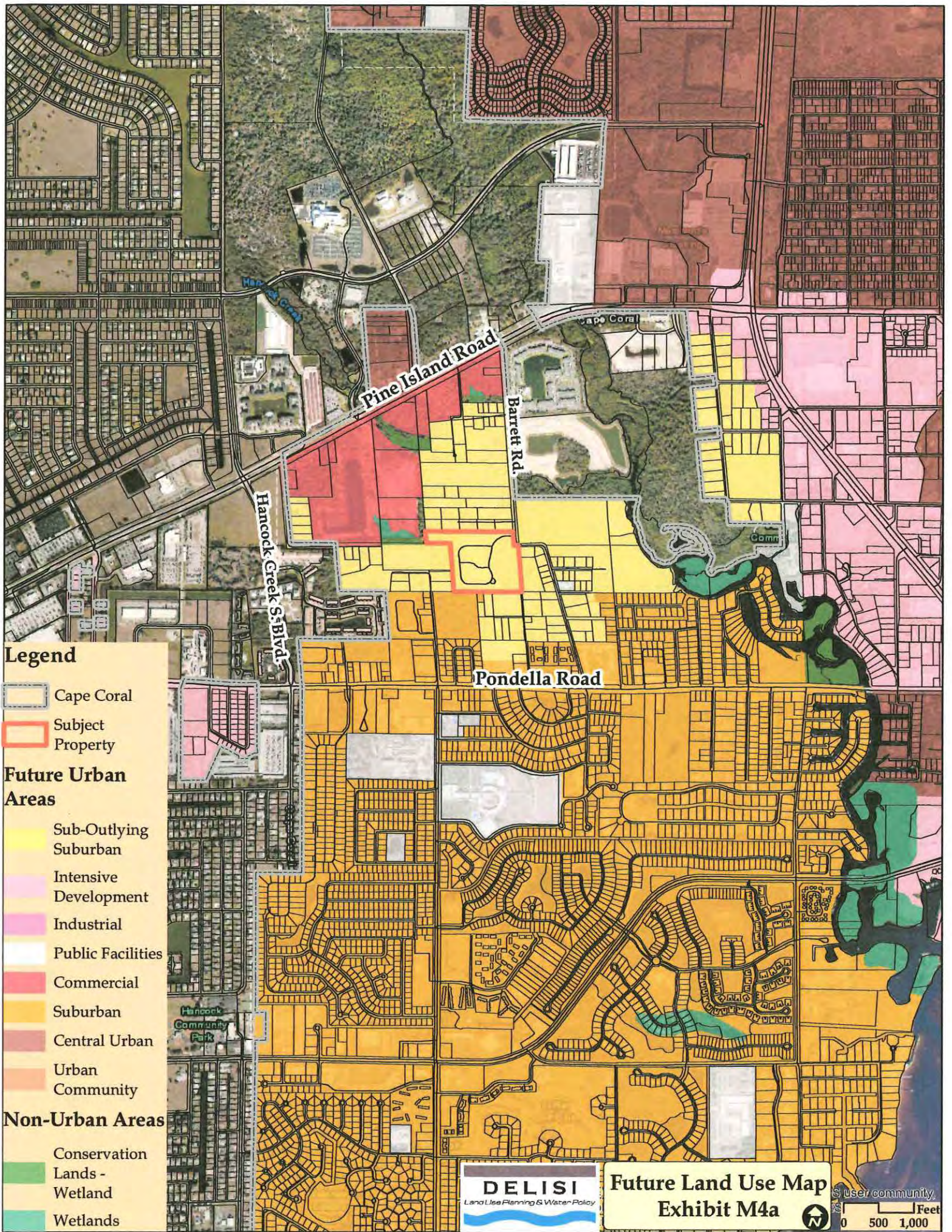
STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, on November 22, 2022 (date) by Marcus D. Goodson (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL
SHENIA DAVIS
NOTARY PUBLIC
Cumberland County
North Carolina
Commission Expires 2/2/2028



Signature of Notary Public



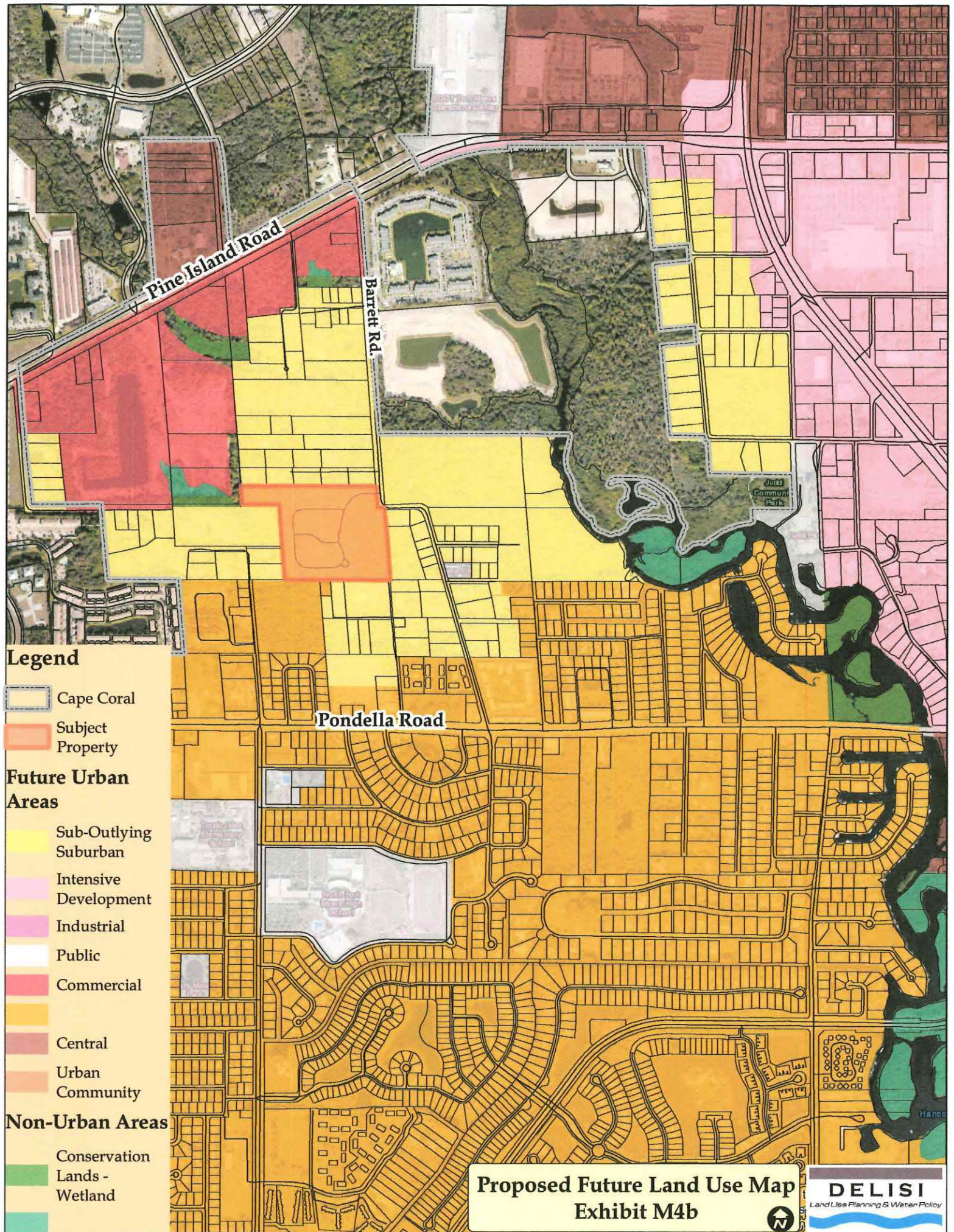
Legend

- Cape Coral
- Subject Property
- Future Urban Areas**
 - Sub-Outlying Suburban
 - Intensive Development
 - Industrial
 - Public Facilities
 - Commercial
 - Suburban
 - Central Urban
 - Urban Community
- Non-Urban Areas**
 - Conservation Lands - Wetland
 - Wetlands

DELISI
Land Use Planning & Water Policy

Future Land Use Map
Exhibit M4a

user/community
0 500 1,000 Feet
N







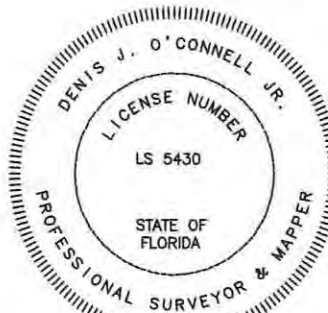
**SKETCH AND DESCRIPTION
OF A PARCEL OF LAND LYING IN
SECTION 4, TOWNSHIP 44 SOUTH, RANGE 24 EAST,
LEE COUNTY, FLORIDA**

LEGAL DESCRIPTION:

A PARCEL OF LAND LYING IN THE STATE OF FLORIDA, COUNTY OF LEE, BEING A PORTION OF SECTION 4, TOWNSHIP 44 SOUTH, RANGE 24 EAST, AND BEING ALL OF BARRETT PARK ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 50, PAGES 5 THROUGH 8 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF SAID BARRETT PARK; THENCE S.89°53'53"E., ALONG THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 1252.85 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF BARRETT ROAD, A 60' RIGHT OF WAY; THENCE S.04°22'31"E., ALONG SAID RIGHT OF WAY AND BOUNDARY OF SAID PLAT, FOR 195.14 FEET; THENCE S.89°50'22"E., ALONG THE SOUTH RIGHT OF WAY LINE OF SAID BARRETT ROAD AND THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 60.38 FEET; THENCE S.04°26'45"E., ALONG THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 655.90 FEET TO THE SOUTHEAST CORNER; THENCE N.89°45'39"W., ALONG THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 983.78 FEET; THENCE N.04°29'50"W., ALONG THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 679.95 FEET; THENCE N.89°57'20"W., ALONG THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 328.39 FEET; THENCE N.04°34'10"W., ALONG THE BOUNDARY OF SAID PLAT, FOR A DISTANCE OF 169.22 FEET TO THE POINT OF BEGINNING.

PARCEL CONTAINS 20.14 ACRES, MORE OR LESS.



Digitally signed
by Denis
OConnell
Date: 2023.04.06
10:12:04 -04'00'

BY: _____
DENIS J. O'CONNELL JR.
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. LS# 5430

REVISED 1/16/23 -
ADD STATE PLANE COORDS
REVISED 4/06/23 -
PER COUNTY COMMENTS

NOT VALID WITHOUT THE SIGNATURE AND
THE ORIGINAL RAISED SEAL OF A FLORIDA
LICENSED SURVEYOR AND MAPPER.

NOTES:

BEARINGS ARE BASED ON THE NORTH LINE OF BARRETT PARK, PLAT BOOK 50, PAGE 5, PUBLIC RECORDS OF LEE COUNTY, FLORIDA AS BEING S 89°53'53" E.

2. DISTANCES ARE IN FEET AND DECIMALS THEREOF.

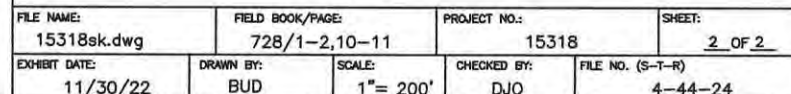
3. PARCEL IS SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS AND RIGHT-OF-WAYS (RECORDED AND UNRECORDED, WRITTEN AND UNWRITTEN).

4. RECORDING INFORMATION SHOWN HEREON RELATES TO THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA.

5. THE STATE PLANE COORDINATES SHOWN HEREON ARE IN FEET, FLORIDA WEST ZONE, NORTH AMERICAN DATUM OF 1983 (1990 ADJUSTMENT) BASED UPON CONTINUOUSLY OPERATING FLORIDA PERMANENT REFERENCE NETWORK (FPRN) STATIONS MAINTAINED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION.

| TITLE: LEGAL DESCRIPTION | | | |
|--|-----------------------------------|--|--------------------|
|  | | METRON SURVEYING & MAPPING, LLC LAND SURVEYORS · PLANNERS LB# 7071 | |
| 10970 S. CLEVELAND AVE. SUITE #605 FORT MYERS, FLORIDA 33907 PHONE: (239) 275-8575 FAX: (239) 275-8457 www.metronfl.com | | | |
| FILE NAME: 15318sk.dwg | FIELD BOOK/PAGE: 728/1-2,10-11 | PROJECT NO.: 15318 | SHEET: 1 OF 2 |
| EXHIBIT DATE: 11/30/22 | DRAWN BY: BUD | SCALE: 1" = 200' | CHECKED BY: DJO |
| | | FILE NO. (S-T-R) | 4-44-24 |

P.O.B.
N:850456.60
E:683618.88



Name:

ROGER E. O'HALLORAN

Address:

COURTHOUSE P/U BOX 36

This Instrument Prepared by:

O'Halloran, Johnson, Waltemyer & Huss

Address:

P.O. Box 540

Fort Myers, Florida 33902-0540

Property Appraisers Parcel Identification (Folio) Number(s):

04-44-24-00-00028.0000

Grantee(s) S.S. #s):

WARRANTY DEED
STATUTORY
F.S. 689.02

RAMCO FORM 4-1

OR2409 PG3285

3428789

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR RECORDING DATA

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires)

This Indenture, Made this 27th day of July, A.D. 1993,
Between **BRADLEY ASSOCIATES**, A Florida General Partnership
of the County of Pinellas, in the State of Florida, party of the first part, and
LEE COUNTY HOUSING AUTHORITY, A Public Body Corporate and Politic
created and existing under the Laws of the State of Florida,
of the County of Lee, in the State of Florida, whose post office address is
14170 Warner Circle N. W., Fort Myers, FL
party of the second part.

Witnesseth, That the said party of the first part, for and in consideration of the sum of
Dollars,
to it in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged,
has granted, bargained, and sold to the said party of the second part, its successors,
following described land, situate, and being in the County of Lee, State of Florida,
to-wit:

SEE DESCRIPTION SCHEDULE ATTACHED

Documentary Tax Pd. \$ 23,237.20
Intangible Tax Pd.
\$

[Signature]
RECORD VERIFIED - CHARLIE GREEN, CLERK
By: SUSAN THOMPSON

And the said party of the first part does hereby fully warrant the title to said land, and will defend
the same against the lawful claims of all persons whomsoever.

In Witness Whereof, The said party of the first part has hereunto set its hand
and seal the day and year first above written.

Signed, sealed and delivered in the presence of:

[Signature]
Witness Signature (as to first Grantee)

SACQUELINE K. MARABLE
Printed Name

[Signature]
Witness Signature (as to first Grantee)

ARTHUR K. KIMBLE, JR.
Printed Name

Witness Signature (as to Co-Grantee, if any)

Printed Name

Witness Signature (as to Co-Grantee, if any)

Printed Name

STATE OF FLORIDA
COUNTY OF LEE

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take
acknowledgments, personally appeared GREGORY A. NICHOLS, GENERAL MANAGER AND
ASSOCIATE PARTNER to me known to be the person described in and
who executed the foregoing instrument and he acknowledged before me that he executed the same.

WITNESS my hand and official seal in the County and State last aforesaid this 27th day of July, A.D. 1993.
I.D. Presented:



Bradley Associates, a Florida General Partnership

BY:

[Signature]
Gregory A. Nichols, General Manager and
Associate Partner

2120 Drew St., Clearwater, FL 34618
Post Office Address

Co-Grantee Signature, if any

Printed Name

Post Office Address

Notary Signature

SACQUELINE K. MARABLE
Printed Notary Signature
#00019631

My Commission Expires:

NOTARY PUBLIC STATE OF FLORIDA
MY COMMISSION EXP. JULY 7, 1994
BONDED THRU GENERAL INS. UND.

LEGAL DESCRIPTION

A TRACT OF LAND LYING IN THE SOUTHEAST QUARTER (S.E.1/4) OF SECTION 4, TOWNSHIP 44 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER (N.W.1/4) OF THE SOUTHEAST QUARTER (S.E.1/4) OF SAID SECTION 4; THENCE RUN N.04° 34' 10" W. ALONG THE WEST LINE OF SAID FRACTION FOR 678.90 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N.04° 34' 10" W. ALONG SAID WEST LINE FOR 169.22 FEET; THENCE RUN S.89° 53' 53" E. FOR 1252.85 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF BARRETT ROAD; THENCE RUN S.04° 22' 31" E. ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 195.14 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF BARRETT ROAD; THENCE RUN S.89° 50' 22" E. ALONG SAID SOUTHERLY RIGHT OF WAY LINE FOR 60.38 FEET; THENCE RUN S.04° 26' 45" E. FOR 655.90 FEET; THENCE RUN N.89° 45' 39" W. FOR 983.78 FEET; THENCE RUN N.04° 29' 50" W. FOR 679.95 FEET; THENCE RUN N.89° 57' 20" W. FOR 328.39 FEET TO THE POINT OF BEGINNING.

TRACT HEREIN DESCRIBED CONTAINS 20.14± ACRES.

ALSO DESCRIBED (AND PLATTED) AS "BARRETT PARK", A SUBDIVISION, AS RECORDED IN PLAT BOOK 50, PAGES 5 THROUGH 8, PUBLIC RECORDS OF LEE COUNTY, FLORIDA.

OR 2409 PG 3286




Bradley Associates

POST OFFICE BOX 6975 • 2120 DREW STREET • CLEARWATER, FLORIDA 34618 • TELEPHONE: (813) 442-3117 • FAX: (813) 442-4231

RESOLUTION BY THE PARTNERS OF BRADLEY ASSOCIATES, A FLORIDA GENERAL PARTNERSHIP

The undersigned partners of Bradley Associates do herewith authorize Gregory A. Nichols, to act on behalf of Bradley Associates and its partners in the execution of all required documents for the sale of the project known as Barrett Park (HUD Project Number FL29-P128-004) to the Lee County Housing Authority. The undersigned being all the partners of Bradley Associates.

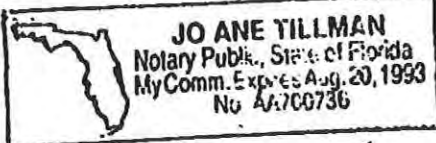
Agreed this _____ day of July, 1993.

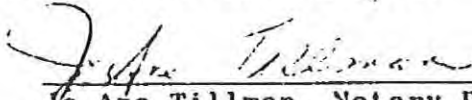

Richard B. Funk

Date

STATE OF FLORIDA
COUNTY OF PINELLAS

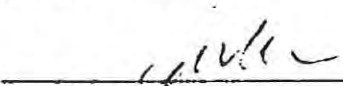
The foregoing instrument was acknowledged before me this 16th day of July, 1993 by Richard B. Funk, Partner, on behalf of Bradley Associates, a Florida General Partnership. He is personally known to me and did not take an oath.




Jo Ane Tillman, Notary Public


Jack L. Wallick

7-15-93
Date

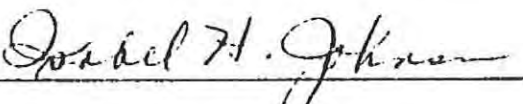

Sanford Goldston

7-18-93
Date

STATE OF OHIO
COUNTY OF FRANKLIN

The foregoing instrument was acknowledged before me this 19th day of July, 1993 by Jack L. Wallick and Sanford Goldston, Partners, on behalf of Bradley Associates, a Florida General Partnership.

ISABEL H. JOHNSON
NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES NOV 25, 1993



OR2409 PG3287

CHARLIE GREEN LEE CIV. PL.
93 JUL 27 PM 4:50





Lee Plan Consistency

Exhibit - M11

The proposed map amendment is consistent with the Lee Plan and is being submitted concurrent with a Planned Development application on the subject property to allow for the development of a 200-unit multi-family community. The map amendment designates the subject property within the Urban Community Future Land Use category. Due to its location, infrastructure availability and surrounding uses the subject property is in an ideal location to provide affordable units to residents of Lee County. Below is an analysis of how the proposed rezoning implements the goals, objectives and policies of the Lee County Comprehensive Plan.

POLICY 1.1.4: The Urban Community future land use category are areas characterized by a mixture of relatively intense commercial and residential uses. The residential development in these areas will be at slightly lower densities than other future urban categories described in this plan. As vacant properties within this category are developed, the existing base of public services will need to be maintained which may include expanding and strengthening them accordingly. As in the Central Urban future land use category, predominant land uses in this category will be residential, commercial, public and quasi-public, and limited light industrial with future development encouraged to be mixed use, as described in Objective 11.1, where appropriate. The standard density range is from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum total density of ten dwelling units per acre (10 du/acre). The maximum total density may be increased to fifteen dwelling units per acre (15 du/acre) utilizing Greater Pine Island Transfer of Development Units.

The Urban Community land use category allows for a standard density of up to 6 dwelling units per acre and a maximum density of 10 dwelling units per acre for the provision of affordable units. The proposed rezoning requests 200 dwelling units on 20.14 acres, just slightly less than 10 dwelling units per acre. All 200 dwelling units are being proposed as affordable units developed by the Lee County Housing Authority.

POLICY 1.1.11: The Sub-Outlying Suburban future land use category is characterized by low density residential areas. Generally the infrastructure needed for higher density development is not planned or in place. This future land use category will be placed in areas where higher densities would be incompatible or where there is a desire to retain a low-density community character. Industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to two dwelling units per acre (2 du/acre). Bonus densities are not allowed.

The subject property includes 50 residential units on approximately 20 acres, a density that is greater than the Sub-Outlying Suburban land use category will allow. The Sub-Outlying future land use category was created in 2009, well after the subject property was developed. The purpose of this future land use category, as stated in Policy 1.1.11 is for areas where “the infrastructure needed for higher density development is not planned or in place”. This is simply not the case for subject property. The subject property is surrounded by and in very close proximity to urban services, included multiple schools, parks, a fire station within 1 tenth of a mile, two arterial roads, Pondella and Pine Island Roads that are running parallel and separated by less than a mile. The subject property has direct access to a collector road and is within a half mile of each of the two arterial roads. Furthermore, there are multi family developments on both the north and south sides of Barrett Road less than 1/3 mile in each direction of the subject property. While there are some remaining large lot, lower density residential units, that is more indicative of a neighborhood in transition rather than a land use pattern. The Sub-Outlying Suburban future land use category is inappropriate for the subject property as it currently exists and for the area to more efficiently utilize the urban services that exist.

POLICY 1.5.1: Permitted land uses in Wetlands consist of very low density residential uses and recreational uses that will not adversely affect the ecological functions of wetlands. All development in Wetlands must be consistent with Goal 124. The maximum density is one dwelling unit per twenty acres (1 du/20 acre) except as otherwise provided in Table 1(a) and Chapter XIII.

An approximately 4.3-acre portion of the subject property is wetland. As reflected on the Master Concept Plan, the wetland area on the subject property will remain in conservation.

OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where large tracts of land are bypassed in favor of development more distant from services and existing communities.

The proposed development is an in-fill redevelopment project. The subject property already includes 50 affordable units. There is significant urban development in close proximity of the property on all sides. The location of affordable units on the urban infill property is consistent with the intent of Objective 2.1.

POLICY 2.1.1: Most residential, commercial, industrial, and public development is expected to occur within the designated future urban areas on the Future Land Use Map through the assignment of very low densities to the non-urban categories.

The proposed development is located in a “Future Urban Area” as designated on the Future Land Use Map.

OBJECTIVE 2.2: DEVELOPMENT TIMING. Direct new growth to those portions of the future urban areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in §163.3164, Fla. Stat.) will be granted only when consistent with the provisions of §163.3202(2)(g) and § 163.3180, Fla. Stat. and the concurrency requirements in the LDC.

The subject property is in an existing urban area where public facilities already exist. Schools, parks, fire, EMS, utilities, roads are all located in proximity to the property. Tropical Isles Elementary School and North Fort Myers Highschool are both located approximately ½ mile to the south of the subject property. North Fort Myers Fire State #2 is located approximately 0.1 miles from the subject property. In addition, the property is located in proximity to Lee Tran bus routes, ¼ mile from Bus Routes 595 and 70.

POLICY 2.2.1: Rezoning and DRI proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare.

As stated above, the subject property has access to roads, sewer, water and community facilities. The proposed development is an urban area with urban land uses on all sides and in very close proximity to public services.

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.

The proposed development provides a much-needed housing type – housing priced for low and moderate income families. The proposed rezoning will implement Goal 5 through accommodating additional residential development in an existing urban area for an underserved population.

POLICY 5.1.1: Residential developments requiring rezoning and meeting Development of County Impact (DCI) thresholds must be developed as planned developments except if located within the Mixed Use Overlay.

The proposed development is being rezoned as a Planned Development in accordance with Policy 5.1.1.

POLICY 5.1.2: Prohibit residential development where physical constraints or hazards exist, or require the density and design to be adjusted accordingly. Such

constraints or hazards include but are not limited to flood, storm, or hurricane hazards; unstable soil or geologic conditions; environmental limitations; aircraft noise; or other characteristics that may endanger the residential community.

The subject property is outside of the Coastal High Hazard Area. There are no hazards or limitations on the subject property that would preclude or limit residential development. Any proposed development will have to meet the South Florida Water Management District's storm water, water quality and wetland permitting requirements. The site will be elevated to not be exposed to risk of flooding.

POLICY 5.1.3: During the rezoning process, direct high-density residential developments to locations that are near employment and shopping centers; are close to parks and schools; and are accessible to mass transit and bicycle facilities.

The proposed development is in a location in very close proximity to public facilities and employment centers. The property is within ½ mile of both an Elementary and a high school, within ¼ mile of Lee Tran service and bus stops, and approximately 3.5 miles from downtown Fort Myers, the urban hub of Lee County, and central employment base for both governmental and corporate offices.

POLICY 5.1.5: Protect existing and future residential areas from any encroachment of uses that are potentially destructive to the character and integrity of the residential environment. Requests for conventional rezonings will be denied in the event that the buffers provided in the LDC, Chapter 10, are not adequate to address potentially incompatible uses in a satisfactory manner. If such uses are proposed in the form of a planned development or special exception and generally applicable development regulations are deemed to be inadequate, conditions will be attached to minimize or eliminate the potential impacts or, where no adequate conditions can be devised, the application will be denied altogether. The LDC will continue to require appropriate buffers for new developments.

The proposed rezoning is being done as a planned development to include proper conditions that ensure compatibility with surrounding uses. The proposed development is a redevelopment project and will fit in with the surrounding urban neighborhood.

POLICY 5.1.8: Provide for adequate locations of low- and moderate-income housing through the rezoning process, the provision of public facilities and services, and the elimination of unnecessary administrative and legal barriers.

The proposed development will be comprised entirely of affordable housing, a much-needed housing product in Lee County. The property is ideally located in close proximity to public services and employment centers.

OBJECTIVE 30.1: NEIGHBORHOODS AND HOUSING. To support the creation and preservation of affordable housing options in safe and attractive neighborhoods.

The subject property is currently developed as an affordable housing community. The proposed redevelopment will allow the property to accommodate more affordable units within North Fort Myers in a safe and attractive neighborhood, consistent with Objective 30.1

POLICY 30.1.4: Encourage development of affordable housing options on property with the following characteristics: located within the Intensive Development, Central Urban, and Urban Community on the Future Land Use Map; located where central water/sewer service is available; and located within walking distance of mass transit, commercial and personal services, and parks and recreation facilities.

The proposed redevelopment is located consistent with Policy 30.1.4 and represents an opportunity for redevelopment of an affordable housing neighborhood to accommodate more affordable units. The subject property is located where central water/sewer service is available; and located within walking distance of mass transit, commercial and personal services, and parks and recreation facilities. Lee Tran service is less than a ½ mile from the subject property to both the north and the south, there are several parks located within a two-mile radius of the property, including the North Fort Myers Community Pool, with is less than a mile to the south of the subject property, and North Fort Myers Highschool which is just to the south of the pool. There are commercial areas located within 1-2 miles all along Pine Island Road, Pondella Road and US 41.

POLICY 124.1.1: Ensure that development in wetlands is limited to very low density residential uses and uses of a recreational, open space, or conservation nature that are compatible with wetland functions. The maximum density in the Wetlands category is one unit per 20 acres, except that one single family residence will be permitted on lots meeting the standards in Chapter XIII, and except that owners of wetlands adjacent to Intensive Development, General Interchange, Central Urban, Urban Community, Suburban, New Community, Outlying Suburban, and Sub-Outlying Suburban areas may transfer densities to developable contiguous uplands under common ownership (see Table 1(a)).

As reflected on the Master Concept Plan, the wetland area on the subject property will remain in conservation.

GOAL 125: WATER QUALITY. To ensure that water quality is maintained or improved for the protection of the environment and people of Lee County.

OBJECTIVE 125.1: Maintain high water quality, meeting or exceeding state and federal water quality standards.

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

Any redevelopment of the subject property will be required to obtain an environmental resource permit from the South Florida Water Management District. As part of this permit process the applicant must demonstrate to the SFWMD that development will not degrade water quality. This "reasonable assurance" is necessary for the issuance of the federal Section 404 permit from the Department of Environmental Protection (DEP) and ensures that all State and Federal water quality standards are being met.

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 proposed redevelopment will include both wet and dry detention areas too meet water quality standards.

POLICY 126.1.1: Natural water system features which are essential for retention, detention, purification, runoff, recharge, and maintenance of stream flows and groundwater levels shall be identified, protected, and managed.

The natural creek on the north side of the property is being preserved and will not be impacted.

POLICY 126.1.4: Development designs must provide for maintaining or improving surface water flows, groundwater levels, and lake levels at or above existing conditions.

The natural creek on the north side of the property is being preserved and will not be impacted.

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.

The proposed development implements Goal 135 through providing affordable housing in Lee County.

POLICY 135.1.2: The County will continue efforts to form public-private partnerships to produce affordable housing for very-low, low and moderate-income households with local private non-profit housing agencies, local for profit developers, local lenders, the Lee County Housing Authority (LCHA), and the Lee County Housing Finance Authority (LCHFA).

The plan amendment and rezoning are being proposed by the Lee County Housing Authority. It is the County's stated policy to assist the applicant in the provision of much needed affordable housing.

POLICY 135.1.4: Provide for housing bonus density to stimulate the construction of very-low, low and moderate income affordable housing in Lee County.

The proposed rezoning is requesting approval of bonus density on the property to allow for the entire property to be developed with affordable units.

POLICY 135.1.8: The County will provide through the rezoning process for the location of adequate sites for very-low, low- and moderate-income residential development including mobile homes, and housing for special needs populations as defined in § 420.0004, Fla. Stat.

This rezoning application requests that the county implement Policy 135.1.8 through the approval of the proposed affordable housing development.

OBJECTIVE 135.4: AFFORDABLE HOUSING. The County will provide adequate locations for housing for very-low, low- and moderate-income persons to meet their housing needs. Increasing the supply of affordable housing for very-low and low income housing needs will be a priority. In combination with allowing varied types of housing, the County will examine opportunities to expand affordable housing to mitigate the affordable housing needs identified in the Affordable Housing Needs Assessment.

The proposed development will implement Objective 135.4 through providing affordable housing in Lee County.

POLICY 135.4.12: Encourage affordable housing projects that are consistent with density, use, and land development provisions and located where: County concentrations of very-low and low-income households are avoided; public services are provided; and, environmentally sensitive areas are protected.

The North Fort Myers area is economically diverse, with a number of low, moderate and high income communities. The proposed redevelopment is an opportunity to provide additional affordable units in proximity to major employment centers where affordable housing is needed. Given the diverse nature of the area, the development of the proposed community does not represent a "concentration" of low-income households.

As stated above, the subject property is located in an area where full urban services are available, including utilities, recreational opportunities, schools, employment and transit.

Finally, as demonstrated in the attached protected species survey, the subject property is not located in an area of environmental sensitivity. The property is in a highly urban area and the subject site has already been developed with residential units.

POLICY 135.4.13: Lee County will examine opportunities to increase the availability of affordable housing and provide adequate sites for affordable housing through options such as: alternative use, density, and dimensional standards; expedited permit processing; dedicated funding source; inclusionary housing mitigation programs; linkage fee programs; community land trusts; and, resale controls and equity sharing.

The proposed development requests 200 units on 20.14 acres. In order to provide the product type to meet the needs of the community, additional density is needed. The proposed density request is consistent with Policy 135.4.13.

POLICY 135.4.14: Lee County will maintain the Affordable Housing Bonus Density program which provides bonus density for the provision of site-built affordable dwelling units and provides bonus density for cash contributions into the Lee County Affordable Housing Trust Fund.

The proposed planned development application includes a request for bonus density units, consistent with Policy 135.4.14.

Barrett Park 20± Acre Parcel

Section 4, Township 44 South, Range 24 East
Lee County, Florida

Protected Species Assessment

November 2022

Prepared for:

**Marcus Goodson
Lee County Housing Authority
14170 Warner Circle
North Fort Myers, FL 33903**

Prepared by:

***DexBender*
4470 Camino Real Way, Suite 101
Fort Myers, FL 33966
(239) 334-3680**

INTRODUCTION

The 20.14± acre project is located within a portion of Section 4, Township 44 South, Range 24 East, North Fort Myers, Lee County, Florida. The land is bordered to the north by single-family homes, to the east by Barrett Road and single-family homes, to the south by commercial and undeveloped land, and to the west by single-family homes and undeveloped land.

SITE CONDITIONS

The majority of the site consists of residential developments with a variety of mowed grasses and scattered trees with an established wetland conservation area in the eastern portion.

VEGETATIVE CLASSIFICATIONS

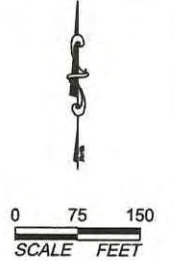
The predominant vegetation associations were mapped in the field on 2022 digital 1" = 150' scale aerial photography. The project boundary was obtained from the Lee County Property Appraiser's Website and inserted into the digital aerial. Six vegetation associations were identified using the Florida Land Use, Cover and Forms Classification System (FLUCCS). Figure 1 depicts the approximate location and configuration of these vegetation associations and Table 1 summarizes the acreages by FLUCCS Code. A brief description of each FLUCCS Code is provided below. In general, as the density of exotics increases the density and diversity of native plants in the canopy, midstory, and ground cover strata decreases.

Table 1. Acreage Summary by FLUCCS Code

| FLUCCS CODE | DESCRIPTION | ACREAGE |
|-------------|---|---------|
| 110 | Residential | 13.14 |
| 411E | Pine Flatwoods invaded by Exotics (5-9%) | 0.46 |
| 438E1 | Mixed Hardwoods Invaded by Exotics (10-25%) | 1.54 |
| 510 | Stream | 0.23 |
| 510D | Ditch | 0.44 |
| 617E2 | Mixed Wetland Hardwoods Invaded by Exotics | 4.33 |
| Total | | 20.14 |

FLUCCS Code 110, Residential

These areas contain single-family homes with mowed bahia grass (*Paspalum notatum*), pusley (*Richardia scabra*), whitehead broom (*Spermacoce verticillata*), and broomsedge (*Andropogon* sp.). Widely scattered live oak (*Quercus virginiana*) and slash pine (*Pinus elliotii*) are also present along with various ornamentals.



| <u>FLUCCS</u> | <u>Description</u> | <u>Acreeage</u> |
|---------------|---|------------------|
| 110 | Residential | 13.14 ac. |
| 411E | Pine Flatwoods Invaded by Exotics (5-9%) | 0.46 ac. |
| 438E1 | Mixed hardwoods Invaded by Exotics (10-25%) | 1.54 ac. |
| 510 | Stream | 0.23 ac. |
| 510D | Ditch | 0.44 ac. |
| 617E2 | Mixed Wetland Hardwoods Invaded by Exotics (26-50%) | 4.33 ac. |
| | Total | 20.14 ac. |

1. Property boundary was obtained from Delis Inc.
2. Mapping based on photointerpretation of 2022 aerial photography and ground truthing in November 2022.
3. Protected species assessment conducted on November 22, 2022.
4. Delineation of potential jurisdictional features is preliminary and subject to field review/approval by the applicable regulatory agencies.

PERMIT USE ONLY, NOT FOR CONSTRUCTION

Barrett Park ±20 Acre Parcel

D B DEXBENDER
ENVIRONMENTAL CONSULTING
FORT MYERS 239-334-3680

FLUCCS Code 411E, Pine Flatwoods Invaded by Exotics (5-9%)

The southernmost portion of the conservation area to the east primarily consists of slash pine with earleaf acacia (*Acacia auriculiformis*) and Brazilian pepper (*Schinus terebinthifolius*).

FLUCCS Code 438E1, Mixed Hardwoods Invaded by Exotics (10-25%)

This area contains live oak, cabbage palm (*Sabal palmetto*), laurel oak (*Quercus laurifolia*), Brazilian pepper (*Schinus terebinthifolius*), guinea grass (*Panicum maximum*), caesarweed (*Urena lobata*), ragweed (*Ambrosia artemisiifolia*), whitehead broom, Spanish needles (*Bidens alba*), grape vine (*Vitis* sp.), and swamp fern (*Blechnum serrulatum*).

FLUCCS Code 510, Stream

A stream running through the northern portion of the site has banks vegetated by cabbage palm, laurel oak, and swamp fern.

FLUCCS Code 510D, Ditch

The drainage ditch within the northern portion of the site consists of coinwort (*Centella asiatica*), pennywort (*Hydrocotyle umbellata*), torpedo grass (*Panicum repens*), joint vetch (*Aeschynomene americana*), willow (*Salix caroliniana*), primrose willow (*Ludwigia* sp.), spikerush (*Eleocharis* sp.), cattail (*Typha* sp.).

FLUCCS Code 617E2, Mixed Wetland Hardwoods Invaded by Exotics

The majority of the east conservation area is inundated with 6"-12" of standing water and contains laurel oak, cabbage palm, live oak, java plum (*Syzygium cumini*), swamp fern, Brazilian pepper, wild coffee (*Psychotria nervosa*), and greenbrier (*Smilax* sp.).

SURVEY METHOD

Lee County Protected Species Ordinance No. 89-34 lists several protected species of animals that could potentially occur on-site based on the general vegetative associations found on the subject parcel. Each habitat type was surveyed for the occurrence of these and any other listed species likely to occur in the specific habitat types. The survey was conducted using meandering linear pedestrian belt transects. This survey methodology is based on the Lee County administratively approved Meandering Transect Methodology. As part of this survey all live trees and snags were inspected for the evidence of cavities that could potentially be used as roosts by the Florida bonneted bat (*Eumops floridanus*). In order to provide at least 80 percent visual coverage of habitat types listed in Ordinance No. 89-34, the transects were spaced approximately 50 feet apart. The approximate locations of all direct sighting or signs (such as tracks, nests, and droppings) of a listed species were denoted on the aerial photography. The 1" = 150' scale aerial Protected Species Assessment map (Figure 1) depicts the approximate location of the survey transects and the results of the survey. The listed species survey was conducted during the mid-morning hours of November 22nd, 2022. During the survey the weather was cool and overcast.

Species listed as endangered, threatened, or species of special concern by the FWC and/or FWS that could potentially occur on the subject parcel according to the Lee County Protected Species Ordinance are shown in Table 2. This list from the Lee County Protected Species Ordinance is general in nature, does not necessarily reflect existing conditions within or adjacent to the 20.14± acre property, and is provided for general informational purposes only.

Prior to conducting the protected species survey, a search of the FWC listed species database was conducted to determine the known occurrence of listed species in the project area. This search revealed no known protected species occurring on or immediately adjacent to the site.

Table 2. Listed Species That Could Potentially Occur On-site

| FLUCCS CODE | Percent Survey Coverage | Species Name | Present | Absent |
|-------------|-------------------------|--|---------|--------|
| 110 | 80 | None | | |
| 411 | 80 | Eastern Indigo Snake (<i>Drymarchon corais couperi</i>) | | √ |
| | | Gopher Tortoise (<i>Gopherus polyphemus</i>) | | √ |
| | | Red-cockaded Woodpecker (<i>Picoides borealis</i>) | | √ |
| | | Southeastern American Kestrel (<i>Falco sparverius paulus</i>) | | √ |
| | | Big Cypress Fox Squirrel (<i>Sciurus niger avicennia</i>) | | √ |
| | | Florida Panther (<i>Felis concolor coryi</i>) | | √ |
| | | Beautiful Pawpaw (<i>Deeringothamnus pulchellus</i>) | | √ |
| | | Fakahatchee Burmannia (<i>Burmannia flava</i>) | | √ |
| | | Florida Coontie (<i>Zamia floridana</i>) | | √ |
| | | Satinleaf (<i>Chrysophyllum olivaeforme</i>) | | √ |
| 438 | 80 | None | | |
| 510 | 80 | American Alligator (<i>Alligator mississippiensis</i>) | | √ |
| | | Little Blue Heron (<i>Egretta caerulea</i>) | | √ |
| | | Reddish Egret (<i>Egretta rufescens</i>) | | √ |
| | | Roseate Spoonbill (<i>Ajaia ajaja</i>) | | √ |
| | | Tricolored Heron (<i>Egretta tricolor</i>) | | √ |
| | | Everglades Mink (<i>Mustela vison evergladensis</i>) | | √ |

| FLUCCS CODE | Percent Survey Coverage | Species Name | Present | Absent |
|-------------|-------------------------|--|---------|--------|
| 510D | 80 | American Alligator (<i>Alligator mississippiensis</i>) | | √ |
| | | Little Blue Heron (<i>Egretta caerulea</i>) | | √ |
| | | Reddish Egret (<i>Egretta rufescens</i>) | | √ |
| | | Roseate Spoonbill (<i>Ajaia ajaja</i>) | | √ |
| | | Tricolored Heron (<i>Egretta tricolor</i>) | | √ |
| | | Everglades Mink (<i>Mustela vison evergladensis</i>) | | √ |
| 617 | 80 | Little Blue Heron (<i>Egretta caerulea</i>) | | √ |
| | | Tricolored Heron (<i>Egretta tricolor</i>) | | √ |
| | | Florida Panther (<i>Felis concolor coryi</i>) | | √ |

SURVEY RESULTS

Florida Bonneted Bat

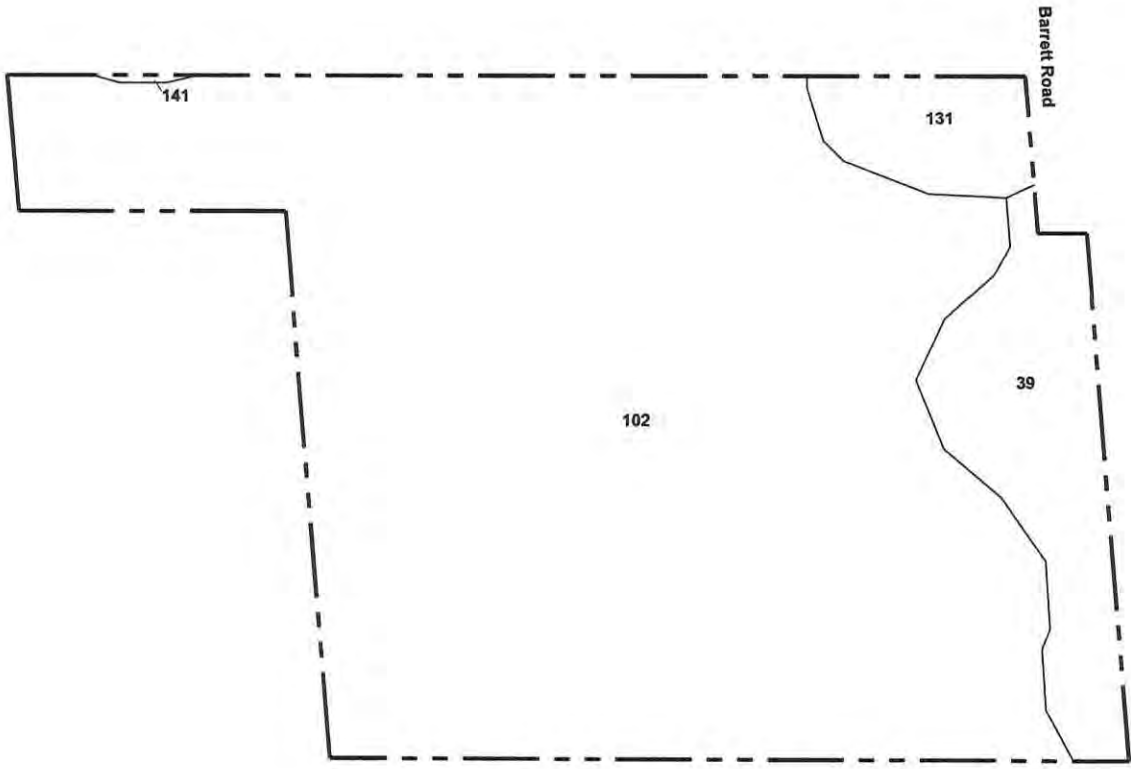
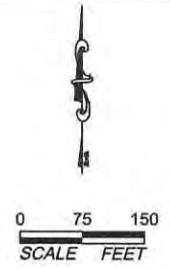
No dead trees containing potential cavities entrances were identified (Figure 1). No live trees with cavities or artificial structures were observed on-site.

Other Listed Species

No other species listed by either the FWS or the FWC were observed on the site during the protected species survey conducted November 22nd, 2022. There is the potential for periodic opportunistic foraging by both listed and non-listed species of wading birds within the onsite wetlands, borrow areas, and ditches. In addition to the site inspections, a search of the FWC species database revealed no additional known protected species within or immediately adjacent to the project limits.

Y:\LCHA-1\PSA2020.docx

SECTION: 4
TOWNSHIP: 44 S
RANGE: 24 E



| Map Unit | Soil Name | Acreage |
|----------|---|------------------|
| 39 | Isles fine sand, frequently ponded | 2.04 ac. |
| 102 | Cypress Lake fine sand - Urban land complex | 17.28 ac. |
| 131 | Pompano fine sand - Urban land complex | 0.80 ac. |
| 141 | Cocoa fine sand - Urban land complex | 0.02 ac. |
| | | Total: 20.14 ac. |

Notes:
1. Property boundary is was obtained from Delisi Inc.
2. Soils information obtained from the NRCS Web Soil Survey.

December 02, 2022 8:42:12 a.m.
Drawing: LCHA-1.DWG

PERMIT USE ONLY, NOT FOR CONSTRUCTION

Soils Map

Barrett Park ±20 Acre Parcel

BDEXBENDER
ENVIRONMENTAL CONSULTING
FORT MYERS 239-334-3680

SECTION: 4
TOWNSHIP: 44 S
RANGE: 24 E



| FLUCCS | Description | Acreage |
|--------|---|-----------------|
| 110 | Residential | 13.14 ac. |
| 411E | Pine Flatwoods Invaded by Exotics (5-9%) | 0.46 ac. |
| 438E1 | Mixed hardwoods Invaded by Exotics (10-25%) | 1.54 ac. |
| 510 | Stream | 0.23 ac. |
| 510D | Ditch | 0.44 ac. |
| 617E2 | Mixed Wetland Hardwoods Invaded by Exotics (26-50%) | 4.33 ac. |
| | | Total 20.14 ac. |

- Notes:
- 1. Property boundary was obtained from Delisi Inc.
 - 2. Mapping based on photointerpretation of 2022 aerial photography and ground truthing in November 2022.
 - 3. Delineation of potential jurisdictional features is preliminary and subject to field review/approval by the applicable regulatory agencies.

December 02, 2022 8:42:12 a.m.
Drawing: LCHA-1.DWG

PERMIT USE ONLY, NOT FOR CONSTRUCTION

Vegetation Map

Barrett Park ±20 Acre Parcel

BDEXBENDER
ENVIRONMENTAL CONSULTING
FORT MYERS 239-334-3680

Impacts to Historic Resources
Exhibit M-13

In accordance with the attached letter from the Division of Historic Resources, the subject property contains no known historic resources. The attached Archeological Sensitivity Map shows the property as being located partially within the Archeologically Sensitive 2 Zone.

Daniel DeLisi

From: Vovsi, Eman M. <Eman.Vovsi@DOS.MyFlorida.com>
Sent: Tuesday, November 22, 2022 11:10 AM
To: Daniel DeLisi
Subject: RE: Letter on Historic Resources
Attachments: Template_102.pdf

Completed; no cultural resources detected
Kind regards,

Eman M. Vovsi, Ph.D.
Sr. Data Base Analyst – Florida Department of State
Bureau of Historic Preservation - Florida Master Site File – Tallahassee, FL 32399-0250 – Phone:
850.245.6377 – e-mail: Eman.Vovsi@DOS.MyFlorida.com

"Due to and depending on the requested information, work load and limited staffing, it may take longer than usual to get a response. Thank you for your patience and understanding during this time."

From: Daniel DeLisi <dan@delisi-inc.com>
Sent: Monday, November 21, 2022 4:53 PM
To: FMSFILE <FMSFILE@dos.myflorida.com>
Subject: FW: Letter on Historic Resources

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Greetings,

The attached is a request to search for previously recorded cultural resources on the subject property. I have attached the appropriate form, and a property boundary overlaid on an aerial. If you should require any additional information, please do not hesitate to contact me.

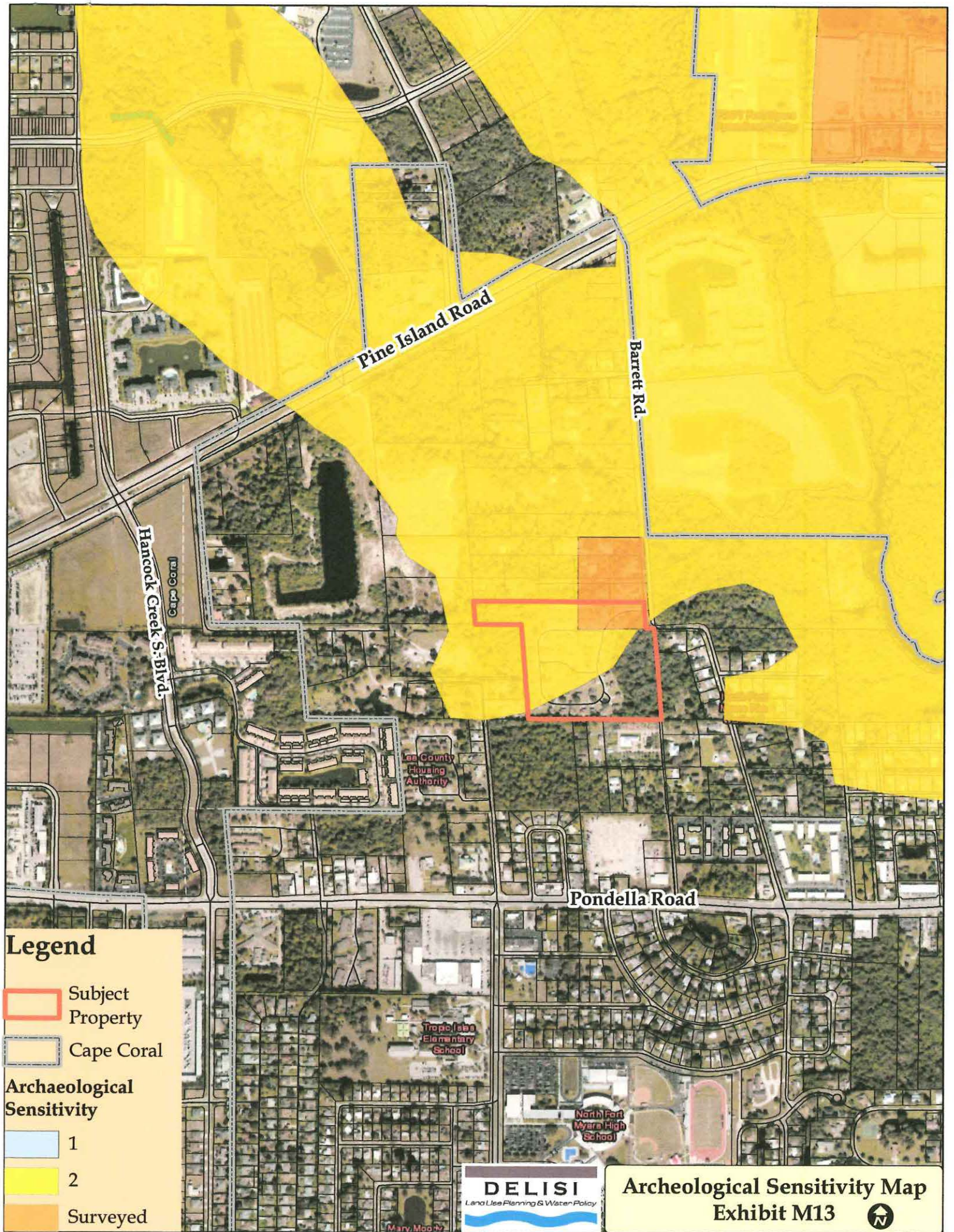
Best regards.

Daniel DeLisi, AICP
DeLisi, Inc.
dan@delisi-inc.com
www.delisi-inc.com










Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Legend

-  Subject Property
-  Cape Coral

Archaeological Sensitivity

-  1
-  2
-  Surveyed



TRAFFIC IMPACT STATEMENT

FOR

BARRETT PARK

COMPREHENSIVE PLAN AMENDMENT

& REZONING

(PROJECT NO. F2210.03)

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090

November 19, 2022

CONTENTS

- I. INTRODUCTION**
- II. EXISTING CONDITIONS**
- III. PROPOSED COMPREHENSIVE PLAN AMENDMENT**
- IV. TRIP GENERATION**
- V. COMPREHENSIVE PLAN AMENDMENT ANALYSIS**
- VI. ZONING ANALYSIS**
- VII. CONCLUSION**

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking an amendment to the Comprehensive Land Use Plan and re-zoning approval. The subject site is located at 9262 Westcreek Circle in Lee County, Florida.

Figure 1 illustrates the approximate location of the subject site.

The analysis in this report will determine the impacts of change in land use on the approximately 20-acre subject site from Sub-Outlying Suburban to Urban Community as well as a zoning amendment to permit the development of up to 200 multi-family residential dwelling units. The transportation related impacts of the proposed Comprehensive Plan amendment will be assessed based on 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 transportation related impacts of the proposed rezoning will be evaluated based on the estimated build-out year of the project and the impacts the proposed rezoning will have on the surrounding roadway infrastructure. Access to the subject site will continue be provided to Barrett Road via an existing full site access drive.

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

II. EXISTING CONDITIONS

The subject site is currently occupied by 50 single-family dwelling units, which will be demolished as part of this project. This subject site is generally bordered by residential uses to the north, east, south and west.



Barrett Road is a two lane undivided Major Collector within the vicinity of the subject site. Barrett Road has a posted speed limit of 30 mph and is under the jurisdiction of the Lee County Department of Transportation.

III. PROPOSED COMPREHENSIVE PLAN AMENDMENT

The proposed Map Amendment would change the future land use designation on the approximate 20-acre subject site from Sub-Outlying Suburban to Urban Community. For the trip generation purposes, the permitted development under the existing land use category was assumed to consist of the 50 single-family dwelling units that are currently on site. Under the proposed land use change, the site would be allowed to be developed with up to 200 multi-family residential dwelling units based on 10 units per acre. **Table 1** summarizes the land use that is constructed today under the existing land use designation and the intensity of uses that would be permitted under the proposed land use designation.

Table 1
Comprehensive Plan Amendment
Land Uses

| Existing/ Proposed | Land Use Category | Intensity |
|-------------------------------|--------------------------|-----------------------------------|
| Existing | Sub-Outlying Suburban | 50 Single-Family Dwelling Units * |
| Proposed | Urban Community | 200 Multi-Family Dwelling Units |

*Existing development on site.

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11th Edition. Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation purposes of the existing single-family residential uses on site. Land Use Code 220 (Multifamily Housing Low-Rise) was utilized for the generation purposes of the proposed development under the proposed Urban Community land use category. The

equations from these land uses are included in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday AM and PM peak hour trip generation based on the existing development on site. **Table 3** outlines the anticipated weekday AM and PM peak hour trip generation based on the proposed land use category. The daily trip generation is also indicated in both tables.

Table 2
Comprehensive Plan Amendment
Trip Generation Based on Existing Use

| Land Use | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Daily (2-way) |
|--|----------------------|-----|-------|----------------------|-----|-------|---------------|
| | In | Out | Total | In | Out | Total | |
| Single-Family Detached Housing (50 Dwelling Units) | 10 | 30 | 40 | 33 | 19 | 52 | 533 |

Table 3
Comprehensive Plan Amendment
Trip Generation Based on Proposed Land Use

| Land Use | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Daily (2-way) |
|---|----------------------|-----|-------|----------------------|-----|-------|---------------|
| | In | Out | Total | In | Out | Total | |
| Multifamily Housing Low-Rise (200 Dwelling Units) | 20 | 65 | 85 | 67 | 40 | 107 | 1,357 |

Table 4 indicates the trip generation difference between the existing development on site and the development that would be permitted under the proposed land use category.

Table 4
Comprehensive Plan Amendment
Trip Generation – Resultant Trip Change

| Land Use | A.M. Peak Hour | | | P.M. Peak Hour | | | Daily (2-way) |
|------------------------------|----------------|------------|------------|----------------|------------|------------|---------------|
| | In | Out | Total | In | Out | Total | |
| Proposed Land Use | 20 | 65 | 85 | 67 | 40 | 107 | 1,357 |
| Existing Land Use | -10 | -30 | -40 | -33 | -19 | -52 | -533 |
| Resultant Trip Change | +10 | +35 | +45 | +34 | +21 | +55 | +824 |

The positive number shown as the resultant trip change in Table 4 indicates that the trip generation will be **increased** as a result of this land use change action.

V. COMPREHENSIVE PLAN AMENDMENT ANALYSIS

As mentioned previously, the proposed Map Amendment would change the future land use designation on the approximate 20-acre subject site from Sub-Outlying Suburban to Urban Community. 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.

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, Pine Island Road west of Hancock Creek Boulevard was shown to be widened to a six-lane facility. There are no other improvements within the vicinity of the subject site on the Long Range Transportation Plan.

The Lee County Metropolitan Planning Organization's (MPO) long range transportation plan along with the FDOT District One travel model were 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. The PM peak hour trips to be generated from the project as shown in Table 3 were then added to the projected 2045 background volumes. The Level of Service for those roadways were then evaluated. The Level of Service threshold volumes for County maintained roadways were obtained from *Lee County's Generalized Peak Hour Directional Service Volumes* table. The Level of Service threshold volumes for State maintained roadways were derived based on the *Florida Department of Transportation Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas, Table 7*. Both documents are attached to the Appendix of this report for reference.

The results of the analysis indicate that the proposed change to the land use category on the subject parcel 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. US 41 south of Hancock Bridge Parkway and Business 41 south of Pondella Road were both shown to operate below the adopted LOS standards in 2045 in the Background traffic conditions and not as a result of adding the minimal number of additional trips from the project. Therefore, no changes to the adopted long range transportation plan are required as result of the proposed land use change. Attached **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2045 conditions.

Short Range Impacts (5-year horizon)

The 2022/2022-2025/2026 Lee County Transportation Capital Improvement Plan and the 2023-2027 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. Based on the review, there are no programmed improvements in the vicinity of the subject site.

The proposed map amendment will increase the overall trip generation potential of the subject site by approximately 55 vehicles during the weekday P.M. peak hour. **Table 3A** and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on the area roadways based on the uses that would be permitted under the proposed land use change. The existing peak hour, peak season, peak direction traffic volumes on the various roadway links maintained by Lee County were obtained from the most recent Lee County *Public Facilities Level of Service and Concurrency Report*. The existing peak hour, peak season, peak direction traffic volumes for state maintained roadways were obtained from the most recent *FDOT's District One LOS Spreadsheet*.

The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2027 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the FDOT's *Florida Traffic Online* resource as well as the traffic data from the latest *Lee County Traffic Count Report*. Due to lack of historical traffic data on Barrett Road, an annual growth rate of 2% compounded annually was assumed. Based on the projected traffic distribution, the roadway link data was analyzed for the year 2027 without the proposed amendment and year 2027 with the proposed amendment. Traffic data obtained from the aforementioned Lee County and FDOT resources is attached to the Appendix of this report for reference.

The results of the analysis indicate that the addition of the trips as a result of the proposed amendment to the projected 2027 volumes will not cause any roadway links to fall below the minimum acceptable Level of Service standards. US 41 south of Hancock Bridge Parkway and Pine Island Road west of Del Prado Boulevard were both shown to operate below the adopted LOS standards in 2027 in the Background traffic conditions and not as a result of adding the minimal number of additional trips from the project. All remaining analyzed roadways were shown operate within their adopted minimum Level of Service standards. Therefore, no modifications will be necessary to the Lee County or FDOT short term capital improvement programs.

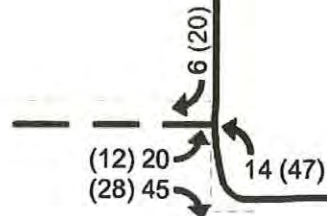
VI. ZONING ANALYSIS

An analysis was also completed to support the rezoning on the approximate 20-acre subject site to allow a development of up to 200 multi-family residential dwelling units. The trips the proposed development is anticipated to generate, as shown in the Table 3, were assigned to the surrounding roadway network. The trips were assigned based upon the routes drivers are anticipated to utilize to approach the subject site. **Figure 2** illustrates the anticipated trip distribution. Also shown in Figure 2, is the site traffic assignment of the proposed development.

F2210.03



BARRETT RD.



SITE

LEGEND

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

In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines, **Table 5A**, contained in the Appendix, was created. This table indicates which roadway links will experience a significant impact as a result of the added development traffic. Significant impact is defined as any roadway projected to experience greater than 10% of the Peak Hour – Peak Direction Level of Service “C” volumes. The Level of Service threshold volumes were derived based on the Lee County’s *Generalized Peak Hour Directional Service Volumes* table. Based on the information contained within Table 5A, Barrett Road south of the site is the only roadway segment that is anticipated to be significantly impacted as a result of the proposed development.

Level of Service Analysis

The future Level of Service analysis was based on projected build-out year of the project, or year 2027. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. Due to lack of historical traffic data on Barrett Road, a minimum annual growth rate of 2% compounded annually was assumed. Based on the project distribution illustrated on Table 5A, the link data was analyzed for the year 2027 without the development and year 2027 with the development.

Table 6A in the Appendix of the report indicates the methodology utilized to obtain the year 2027 background and build-out traffic volumes. The existing peak hour, peak season, peak direction traffic volumes on the roadway links maintained by the Lee County were obtained from the most recent Lee County *Public Facilities Level of Service and Concurrency Report*. The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2027 background traffic conditions on the area roadway network.

Figure 3 indicates the year 2027 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on **Figure 3** is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. This figure is derived from Table 6A contained in the Appendix.

As can be seen from **Figure 3**, the roadway links analyzed as part of this report will not be adversely impacted as a result of the proposed rezoning request. Barrett Road was shown to operate at acceptable Level of Service “C” in 2027 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed rezoning request.

Intersection Analysis

Intersection analysis was performed at the proposed site access drive on Barrett Road utilizing the latest version of the *Highway Capacity Software (HCS®)*. The analysis was based on the projected 2027 weekday A.M. and P.M. peak hour traffic conditions with the project traffic conditions. Traffic counts were conducted at the intersection of Barrett Road and Westcreek Circle between the hours of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. on November 3, 2022. The peak hour turning movements were then adjusted for peak season conditions based on the peak season factor data as provided by FDOT in their *Florida Traffic Online* resource. The FDOT peak season correction factor is included in the Appendix of this report for reference.

The existing weekday peak hour traffic volumes were then increased by a growth rate factor to determine the projected 2027 background turning movement volumes. The turning volumes projected to be added to the intersection as illustrated on **Figure 2** were then added to the 2027 background volumes to estimate the future 2027 traffic volumes with the project. These volumes are based on the data from the spreadsheets contained in the Appendix of this report titled *Development of Future Year Background Turning Volumes*.

F2210.03

BARRETT RD.

118 - "C"
(138 - "C")
[138 - "C"]



SITE

118 - "C"
(164 - "C")
[165 - "C"]

LEGEND

XXX - "C" 2027 PEAK SEASON PEAK HOUR PEAK DIRECTION
EXISTING TRAFFIC AND LEVEL OF SERVICE
DESIGNATION

(XXX - "C") 2027 PEAK SEASON PEAK HOUR PEAK DIRECTION
EXISTING PLUS AM PEAK DIRECTION PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

[XXX - "C"] 2027 PEAK SEASON PEAK HOUR PEAK DIRECTION
EXISTING PLUS PM PEAK DIRECTION PROJECT
TRAFFIC AND LEVEL OF SERVICE DESIGNATION

The results of the intersection analysis indicate all approaches to operate at an acceptable Level of Service in 2027 with the project trips added to the intersection in the AM and PM peak hour traffic conditions. Therefore, no intersection capacity improvements are warranted as a result of this analysis. *HCS*® summary sheets are attached to the Appendix of this report for reference.

VII. CONCLUSION

The proposed project is located at 9262 Westcreek Circle in Lee County, Florida. Based upon the roadway link Level of Service analysis conducted as a part of this report for both the Comprehensive Plan amendment and rezoning request, the development of the subject site meets the requirements set forth by the Lee County Comprehensive Plan and Land Development Code in that there is sufficient capacity available to accommodate the new trips that will be generated by the proposed development. Therefore, no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed Comprehensive Plan Amendment and Rezoning requests.

The 2045 Financially Feasible Roadway network and the short term 5-year Capital Improvement Program currently in place in the Lee County will not require any modification in order to accommodate the proposed Land Use Change. The rezoning analysis also indicates that the subject site will not have an adverse impact on the surrounding roadway network. Therefore, no roadway capacity improvements are necessary to accommodate the proposed development.

The results of the intersection analysis at the proposed site access drive on Barrett Road indicate all approaches to operate at an acceptable Level of Service in 2027 with the project trips added to the intersection in the AM and PM peak hour traffic conditions. Therefore, no intersection capacity improvements are warranted as a result of this analysis.

APPENDIX

TABLES 1A & 2A
2045 LOS ANALYSIS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
2045 LONG RANGE TRANSPORTATION ANALYSIS - BARRETT PARK

| ROADWAY | ROADWAY SEGMENT | 2045 E + C NETWORK LANES | | GENERALIZED SERVICE VOLUMES | | | | |
|------------------------|---------------------------|--------------------------|---------------------|-----------------------------|--------|--------|--------|--------|
| | | # Lanes | Roadway Designation | LOS A | LOS B | LOS C | LOS D | LOS E |
| | | | | VOLUME | VOLUME | VOLUME | VOLUME | VOLUME |
| Barrett Rd | N. of Site | 2LU | Collector | 0 | 0 | 310 | 660 | 740 |
| | S. of Site | 2LU | Collector | 0 | 0 | 310 | 660 | 740 |
| Pine Island Rd (SR 78) | W. of Del Prado Blvd | 6LD | Arterial | 0 | 0 | 3,087 | 3,171 | 3,171 |
| | W. of Barret Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | E. of Barret Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | E. of US 41 | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| Pondella Rd | W. of Barret Rd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| | E. of Barret Rd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| | E. of US 41 | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| Orange Grove Blvd | S. of Pondella Rd | 4LD | Collector | 0 | 0 | 770 | 1,510 | 1,600 |
| | S. of Iris Dr | 4LD | Collector | 0 | 0 | 770 | 1,510 | 1,600 |
| Hancock Bridge Pkwy | W. of Orange Grove Blvd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| | W. of Del Prado Blvd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| Del Prado Blvd | S. of Hancock Bridge Pkwy | 6LD | Arterial | 0 | 400 | 2,840 | 2,940 | 2,940 |
| US 41 | N. of Pine Island Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | S. of Hancock Bridge Pkwy | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| Business 41 | S. of Pondella Rd | 6LD | Arterial | 0 | 0 | 3,087 | 3,171 | 3,171 |
| | N. of Pondella Rd | 6LD | Arterial | 0 | 0 | 3,087 | 3,171 | 3,171 |
| | N. of Pine Island Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |

- Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County roadways were taken from the Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2016)

* Level of Service Thresholds for State maintained roadways 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
BARRETT PARK

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 107 VPH IN= 67 OUT= 40

| ROADWAY | ROADWAY SEGMENT | 2045 | COUNTY PCS / FDOT SITE # | AADT | K-100 FACTOR | 100TH HIGHEST | D | PM PK HR | 2045 | | PROJECT | PK DIR | 2045 BACKGROUND PLUS PROJ | |
|------------------------|---------------------------|----------------|-----------------------------|-----------------------|-----------------|-----------------------------|-------|-------------------|-------------------------------------|-----|---------|--------------------|---|-----|
| | | FSUTMS AADT | | BACKGROUND TRAFFIC | | HOUR PK DIR 2-WAY VOLUME | | PEAK DIRECTION | PK HR PEAK TRAFFIC VOLUMES & LOS | LOS | | PM PROJ TRAFFIC | PEAK DIRECTION TRAFFIC VOLUMES & LOS | LOS |
| Barrett Rd | N. of Site | 2,938 | 34 | 2,938 | 0.096 | 282 | 0.62 | SOUTH | 175 | C | 30% | 20 | 195 | C |
| | S. of Site | 4,285 | 34 | 4,285 | 0.096 | 411 | 0.62 | SOUTH | 255 | C | 70% | 47 | 302 | C |
| Pine Island Rd (SR 78) | W. of Del Prado Blvd | 52,351 | 120038 | 52,351 | 0.090 | 4,712 | 0.57 | WEST | 2,686 | C | 8% | 5 | 2,691 | C |
| | W. of Barret Rd | 39,597 | 126049 | 39,597 | 0.090 | 3,564 | 0.57 | WEST | 2,031 | D | 15% | 10 | 2,041 | D |
| | E. of Barret Rd | 40,903 | 125042 | 40,903 | 0.090 | 3,681 | 0.57 | WEST | 2,098 | D | 15% | 10 | 2,108 | F |
| | E. of US 41 | 29,245 | 120003 | 29,245 | 0.090 | 2,632 | 0.57 | EAST | 1,500 | C | 5% | 3 | 1,503 | C |
| Pondella Rd | W. of Barret Rd | 31,553 | 34 | 31,553 | 0.096 | 3,029 | 0.62 | WEST | 1,878 | D | 25% | 17 | 1,895 | D |
| | E. of Barret Rd | 33,206 | 34 | 33,206 | 0.096 | 3,188 | 0.62 | WEST | 1,977 | F | 45% | 30 | 2,007 | F |
| | E. of US 41 | 38,272 | 34 | 38,272 | 0.096 | 3,674 | 0.62 | WEST | 2,278 | F | 15% | 10 | 2,288 | F |
| Orange Grove Blvd | S. of Pondella Rd | 9,240 | 34 | 9,240 | 0.096 | 887 | 0.62 | SOUTH | 550 | C | 25% | 17 | 567 | C |
| | S. of Iris Dr | 10,301 | 34 | 10,301 | 0.096 | 989 | 0.62 | SOUTH | 613 | C | 20% | 13 | 626 | C |
| Hancock Bridge Pkwy | W. of Orange Grove Blvd | 26,855 | 17 | 26,855 | 0.102 | 2,739 | 0.63 | WEST | 1,726 | C | 15% | 10 | 1,736 | C |
| | W. of Del Prado Blvd | 31,026 | 17 | 31,026 | 0.102 | 3,165 | 0.63 | WEST | 1,994 | F | 5% | 3 | 1,997 | F |
| Del Prado Blvd | S. of Hancock Bridge Pkwy | 50,870 | 40 | 50,870 | 0.087 | 4,426 | 0.51 | NORTH | 2,257 | C | 10% | 7 | 2,264 | C |
| US 41 | N. of Pine Island Rd | 36,830 | 125029 | 36,830 | 0.090 | 3,315 | 0.531 | NORTH | 1,760 | C | 5% | 3 | 1,763 | C |
| | S. of Hancock Bridge Pkwy | 65,324 | 126001 | 65,324 | 0.090 | 5,879 | 0.531 | NORTH | 3,122 | F | 25% | 17 | 3,139 | F |
| Business 41 | S. of Pondella Rd | 78,159 | 126041 | 78,159 | 0.090 | 7,034 | 0.526 | NORTH | 3,700 | F | 15% | 10 | 3,710 | F |
| | N. of Pondella Rd | 55,461 | 125043 | 55,461 | 0.090 | 4,991 | 0.526 | NORTH | 2,625 | C | 5% | 3 | 2,628 | C |
| | N. of Pine Island Rd | 40,282 | 125027 | 40,282 | 0.090 | 3,625 | 0.526 | NORTH | 1,907 | C | 5% | 3 | 1,910 | C |

¹ The 2045 Pk Hr Pk Direction Traffic Volumes were calculated by adjusting the 2045 AADT volumes obtained from the adopted FSUTMS model by the appropriate K and D factors.

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

Note: Due to lack of traffic data in the Lee County Traffic Count Report, the K-100 and D factors for Barrett Road were assumed from Lee County PCS #34.

Note: Due to lack of traffic data in the Lee County Traffic Count Report, the K-100 and D factors for Orange Grove Boulevard were assumed from Lee County PCS #34.

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

TABLES 3A & 4A
5-YEAR LOS ANALYSIS

**TABLE 3A
LEVEL OF SERVICE THRESHOLDS
BARRETT PARK**

| <u>ROADWAY</u> | <u>ROADWAY SEGMENT</u> | <u># LANES</u> | <u>ROADWAY DESIGNATION</u> | GENERALIZED SERVICE VOLUMES | | | | |
|------------------------|---------------------------|----------------|----------------------------|-----------------------------|-----------------|-----------------|-----------------|-----------------|
| | | | | LOS A VOLUME | LOS B VOLUME | LOS C VOLUME | LOS D VOLUME | LOS E VOLUME |
| Barrett Rd | N. of Site | 2LU | Collector | 0 | 0 | 310 | 660 | 740 |
| | S. of Site | 2LU | Collector | 0 | 0 | 310 | 660 | 740 |
| Pine Island Rd (SR 78) | W. of Del Prado Blvd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | W. of Barret Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | E. of Barret Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | E. of US 41 | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| Pondella Rd | W. of Barret Rd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| | E. of Barret Rd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| | E. of US 41 | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| Orange Grove Blvd | S. of Pondella Rd | 4LD | Collector | 0 | 0 | 770 | 1,510 | 1,600 |
| | S. of Iris Dr | 4LD | Collector | 0 | 0 | 770 | 1,510 | 1,600 |
| Hancock Bridge Pkwy | W. of Orange Grove Blvd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| | W. of Del Prado Blvd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 |
| Del Prado Blvd | S. of Hancock Bridge Pkwy | 6LD | Arterial | 0 | 400 | 2,840 | 2,940 | 2,940 |
| US 41 | N. of Pine Island Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| | S. of Hancock Bridge Pkwy | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |
| Business 41 | S. of Pondella Rd | 6LD | Arterial | 0 | 0 | 3,087 | 3,171 | 3,171 |
| | N. of Pondella Rd | 6LD | Arterial | 0 | 0 | 3,087 | 3,171 | 3,171 |
| | N. of Pine Island Rd | 4LD | Arterial | 0 | 0 | 2,005 | 2,100 | 2,100 |

- 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 State maintained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas Table 7.

**TABLE 4A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
BARRETT PARK**

| | | | | | | |
|----------------------------|-----|-----|------|----|------|----|
| TOTAL PROJECT TRAFFIC AM = | 85 | VPH | IN = | 20 | OUT= | 65 |
| TOTAL PROJECT TRAFFIC PM = | 107 | VPH | IN= | 67 | OUT= | 40 |

| ROADWAY | ROADWAY SEGMENT | LCDOT PCS OR BASE YR | | 2021 ADT | YRS OF GROWTH. ¹ | ANNUAL RATE | 2020/2021 | 2027 | | | PERCENT | | | 2027 | | | 2027 | | |
|------------------------|---------------------------|----------------------|--------|-------------|--------------------------------|----------------|------------------------|----------------|-----------|---------|---------|---------|-----------|---------|-----------|-------|--------|-----|-------|
| | | | | | | | PK HR | PK HR | PK SEASON | BCKGRND | | | | BCKGRND | | | | | |
| | | | | | | | PK SEASON | PEAK DIRECTION | V/C | PROJECT | AM PROJ | PM PROJ | + AM PROJ | V/C | + PM PROJ | V/C | | | |
| | | | | | | | PEAK DIR. ² | VOLUME | LOS | Ratio | TRAFFIC | TRAFFIC | TRAFFIC | VOLUME | LOS | Ratio | VOLUME | LOS | Ratio |
| Barrett Rd | N. of Site | N/A | N/A | N/A | N/A | 2.00% | 103 | 118 | C | 0.16 | 30% | 20 | 20 | 138 | C | 0.19 | 138 | C | 0.19 |
| | S. of Site | N/A | N/A | N/A | N/A | 2.00% | 103 | 118 | C | 0.16 | 70% | 46 | 47 | 164 | C | 0.22 | 165 | C | 0.22 |
| Pine Island Rd (SR 78) | W. of Del Prado Blvd | 120038 | 39,500 | 47,500 | 15 | 2.00% | 2,437 | 2,744 | F | 1.31 | 8% | 5 | 5 | 2,750 | F | 1.31 | 2,750 | F | 1.31 |
| | W. of Barret Rd | 126049 | 24,214 | 29,000 | 13 | 2.00% | 1,488 | 1,676 | C | 0.80 | 15% | 10 | 10 | 1,685 | C | 0.80 | 1,686 | C | 0.80 |
| | E. of Barret Rd | 125042 | 31,500 | 35,500 | 15 | 2.00% | 1,821 | 2,051 | D | 0.98 | 15% | 10 | 10 | 2,060 | D | 0.98 | 2,061 | D | 0.98 |
| | E. of US 41 | 120003 | 34,000 | 31,000 | 15 | 2.00% | 1,590 | 1,791 | C | 0.85 | 5% | 3 | 3 | 1,794 | C | 0.85 | 1,794 | C | 0.85 |
| Pondella Rd | W. of Barret Rd | 34 | 17,700 | 23,600 | 9 | 3.25% | 736 | 921 | C | 0.47 | 25% | 16 | 17 | 937 | C | 0.48 | 937 | C | 0.48 |
| | E. of Barret Rd | 34 | 17,700 | 23,600 | 9 | 3.25% | 1,101 | 1,377 | C | 0.70 | 45% | 29 | 30 | 1,406 | C | 0.72 | 1,407 | C | 0.72 |
| | E. of US 41 | 34 | 17,700 | 23,600 | 9 | 3.25% | 1,094 | 1,368 | C | 0.70 | 15% | 10 | 10 | 1,378 | C | 0.70 | 1,378 | C | 0.70 |
| Orange Grove Blvd | S. of Pondella Rd | 121269 | 9,200 | 10,300 | 6 | 2.00% | 614 | 705 | C | 0.44 | 25% | 16 | 17 | 722 | C | 0.45 | 722 | C | 0.45 |
| | S. of Iris Dr | 121269 | 9,200 | 10,300 | 6 | 2.00% | 614 | 705 | C | 0.44 | 20% | 13 | 13 | 718 | C | 0.45 | 719 | C | 0.45 |
| Hancock Bridge Pkwy | W. of Orange Grove Blvd | 292 | 20,900 | 22,700 | 8 | 2.00% | 1,414 | 1,624 | C | 0.83 | 15% | 10 | 10 | 1,634 | C | 0.83 | 1,634 | C | 0.83 |
| | W. of Del Prado Blvd | 292 | 20,900 | 22,700 | 8 | 2.00% | 949 | 1,090 | C | 0.56 | 5% | 3 | 3 | 1,093 | C | 0.56 | 1,093 | C | 0.56 |
| Del Prado Blvd | S. of Hancock Bridge Pkwy | 40 | 45,200 | 45,000 | 9 | 2.00% | 2,038 | 2,341 | C | 0.80 | 10% | 7 | 7 | 2,348 | C | 0.80 | 2,348 | C | 0.80 |
| US 41 | N. of Pine Island Rd | 125029 | 29,000 | 26,000 | 15 | 2.00% | 1,362 | 1,534 | C | 0.73 | 5% | 3 | 3 | 1,537 | C | 0.73 | 1,537 | C | 0.73 |
| | S. of Hancock Bridge Pkwy | 126001 | 41,636 | 43,000 | 13 | 2.00% | 1,996 | 2,248 | F | 1.07 | 25% | 16 | 17 | 2,264 | F | 1.08 | 2,265 | F | 1.08 |
| Business 41 | S. of Pondella Rd | 126041 | 25,223 | 45,500 | 13 | 4.64% | 1,715 | 2,252 | C | 0.71 | 15% | 10 | 10 | 2,261 | C | 0.71 | 2,262 | C | 0.71 |
| | N. of Pondella Rd | 125043 | 33,500 | 30,500 | 15 | 2.00% | 1,715 | 1,931 | C | 0.61 | 5% | 3 | 3 | 1,935 | C | 0.61 | 1,935 | C | 0.61 |
| | N. of Pine Island Rd | 125027 | 17,800 | 21,000 | 15 | 2.00% | 994 | 1,119 | C | 0.53 | 5% | 3 | 3 | 1,123 | C | 0.53 | 1,123 | C | 0.53 |

1 AGR for all roadways was calculated based the historical traffic data obtained from the Lee County Traffic Count Report and Florida Traffic Online webpage.

1 Due to lack of historical traffic data on Barrett Road, a minimum annual growth rate of 2% compounded annually was assumed.

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

2 Due to lack of traffic data, the current peak hour peak season peak direction traffic volumes for Hancock Bridge Pkwy west of Del Prado Blvd was obtained by adjusting the 2021 AADT by appropriate K and D factors (Station No. 124166).

2 Current peak hour peak season peak direction traffic volume for all State roadways was obtained from the 2021 FDOT's District One LOS Spreadsheet.

TABLES 5A & 6A
REZONING LOS ANALYSIS

**TABLE 5A
LEVEL OF SERVICE THRESHOLDS
BARRETT PARK**

| | | | | | |
|--------------------------------------|---------|-----|----|------|----|
| TOTAL AM PEAK HOUR PROJECT TRAFFIC = | 85 VPH | IN= | 20 | OUT= | 65 |
| TOTAL PM PEAK HOUR PROJECT TRAFFIC = | 107 VPH | IN= | 67 | OUT= | 40 |

| ROADWAY | ROADWAY SEGMENT | # LANES | ROADWAY DESIGNATION | LOS A | LOS B | LOS C | LOS D | LOS E | PERCENT | | |
|-------------|-----------------|---------|---------------------|--------|--------|--------|--------|--------|-----------------|-----------------|-------------|
| | | | | VOLUME | VOLUME | VOLUME | VOLUME | VOLUME | PROJECT TRAFFIC | PROJECT TRAFFIC | PROJ/ LOS C |
| Barrett Rd | N. of Site | 2LU | Collector | 0 | 0 | 310 | 660 | 740 | 30% | 20 | 6.5% |
| | S. of Site | 2LU | Collector | 0 | 0 | 310 | 660 | 740 | 70% | 47 | 15.1% |
| Pondella Rd | W. of Barret Rd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 | 25% | 17 | 0.9% |
| | E. of Barret Rd | 4LD | Arterial | 0 | 250 | 1,840 | 1,960 | 1,960 | 45% | 30 | 1.6% |

- 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)

**TABLE 6A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
BARRETT PARK**

| | | | | | | |
|----------------------------|-----|-----|------|----|------|----|
| TOTAL PROJECT TRAFFIC AM = | 85 | VPH | IN = | 20 | OUT= | 65 |
| TOTAL PROJECT TRAFFIC PM = | 107 | VPH | IN= | 67 | OUT= | 40 |

| ROADWAY | ROADWAY SEGMENT | LCDOT PCS OR FDOT SITE # | BASE YR | 2018/2019 ADT | YRS OF GROWTH. ¹ | ANNUAL RATE | 2020 | 2027 | | PERCENT PROJECT | AM PROJ TRAFFIC | PM PROJ TRAFFIC | 2027 | | | 2027 | | | | | |
|------------|-----------------|-----------------------------|---------|------------------|--------------------------------|----------------|------------------------|----------------|-----------|--------------------|--------------------|--------------------|---------|--------|-------|---------|--------|-------|--------|-----|-------|
| | | | | | | | PK HR | PK HR | PK SEASON | | | | BCKGRND | | | BCKGRND | | | | | |
| | | | | | | | PK SEASON | PEAK DIRECTION | V/C | | | | VOLUME | LOS | Ratio | VOLUME | LOS | Ratio | VOLUME | LOS | Ratio |
| | | | | | | | PEAK DIR. ² | VOLUME | LOS | | | | Ratio | VOLUME | LOS | Ratio | VOLUME | LOS | Ratio | | |
| Barrett Rd | N. of Site | N/A | N/A | N/A | N/A | 2.00% | 103 | 118 | C | 0.16 | 30% | 20 | 20 | 138 | C | 0.19 | 138 | C | 0.19 | | |
| | S. of Site | N/A | N/A | N/A | N/A | 2.00% | 103 | 118 | C | 0.16 | 70% | 46 | 47 | 164 | C | 0.22 | 165 | C | 0.22 | | |

¹ Due to lack of historical traffic data on Barrett Road, a minimum annual growth rate of 2% compounded annually was assumed.

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

**FDOT GENERALIZED PEAK HOUR
DIRECTIONAL VOLUMES FOR
FLORIDA'S URBANIZED AREAS
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 Ramp Metering | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | + 1,000 + 5% | | | | | |
| 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% | | | | | | | |
| - | - | - | Yes | +5% | | | | | | | |
| One-Way Facility Adjustment | | | | | | Uninterrupted Flow Highway Adjustments | | | | | |
| Multiply the corresponding directional volumes in this table by 1.2 | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | | | | | | 1 | Divided | Yes | +5% | | |
| | | | | | | 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 GENERALIZED PEAK
HOUR DIRECTIONAL SERVICE
VOLUMES TABLE**

TRAFFIC DATA
FDOT FLORIDA TRAFFIC ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0038 - SR 78, SOUTHWEST OF DEL PRADO BLVD CP CORAL LC366

| YEAR | AADT | | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|-------------|-----------|----------|----------|
| 2021 | 47500 | C | E 23000 | W 24500 | 9.00 | 57.00 | 11.30 |
| 2020 | 46000 | E | E 0 | W 0 | 9.00 | 54.00 | 6.20 |
| 2019 | 45500 | E | E 0 | W 0 | 9.00 | 56.00 | 8.20 |
| 2018 | 45000 | F | E 22500 | W 22500 | 9.00 | 53.30 | 9.30 |
| 2017 | 44000 | C | E 22000 | W 22000 | 9.00 | 53.20 | 5.20 |
| 2016 | 42000 | C | E 21000 | W 21000 | 9.00 | 57.10 | 5.20 |
| 2015 | 40500 | C | E 20500 | W 20000 | 9.00 | 56.60 | 5.20 |
| 2014 | 38500 | F | E 19000 | W 19500 | 9.00 | 56.60 | 5.00 |
| 2013 | 37500 | C | E 18500 | W 19000 | 9.00 | 57.20 | 5.00 |
| 2012 | 41000 | C | E 20500 | W 20500 | 9.00 | 57.10 | 4.90 |
| 2011 | 39500 | F | E 19000 | W 20500 | 9.00 | 56.70 | 6.20 |
| 2010 | 40500 | C | E 19500 | W 21000 | 10.19 | 55.56 | 6.20 |
| 2009 | 39500 | C | E 19500 | W 20000 | 9.18 | 58.15 | 5.10 |
| 2008 | 41000 | C | E 20500 | W 20500 | 9.84 | 57.71 | 10.00 |
| 2007 | 37000 | C | E 18500 | W 18500 | 10.16 | 54.76 | 10.00 |
| 2006 | 39500 | C | E 19500 | W 20000 | 10.23 | 54.38 | 11.80 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6049 - SR 78/PINE ISLAND RD, 2000' E OF PONDELLA RD, PTMS 5026, LCPR 49

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| | | | | | | |
| 2021 | 29000 T | 0 | 0 | 9.00 | 57.00 | 9.90 |
| 2020 | 28500 S | 0 | 0 | 9.00 | 54.00 | 6.90 |
| 2019 | 30000 F | 0 | 0 | 9.00 | 56.00 | 7.70 |
| 2018 | 29927 C | 0 | 0 | 9.00 | 55.30 | 8.00 |
| 2017 | 29000 F | 0 | 0 | 9.00 | 55.30 | 7.40 |
| 2016 | 28134 C | E 13295 | W 14839 | 9.00 | 55.30 | 7.00 |
| 2015 | 27364 C | E 12864 | W 14500 | 9.00 | 56.60 | 5.90 |
| 2014 | 26000 C | E 11982 | W 14018 | 9.00 | 57.10 | 5.90 |
| 2013 | 23162 C | E 10634 | W 12528 | 9.00 | 57.10 | 5.40 |
| 2012 | 23695 C | E 10824 | W 12871 | 9.00 | 57.10 | 5.60 |
| 2011 | 22431 C | E 11193 | W 11238 | 9.00 | 55.60 | 6.00 |
| 2010 | 22902 C | E 11333 | W 11569 | 10.19 | 55.56 | 5.40 |
| 2009 | 24948 C | E 11439 | W 13509 | 9.18 | 58.15 | 5.50 |
| 2008 | 24214 C | E 11059 | W 13155 | 9.42 | 57.15 | 5.50 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 5042 - SR 78, WEST OF SR 45/US 41 (LC364)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2021 | 35500 C | E 17000 | W 18500 | 9.00 | 57.00 | 8.40 |
| 2020 | 36500 E | E 0 | W 0 | 9.00 | 54.00 | 6.30 |
| 2019 | 36000 C | E 0 | W 0 | 9.00 | 56.00 | 7.80 |
| 2018 | 35500 C | E 17000 | W 18500 | 9.00 | 53.30 | 7.20 |
| 2017 | 34500 C | E 16500 | W 18000 | 9.00 | 53.20 | 7.10 |
| 2016 | 33000 C | E 16000 | W 17000 | 9.00 | 57.10 | 5.80 |
| 2015 | 30500 C | E 14500 | W 16000 | 9.00 | 56.60 | 5.60 |
| 2014 | 28000 F | E 13500 | W 14500 | 9.00 | 56.60 | 4.70 |
| 2013 | 27000 C | E 13000 | W 14000 | 9.00 | 57.20 | 4.70 |
| 2012 | 26000 C | E 12500 | W 13500 | 9.00 | 57.10 | 5.40 |
| 2011 | 24000 F | E 11500 | W 12500 | 9.00 | 56.70 | 5.80 |
| 2010 | 25000 C | E 12000 | W 13000 | 10.19 | 55.56 | 5.80 |
| 2009 | 29500 C | E 14500 | W 15000 | 9.18 | 58.15 | 5.30 |
| 2008 | 30500 C | E 14500 | W 16000 | 9.84 | 57.71 | 6.60 |
| 2007 | 29500 C | E 14000 | W 15500 | 10.16 | 54.76 | 9.10 |
| 2006 | 31500 C | E 15000 | W 16500 | 10.23 | 54.38 | 10.90 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0003 - SR 78/PINE ISLAND RD, WEST OF SR 739/US 41B LC365

| YEAR | AADT | | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| ---- | ----- | | ----- | ----- | ----- | ----- | ----- |
| 2021 | 31000 C | E | 15500 | W 15500 | 9.00 | 57.00 | 9.90 |
| 2020 | 32500 E | E | 0 | W 0 | 9.00 | 54.00 | 6.90 |
| 2019 | 32000 E | E | 0 | W 0 | 9.00 | 56.00 | 7.10 |
| 2018 | 31500 C | E | 16000 | W 15500 | 9.00 | 53.30 | 7.50 |
| 2017 | 29500 C | E | 14500 | W 15000 | 9.00 | 53.20 | 7.60 |
| 2016 | 32500 C | E | 16000 | W 16500 | 9.00 | 57.10 | 6.60 |
| 2015 | 30000 C | E | 15000 | W 15000 | 9.00 | 56.60 | 6.20 |
| 2014 | 26000 F | E | 12500 | W 13500 | 9.00 | 56.60 | 5.80 |
| 2013 | 25000 C | E | 12000 | W 13000 | 9.00 | 57.20 | 5.80 |
| 2012 | 26000 C | E | 12500 | W 13500 | 9.00 | 57.10 | 6.00 |
| 2011 | 26500 F | E | 13000 | W 13500 | 9.00 | 56.70 | 5.60 |
| 2010 | 27500 C | E | 13500 | W 14000 | 10.19 | 55.56 | 5.60 |
| 2009 | 28000 C | E | 14000 | W 14000 | 9.18 | 58.15 | 6.80 |
| 2008 | 32500 C | E | 16000 | W 16500 | 9.84 | 57.71 | 5.50 |
| 2007 | 33500 C | E | 17000 | W 16500 | 10.16 | 54.76 | 8.50 |
| 2006 | 34000 C | E | 17000 | W 17000 | 10.23 | 54.38 | 10.10 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 1269 - ORANGE GROVE BLVD, BTWN TROPIC TERRACE AND JAVA WAY

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2021 | 10300 C | N 4800 | S 5500 | 9.00 | 57.00 | 5.30 |
| 2020 | 11500 E | N 0 | S 0 | 9.00 | 59.30 | 6.90 |
| 2019 | 11000 F | N | S | 9.00 | 59.60 | 7.70 |
| 2018 | 10600 C | N 4900 | S 5700 | 9.00 | 53.30 | 8.00 |
| 2017 | 9400 S | N | S | 9.00 | 59.80 | 7.40 |
| 2016 | 9400 F | N 4300 | S 5100 | 9.00 | 51.60 | 7.00 |
| 2015 | 9200 C | N 4200 | S 5000 | 9.00 | 55.50 | 5.90 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 5029 - SR 45/US 41, N OF DIPLOMAT PKWY E LC419

| YEAR | AADT | | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| 2021 | 26000 C | N | 12500 | S 13500 | 9.00 | 53.10 | 6.20 |
| 2020 | 31500 C | N | 15500 | S 16000 | 9.00 | 52.80 | 4.10 |
| 2019 | 30000 C | N | 14500 | S 15500 | 9.00 | 53.30 | 4.70 |
| 2018 | 29500 C | N | 14500 | S 15000 | 9.00 | 53.30 | 4.30 |
| 2017 | 24000 C | N | 12000 | S 12000 | 9.00 | 53.20 | 4.90 |
| 2016 | 29500 C | N | 14500 | S 15000 | 9.00 | 56.20 | 4.10 |
| 2015 | 28500 C | N | 14000 | S 14500 | 9.00 | 54.50 | 3.90 |
| 2014 | 27000 C | N | 13500 | S 13500 | 9.00 | 54.60 | 3.70 |
| 2013 | 23500 C | N | 11500 | S 12000 | 9.00 | 59.70 | 5.30 |
| 2012 | 23500 C | N | 11500 | S 12000 | 9.00 | 54.30 | 4.30 |
| 2011 | 27500 C | N | 13000 | S 14500 | 9.00 | 55.00 | 4.00 |
| 2010 | 28500 C | N | 13500 | S 15000 | 10.32 | 57.60 | 4.50 |
| 2009 | 26000 C | N | 12500 | S 13500 | 10.24 | 54.47 | 5.20 |
| 2008 | 27000 C | N | 13000 | S 14000 | 10.37 | 58.94 | 3.90 |
| 2007 | 28500 C | N | 13000 | S 15500 | 10.16 | 54.76 | 5.30 |
| 2006 | 29000 C | N | 13500 | S 15500 | 10.23 | 54.38 | 7.30 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6001 - US 41, 200' N OF NORTH KEY DRIVE, PTMS 31, LCPR 01

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2021 | 43000 T | 0 | 0 | 9.00 | 53.10 | 5.00 |
| 2020 | 42000 S | 0 | 0 | 9.00 | 52.80 | 4.10 |
| 2019 | 44000 F | 0 | 0 | 9.00 | 53.30 | 5.80 |
| 2018 | 44428 C | 0 | 0 | 9.00 | 70.50 | 4.20 |
| 2017 | 45500 F | 0 | 0 | 9.00 | 70.50 | 4.30 |
| 2016 | 44122 C | N 24770 | S 19352 | 9.00 | 70.50 | 4.60 |
| 2015 | 42005 C | N 23725 | S 18280 | 9.00 | 70.70 | 4.10 |
| 2014 | 41448 C | N 23450 | S 17998 | 9.00 | 70.70 | 3.30 |
| 2013 | 36427 C | N 21131 | S 15296 | 9.00 | 70.70 | 3.30 |
| 2012 | 40000 F | N 0 | S 0 | 9.00 | 71.80 | 4.00 |
| 2011 | 40125 C | N 24031 | S 16094 | 9.00 | 71.80 | 3.90 |
| 2010 | 39989 C | N 23279 | S 16710 | 9.98 | 71.78 | 3.40 |
| 2009 | 41563 C | N 24046 | S 17517 | 9.84 | 72.83 | 4.10 |
| 2008 | 41636 C | N 23985 | S 17651 | 9.84 | 72.83 | 4.70 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6041 - SR 739/US 41B, 500' N OF EDISON BRIDGE, PTMS 19, LCPR 41

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2021 | 45500 C | N 23500 | S 22000 | 9.00 | 52.60 | 8.20 |
| 2020 | 29000 X | 0 | 0 | 9.00 | 51.70 | 9.20 |
| 2019 | 30500 X | 0 | 0 | 9.00 | 52.00 | 5.90 |
| 2018 | 30500 E | 0 | 0 | 9.00 | 52.30 | 6.10 |
| 2017 | 30000 S | 0 | 0 | 9.00 | 53.20 | 6.20 |
| 2016 | 29000 F | 0 | 0 | 9.00 | 57.90 | 5.60 |
| 2015 | 28057 C | N 16835 | S 11222 | 9.00 | 72.80 | 6.40 |
| 2014 | 25845 C | N 15006 | S 10839 | 9.00 | 72.80 | 5.80 |
| 2013 | 25072 C | N 14006 | S 11066 | 9.00 | 72.80 | 6.70 |
| 2012 | 25000 C | N 13419 | S 11581 | 9.00 | 72.80 | 5.30 |
| 2011 | 25865 C | N 13419 | S 12446 | 9.00 | 71.60 | 5.90 |
| 2010 | 25948 C | N 13447 | S 12501 | 11.43 | 71.72 | 5.60 |
| 2009 | 25736 C | N 13260 | S 12476 | 11.19 | 71.69 | 6.10 |
| 2008 | 25223 C | N 12629 | S 12594 | 12.36 | 78.72 | 5.80 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4166 - HANCOCK BRIDGE ROAD, EAST OF SANTA BARBARA BLVD.

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2021 | 18500 C | E 8000 | W 10500 | 9.00 | 57.00 | 4.00 |
| 2020 | 18500 E | E 0 | W 0 | 9.00 | 53.40 | 4.10 |
| 2019 | 18000 F | E | W | 9.00 | 53.80 | 3.60 |
| 2018 | 17500 C | E 7500 | W 10000 | 9.00 | 53.30 | 3.60 |
| 2017 | 16000 E | E | W | 9.00 | 55.20 | 10.10 |
| 2016 | 16000 S | E 6700 | W 9300 | 9.00 | 51.60 | 3.00 |
| 2015 | 15800 F | E 6600 | W 9200 | 9.00 | 55.50 | 3.00 |
| 2014 | 15100 C | E 6300 | W 8800 | 9.00 | 55.20 | 3.00 |
| 2013 | 15700 S | E 6800 | W 8900 | 9.00 | 55.00 | 5.10 |
| 2012 | 15700 F | E 6800 | W 8900 | 9.00 | 55.30 | 5.50 |
| 2011 | 15800 C | E 6800 | W 9000 | 9.00 | 55.20 | 6.00 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**TRAFFIC DATA FROM THE LEE
COUNTY 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 | |
| 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 | C | 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 | 518 | |
| 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 TAMIAHI TR, SR 78) | CITY LIMITS (N END EDIS) | PONDELLA RD | 6LD | D | 3,171 | C | 1,249 | C | 1,554 | |
| 04300 | BUS 41 (N TAMIAHI TR, SR 78) | PONDELLA RD | SR 78 | 6LD | D | 3,171 | C | 1,249 | C | 1,554 | |
| 04400 | BUS 41 (N TAMIAHI TR, SR 78) | SR 78 | LITTLETON RD | 4LD | D | 2,100 | C | 1,000 | C | 1,275 | |
| 04500 | BUS 41 (N TAMIAHI 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 | D | 3,049 | D | 3,204 | * |
| 05600 | COLONIAL BLVD | SUMMERLIN RD | US 41 | 6LD | E | 2,840 | D | 2,821 | D | 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 | D | 2,129 | D | 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 | |

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 | BURNST STORE RD | 2LN | E | 950 | E | 594 | E | 644 | Constrained |
| 21400 | PINE ISLAND RD (SR 78) | CITY LIMITS E OF BARRETT RD | US 41 | 4LD | D | 2,100 | C | 1,621 | D | 2,037 | |
| 21500 | PINE ISLAND RD (SR 78) | US 41 | BUS 41 | 4LD | D | 2,100 | C | 1,580 | C | 1,855 | |
| 21600 | PINE RIDGE RD | SAN CARLOS BLVD | SUMMERLIN RD | 2LN | E | 860 | C | 489 | C | 535 | * |
| 21700 | PINE RIDGE RD | SUMMERLIN RD | GLADIOLUS DR | 2LN | E | 860 | C | 293 | D | 552 | Heritage Isle* |
| 21800 | PINE RIDGE RD | GLADIOLUS DR | MCGREGOR BLVD | 2LN | E | 860 | C | 293 | C | 308 | |
| 21900 | PLANTATION RD | SIX MILE PKWY | DANIELS PKWY | 2LN | E | 860 | C | 285 | C | 414 | Intermed Park |
| 22000 | PLANTATION RD | DANIELS PKWY | IDLEWILD ST | 2LN | E | 860 | D | 740 | D | 778 | FDOT Metro Pkwy 6-laning |
| 22050 | PLANTATION RD | IDLEWILD ST | COLONIAL BLVD | 4LN | E | 1,790 | C | 510 | C | 536 | |
| 22100 | PONDELLA RD | SR 78 | ORANGE GROVE BLVD | 4LD | E | 1,890 | B | 736 | B | 774 | * |
| 22200 | PONDELLA RD | ORANGE GROVE BLVD | US 41 | 4LD | E | 1,890 | B | 1,101 | B | 1,176 | |
| 22300 | PONDELLA RD | US 41 | BUS 41 | 4LD | E | 1,890 | B | 1,094 | B | 1,150 | |
| 22400 | PRITCHETT PKWY | SR 78 | RICH RD | 2LN | E | 860 | C | 73 | C | 541 | old count, Stoneybrook North(2009) |
| 22500 | RANCHETTE RD | PENZANCE BLVD | IDLEWILD ST | 2LN | E | 860 | C | 93 | C | 98 | |
| 22600 | RICH RD | SLATER RD | PRITCHETT PKWY | 2LN | E | 860 | C | 55 | C | 62 | old count projection(2009) |
| 22700 | RICHMOND AVE | LEELAND HEIGHTS | E 12TH ST | 2LN | E | 860 | C | 77 | C | 89 | |
| 22800 | RICHMOND AVE | E 12TH ST | GREENBRIAR BLVD | 2LN | E | 860 | C | 77 | C | 81 | |
| 23000 | SAN CARLOS BLVD (SR 865) | MANTANZAS PASS B. | MAIN ST | 2LD | D | 970 | | 1,022 | | 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 | 418 | C | 471 | * |
| 23260 | SANBEL BLVD | US 41 | LEE RD | 2LN | E | 860 | D | 591 | D | 621 | |
| 23300 | SANBEL CAUSEWAY | SANBEL SHORELINE | TOLL PLAZA | 2LN | E | 1,140 | E | 937 | E | 985 | |
| 23400 | SHELL POINT BLVD | MCGREGOR BLVD | PALM ACRES | 2LN | E | 860 | C | 294 | C | 309 | * |
| 23500 | SIX MILE PKWY (SR 739) | US 41 | METRO PKWY | 4LD | D | 2,100 | C | 1,512 | C | 1,764 | |
| 23600 | SIX MILE CYPRESS | METRO PKWY | DANIELS PKWY | 4LD | E | 2,000 | B | 1,481 | B | 1,556 | |
| 23700 | SIX MILE CYPRESS | DANIELS PKWY | WINKLER EXT. | 4LD | E | 1,900 | B | 1,069 | B | 1,272 | |
| 23800 | SIX MILE CYPRESS | WINKLER EXT. | CHALLENGER BLVD | 4LD | E | 1,900 | B | 1,038 | B | 1,091 | |
| 23900 | SIX MILE CYPRESS | CHALLENGER BLVD | COLONIAL BLVD | 6LD | E | 2,860 | A | 1,038 | A | 1,091 | |
| 24000 | SLATER RD | SR 78 | NALLE GRADE RD | 2LN | E | 1,010 | C | 399 | C | 419 | * |
| 24100 | SOUTH POINTE BLVD | CYPRESS LAKE DR | COLLEGE PKWY | 2LD | E | 910 | D | 640 | D | 673 | * |
| 24200 | SR 31 (ARCADIA RD) | SR 80 | SR 78 | 2LN | D | 970 | C | 652 | C | 831 | PD&E/SEIR Study |
| 24300 | SR 31 (ARCADIA RD) | SR 78 | COUNTY LINE | 2LN | C | 820 | B | 460 | B | 669 | PD&E/SEIR Study |
| 24400 | STALEY RD | TICE | ORANGE RIVER BLVD | 2LN | E | 860 | C | 211 | C | 237 | * |
| 24500 | STRINGFELLOW RD | 1ST AVE | BERKSHIRE RD | 2LN | E | 1,060 | B | 315 | D | 672 | Constrained |
| 24600 | STRINGFELLOW RD | BERKSHIRE RD | PINE ISLAND RD | 2LN | E | 1,060 | B | 315 | C | 448 | Constrained |
| 24700 | STRINGFELLOW RD | PINE ISLAND RD | PINELAND RD | 2LN | E | 1,060 | D | 712 | E | 813 | Constrained |
| 24800 | STRINGFELLOW RD | PINELAND RD | MAIN ST | 2LN | E | 1,060 | D | 712 | E | 809 | |
| 24900 | SUMMERLIN RD | MCGREGOR BLVD | KELLY COVE RD | 4LD | E | 1,980 | A | 1,243 | A | 1,306 | |
| 25000 | SUMMERLIN RD | KELLY COVE RD | SAN CARLOS BLVD | 4LD | E | 1,980 | A | 1,243 | A | 1,306 | |
| 25100 | SUMMERLIN RD | SAN CARLOS BLVD | PINE RIDGE RD | 6LD | E | 3,000 | A | 1,896 | A | 2,126 | |
| 25200 | SUMMERLIN RD | PINE RIDGE RD | BASS RD | 6LD | E | 3,000 | A | 1,896 | A | 1,993 | |
| 25300 | SUMMERLIN RD | BASS RD | GLADIOLUS DR | 6LD | E | 3,000 | A | 1,896 | A | 1,993 | |
| 25400 | SUMMERLIN RD | GLADIOLUS DR | CYPRESS LAKE DR | 4LD | E | 1,900 | C | 1,517 | C | 1,618 | |
| 25500 | SUMMERLIN RD | CYPRESS LAKE DR | COLLEGE PKWY | 6LD | E | 2,880 | B | 1,489 | B | 1,565 | |
| 25600 | SUMMERLIN RD | COLLEGE PKWY | PARK MEADOW DR | 6LD | E | 2,880 | B | 1,526 | B | 1,604 | |
| 25700 | SUMMERLIN RD | PARK MEADOW DR | BOY SCOUT | 6LD | E | 2,880 | B | 1,526 | B | 1,604 | |
| 25800 | SUMMERLIN RD | BOY SCOUT | MATHEWS DR | 4LD | E | 1,820 | D | 1,189 | D | 1,250 | |
| 25900 | SUMMERLIN RD | MATHEWS DR | COLONIAL BLVD | 4LD | E | 1,820 | D | 1,189 | D | 1,250 | |
| 26000 | SUNRISE BLVD | BELL BLVD | COLUMBUS BLVD | 2LN | E | 860 | C | 42 | C | 53 | Old Count |
| 26100 | SUNSHINE BLVD | SR 82 | 23RD ST SW | 2LN | E | 1,010 | C | 443 | C | 466 | * |
| 26150 | SUNSHINE BLVD | 23RD ST SW | LEE BLVD | 2LN | E | 1,010 | C | 443 | C | 466 | * |
| 26200 | SUNSHINE BLVD | LEE BLVD | W 12TH ST | 2LN | E | 1,010 | E | 730 | E | 767 | * |
| 26300 | SUNSHINE BLVD | W 12TH ST | W 75TH ST | 2LN | E | 860 | D | 600 | D | 630 | |
| 26400 | SW 23RD ST | GUNNERY RD | SUNSHINE BLVD | 2LN | E | 860 | E | 855 | | 1,012 | Copperhead |
| 26500 | THREE OAKS PKWY | COCONUT RD | ESTERO PKWY | 4LD | E | 1,940 | B | 1,502 | B | 1,685 | |
| 26600 | THREE OAKS PKWY | ESTERO PKWY | SAN CARLOS BLVD | 4LD | E | 1,940 | B | 855 | B | 964 | |
| 26700 | THREE OAKS PKWY | SAN CARLOS BLVD | ALICO RD | 4LD | E | 1,940 | B | 855 | B | 1,198 | |
| 26800 | TICE ST | SR 80 | ORTIZ AVE | 2LN | E | 860 | C | 199 | C | 209 | |
| 26900 | TICE ST | ORTIZ AVE | STALEY RD | 2LN | E | 860 | C | 188 | D | 701 | Elementry U. |
| 27000 | TREELINE AVE | TERMINAL ACCESS RD | DANIELS PKWY | 4LD | E | 1,980 | A | 1,050 | A | 1,288 | Harley Davidson |
| 27030 | TREELINE AVE | DANIELS PKWY | AMBERWOOD RD | 4LD | E | 1,980 | A | 799 | A | 840 | |
| 27070 | TREELINE AVE | AMBERWOOD RD | COLONIAL BLVD | 4LD | E | 1,980 | A | 793 | A | 833 | |
| 29800 | US 41 (S TAMIAI TR) | OLD 41 | CORKSCREW RD | 6LD | D | 3,171 | C | 2,020 | C | 2,273 | |
| 29900 | US 41 (S TAMIAI TR) | CORKSCREW RD | SANBEL BLVD | 6LD | D | 3,171 | C | 1,901 | C | 2,354 | |
| 30000 | US 41 (S TAMIAI TR) | SANBEL 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 | |

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 | 63 | C | 71 | 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 | 430 | 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 | | 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 | | 917 | |
| 15300 | LITTLETON RD | CORBETT RD | US 41 | 2LN | E | 860 | C | 470 | C | 494 | |
| 15400 | LITTLETON RD | US 41 | BUS 41 | 2LN | E | 860 | C | 496 | C | 522 | |
| 15500 | LUCKETT RD | ORTIZ AVE | I-75 | 2LN | E | 880 | B | 338 | B | 413 | 4 Ln design & ROW |
| 15600 | LUCKETT RD | I-75 | COUNTRY LAKES DR | 2LN | E | 860 | C | 304 | C | 319 | |
| 15700 | MAPLE DR* | SUMMERLIN RD | 2ND AVE | 2LN | E | 860 | C | 77 | C | 89 | old count projection |
| 15800 | McGREGOR BLVD | SANBELT PLAZA | HARBOR DR | 4LD | E | 1,960 | B | 1,176 | B | 1,236 | |
| 15900 | McGREGOR BLVD | HARBOR DR | SUMMERLIN RD | 4LD | E | 1,960 | B | 1,105 | B | 1,162 | |
| 16000 | McGREGOR BLVD | SUMMERLIN RD | KELLY RD | 4LD | E | 1,960 | A | 943 | A | 1,001 | |
| 16100 | McGREGOR BLVD | KELLY RD | GLADIOLUS DR | 4LD | E | 1,960 | A | 943 | A | 991 | |
| 16200 | McGREGOR BLVD (SR 867) | OLD McGREGOR BLVD/G | IONA LOOP RD | 4LD | D | 2,100 | C | 1,451 | C | 1,625 | |
| 16300 | McGREGOR BLVD (SR 867) | IONA LOOP RD | PINE RIDGE RD | 4LD | D | 2,100 | C | 1,599 | C | 1,625 | |
| 16400 | McGREGOR BLVD (SR 867) | PINE RIDGE RD | CYPRESS LAKE DR | 4LD | D | 2,100 | C | 1,599 | C | 1,798 | |
| 16500 | McGREGOR BLVD (SR 867) | CYPRESS LAKE DR | COLLEGE PKWY | 4LD | D | 2,100 | C | 1,599 | C | 1,798 | |
| 16600 | McGREGOR BLVD (SR 867) | COLLEGE PKWY | WINKLER RD | 2LN | D | 974 | C | 727 | C | 802 | Constrained |
| 16700 | McGREGOR BLVD (SR 867) | WINKLER RD | TANGLEWOOD BLVD | 2LN | D | 970 | | 1,057 | | 1,168 | Constrained |
| 16800 | McGREGOR BLVD (SR 867) | TANGLEWOOD BLVD | COLONIAL BLVD | 2LN | D | 970 | | 1,057 | | 1,168 | Constrained |
| 16900 | METRO PKWY (SR 739) | SIX MILE PKWY | DANIELS PKWY | 6LD | D | 3,171 | C | 977 | C | 1,376 | |
| 17000 | METRO PKWY (SR 739) | DANIELS PKWY | CRYSTAL DR | 4LD | D | 2,100 | C | 1,140 | C | 1,452 | |
| 17100 | METRO PKWY (SR 739) | CRYSTAL DR | DANLEY DR | 4LD | D | 2,100 | C | 1,303 | C | 1,623 | |
| 17200 | METRO PKWY (SR 739) | DANLEY DR | COLONIAL BLVD | 4LD | D | 2,100 | C | 1,349 | C | 1,880 | |
| | MICHAEL RIPPE PKWY | US41 | SIX MILES PKWY | 6LD | D | 3,171 | C | 1,070 | C | 1,537 | |
| 17600 | MILWAUKEE BLVD | ALABAMA BLVD | BELL BLVD | 2LN | E | 860 | C | 171 | C | 180 | * |
| 17700 | MILWAUKEE BLVD | BELL BLVD | COLUMBUS BLVD | 2LN | E | 860 | C | 171 | C | 184 | * |
| 17800 | MOODY RD | HANCOCK B. PKWY | PONDELLA RD | 2LN | E | 860 | C | 183 | 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 | 514 | 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 | |
| 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 | | 3,303 | Constrained |
| 08100 | DANIELS PKWY | PALOMINO LN | I-75 | 6LD | E | 3,040 | E | 3,030 | | 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 | | 2,355 | | 2,632 | Sky Walk, 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 | | 716 | | 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 | FIDDLESTICKS BLVD | GUARDHOUSE | DANIELS PKWY | 2LN | E | 860 | C | 403 | C | 436 | |
| 10400 | POWLER ST | US 41 | N AIRPORT RD | 6LD | E | 2,300 | D | 1,251 | D | 1,315 | |
| 10500 | POWLER 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 | | 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 | 5,620 | 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 | 1,391 | 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 | |

TRAFFIC DATA FROM LEE COUNTY
TRAFFIC COUNT REPORT

PCS 34 - Pondella Road east of Betmar Blvd

2021 AADT = 23,600 VPD

| Hour | EB | WB | Total |
|------|-------|-------|-------|
| 0 | 0.28% | 0.48% | 0.75% |
| 1 | 0.18% | 0.30% | 0.48% |
| 2 | 0.18% | 0.25% | 0.42% |
| 3 | 0.25% | 0.18% | 0.42% |
| 4 | 0.48% | 0.23% | 0.71% |
| 5 | 1.25% | 0.57% | 1.82% |
| 6 | 2.82% | 1.82% | 4.64% |
| 7 | 4.09% | 2.45% | 6.54% |
| 8 | 3.43% | 2.51% | 5.94% |
| 9 | 2.85% | 2.49% | 5.34% |
| 10 | 2.76% | 2.74% | 5.50% |
| 11 | 2.82% | 3.04% | 5.86% |
| 12 | 2.88% | 3.34% | 6.22% |
| 13 | 2.90% | 3.46% | 6.36% |
| 14 | 2.95% | 3.68% | 6.63% |
| 15 | 2.97% | 4.22% | 7.20% |
| 16 | 3.01% | 4.87% | 7.88% |
| 17 | 2.88% | 5.08% | 7.97% |
| 18 | 2.42% | 3.66% | 6.08% |
| 19 | 1.75% | 2.59% | 4.34% |
| 20 | 1.29% | 1.99% | 3.27% |
| 21 | 1.01% | 1.51% | 2.52% |
| 22 | 0.70% | 1.14% | 1.84% |
| 23 | 0.47% | 0.78% | 1.25% |

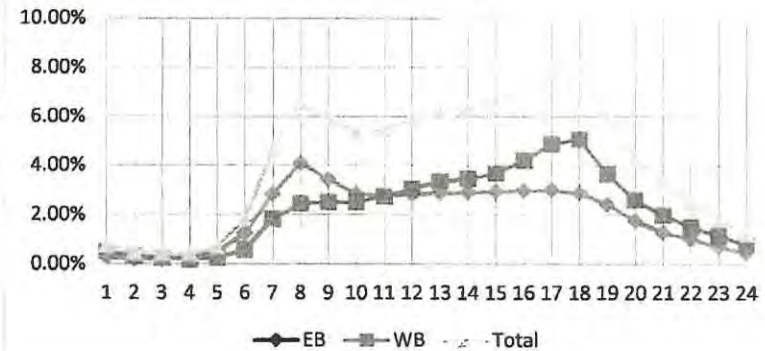
| Month of Year | Fraction |
|---------------|----------|
| January | 0.93 |
| February | 1.00 |
| March | 1.07 |
| April | 1.04 |
| May | 1.00 |
| June | 1.01 |
| July | 0.97 |
| August | 0.96 |
| September | 0.95 |
| October | 1.04 |
| November | 1.03 |
| December | 1.01 |

| Day of Week | Fraction |
|-------------|----------|
| Sunday | 0.65 |
| Monday | 1.04 |
| Tuesday | 1.09 |
| Wednesday | 1.11 |
| Thursday | 1.11 |
| Friday | 1.13 |
| Saturday | 0.86 |

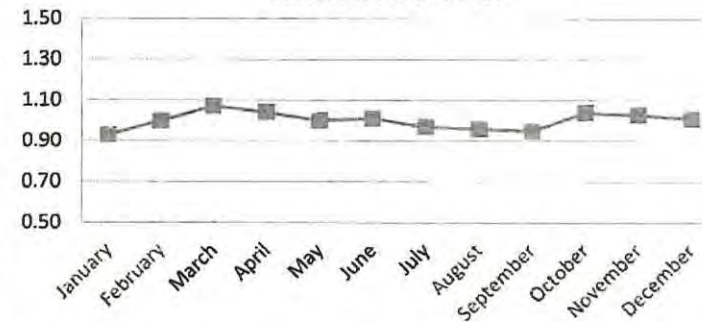
| Directional Factor | | |
|--------------------|------|----|
| AM | 0.63 | EB |
| PM | 0.62 | WB |

| Design Hour Volume | | |
|--------------------|--------|--------|
| # | Volume | Factor |
| 5 | 2403 | 0.102 |
| 10 | 2388 | 0.101 |
| 20 | 2351 | 0.100 |
| 30 | 2336 | 0.099 |
| 50 | 2306 | 0.098 |
| 100 | 2261 | 0.098 |
| 150 | 2224 | 0.094 |
| 200 | 2197 | 0.093 |

Hour of Day



Month of Year



PCS 17 - Hancock Bridge Pkwy west of Beau Dr

2021 AADT = 21,100 VPD

| Hour | EB | WB | Total |
|------|-------|-------|-------|
| 0 | 0.26% | 0.50% | 0.75% |
| 1 | 0.16% | 0.31% | 0.47% |
| 2 | 0.14% | 0.28% | 0.42% |
| 3 | 0.18% | 0.17% | 0.35% |
| 4 | 0.34% | 0.15% | 0.49% |
| 5 | 0.94% | 0.35% | 1.29% |
| 6 | 2.63% | 0.94% | 3.57% |
| 7 | 4.75% | 1.68% | 6.43% |
| 8 | 3.89% | 2.00% | 5.88% |
| 9 | 3.00% | 2.21% | 5.21% |
| 10 | 2.91% | 2.49% | 5.40% |
| 11 | 2.94% | 2.88% | 5.82% |
| 12 | 3.03% | 3.36% | 6.39% |
| 13 | 2.94% | 3.53% | 6.47% |
| 14 | 2.99% | 3.80% | 6.79% |
| 15 | 2.98% | 4.34% | 7.32% |
| 16 | 3.05% | 5.14% | 8.19% |
| 17 | 3.02% | 5.48% | 8.49% |
| 18 | 2.42% | 3.78% | 6.21% |
| 19 | 1.75% | 2.82% | 4.57% |
| 20 | 1.36% | 2.16% | 3.52% |
| 21 | 1.04% | 1.68% | 2.72% |
| 22 | 0.70% | 1.25% | 1.95% |
| 23 | 0.45% | 0.84% | 1.30% |

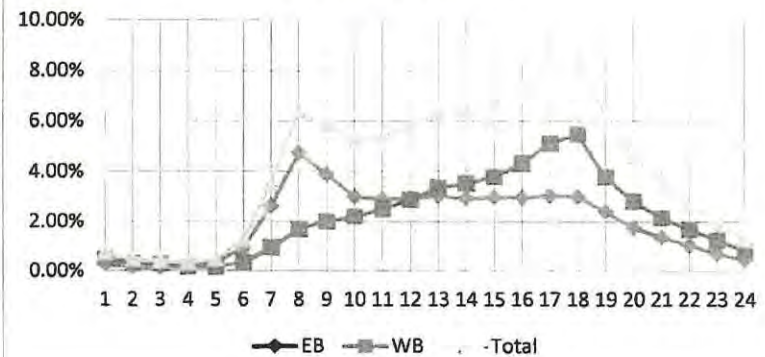
| Month of Year | Fraction |
|---------------|----------|
| January | 0.98 |
| February | 1.04 |
| March | 1.09 |
| April | 1.05 |
| May | 0.98 |
| June | 0.98 |
| July | 0.93 |
| August | 0.92 |
| September | 0.96 |
| October | 1.01 |
| November | 1.03 |
| December | 1.03 |

| Day of Week | Fraction |
|-------------|----------|
| Sunday | 0.68 |
| Monday | 1.03 |
| Tuesday | 1.09 |
| Wednesday | 1.11 |
| Thursday | 1.1 |
| Friday | 1.13 |
| Saturday | 0.84 |

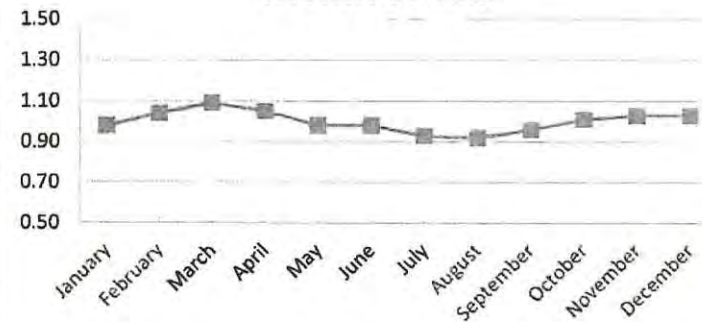
| Directional Factor | | |
|--------------------|------|----|
| AM | 0.74 | EB |
| PM | 0.63 | WB |

| Design Hour Volume | | |
|--------------------|--------|--------|
| # | Volume | Factor |
| 5 | 2336 | 0.111 |
| 10 | 2315 | 0.110 |
| 20 | 2280 | 0.108 |
| 30 | 2238 | 0.106 |
| 50 | 2210 | 0.105 |
| 100 | 2156 | 0.102 |
| 150 | 2119 | 0.100 |
| 200 | 2085 | 0.099 |

Hour of Day



Month of Year



PCS 40 - Del Prado Blvd south of Four Mile Cove Pkwy

2021 AADT =

45,000 VPD

| Hour | NB | SB | Total |
|------|-------|-------|-------|
| 0 | 0.37% | 0.31% | 0.67% |
| 1 | 0.22% | 0.20% | 0.42% |
| 2 | 0.18% | 0.16% | 0.35% |
| 3 | 0.15% | 0.14% | 0.29% |
| 4 | 0.17% | 0.22% | 0.38% |
| 5 | 0.36% | 0.64% | 1.00% |
| 6 | 1.00% | 1.55% | 2.55% |
| 7 | 1.91% | 2.55% | 4.46% |
| 8 | 2.29% | 2.89% | 5.18% |
| 9 | 2.71% | 3.18% | 5.89% |
| 10 | 3.15% | 3.47% | 6.63% |
| 11 | 3.43% | 3.70% | 7.13% |
| 12 | 3.64% | 3.81% | 7.45% |
| 13 | 3.67% | 3.80% | 7.47% |
| 14 | 3.74% | 3.76% | 7.50% |
| 15 | 3.84% | 3.71% | 7.55% |
| 16 | 3.78% | 3.74% | 7.52% |
| 17 | 3.79% | 3.53% | 7.32% |
| 18 | 3.03% | 3.03% | 6.06% |
| 19 | 2.34% | 2.39% | 4.73% |
| 20 | 1.86% | 1.80% | 3.66% |
| 21 | 1.46% | 1.32% | 2.77% |
| 22 | 0.98% | 0.89% | 1.87% |
| 23 | 0.60% | 0.55% | 1.15% |

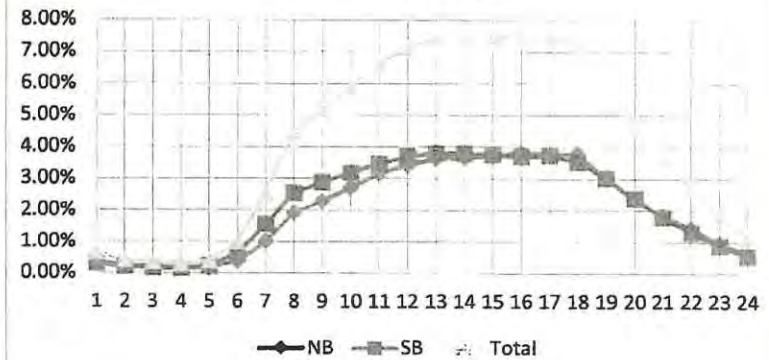
| Month of Year | Fraction |
|---------------|----------|
| January | 0.99 |
| February | 1.04 |
| March | 1.07 |
| April | 1.05 |
| May | 1.01 |
| June | 0.99 |
| July | 0.97 |
| August | 0.96 |
| September | 0.96 |
| October | 0.99 |
| November | 0.96 |
| December | 1.01 |

| Directional Factor | | |
|--------------------|------|----|
| AM | 0.61 | SB |
| PM | 0.51 | NB |

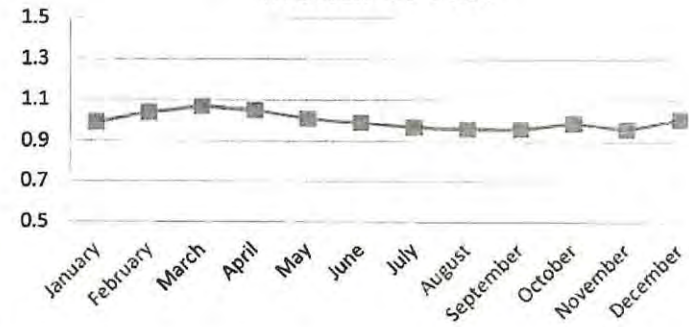
| Day of Week | Fraction |
|-------------|----------|
| Sunday | 0.75 |
| Monday | 1.03 |
| Tuesday | 1.06 |
| Wednesday | 1.09 |
| Thursday | 1.06 |
| Friday | 1.11 |
| Saturday | 0.92 |

| Design Hour Volume | | |
|--------------------|--------|--------|
| # | Volume | Factor |
| 5 | 4107 | 0.091 |
| 10 | 4049 | 0.090 |
| 20 | 4024 | 0.089 |
| 30 | 4001 | 0.089 |
| 50 | 3965 | 0.088 |
| 100 | 3905 | 0.087 |
| 150 | 3870 | 0.086 |
| 200 | 3844 | 0.085 |

Hour of Day



Month of Year



| Updated 3/31/22 | | | Daily Traffic Volume (AADT) | | | | | | | | | |
|-------------------------|----------------------------|------------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| STREET | LOCATION | Station # | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| PALM BEACH BLVD (SR 80) | W OF SR 31 | <u>5</u> | 26300 | 26400 | 27600 | 30100 | 32900 | 33700 | 35200 | 36700 | 34000 | 39200 |
| PALM BEACH BLVD (SR 80) | W OF BUCKINGHAM RD | <u>118</u> | | | | | | | | | 26500 | 34700 |
| PALOMINO RD | N OF DANIELS | 501 | | | 6700 | | 8200 | | 8900 | | 8600 | |
| PAUL J DOHERTY PKWY | S OF DANIELS PKWY | 51 | 2300 | 1600 | 1800 | | | | | | | |
| PINE ISLAND RD | @ MATLACHA PASS | <u>3</u> | 10200 | 10600 | 10800 | 11400 | 11500 | 11500 | 11600 | 11800 | 11300 | |
| PINE ISLAND RD (SR 78) | E OF PONDELLA RD | <u>49</u> | 22800 | 23100 | 25000 | 26800 | 28000 | 29100 | 29900 | 29700 | 27400 | 30000 |
| PINE ISLAND RD (SR 78) | EAST OF MERCHANTS CROSSING | 108 | | | | 26100 | 28500 | 30400 | 30100 | 29300 | 28300 | 29600 |
| PINE ISLAND RD (SR 78) | E OF SW 19TH AVE | <u>57</u> | | | | 13300 | 13700 | 14400 | 14200 | 13400 | | 18600 |
| PINE ISLAND RD (SR 78) | W OF NICHOLAS BLVD | <u>113</u> | | | | | | | | | 30300 | 36900 |
| PINE RIDGE RD | N OF SUMMERLIN RD | 368 | | 5000 | | 5600 | | 5600 | | | | |
| PINE RIDGE RD | S OF McGREGOR BLVD | 367 | 5700 | 5600 | 4600 | 5500 | 5600 | 5200 | 5300 | 5800 | 5500 | |
| PLANTATION RD | S OF COLONIAL BLVD | 328 | | 11500 | | 11000 | 14300 | 13100 | 12700 | 14900 | 8400 | 12100 |
| PLANTATION RD | N OF DANIELS PKWY | 370 | | | 12400 | | 14200 | | 11900 | | 12200 | |
| PLANTATION RD | N OF SIX MILE CYPRESS | 521 | | | 5500 | | 6400 | | 5100 | | 4700 | |
| PONDELLA RD | E OF PINE ISLAND RD | 373 | | | | 12000 | | 14900 | | | | 18200 |
| PONDELLA RD | E OF BETMAR BLVD | <u>34</u> | 17700 | 18000 | 19000 | 20000 | 21000 | 21300 | 21600 | 22000 | 20800 | 23600 |
| PONDELLA RD | W OF BUSINESS 41 | 374 | | 17100 | 17100 | | 19800 | | | | | 24500 |
| RAY AVE | N OF MEADOW RD | 533 | | | | | | | | 4900 | | |
| RIVER RANCH RD | S OF CORKSCREW RD | 466 | | | | | | | | | | 2200 |
| SAN CARLOS BLVD | S OF PRESCOTT ST | <u>8</u> | 22200 | 22500 | 22800 | 22400 | 22400 | 22800 | 22000 | 22100 | 22700 | 24000 |

| Updated 3/31/22 | | | Daily Traffic Volume (AADT) | | | | | | | | | |
|----------------------|--------------------------|-----------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| STREET | LOCATION | Station # | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| GLADIOLUS DR | E OF SAN CARLOS BLVD | 284 | | 7600 | | 13100 | | 13100 | | 11000 | | 11400 |
| GLADIOLUS DR | E OF A&W BULB RD | <u>39</u> | 19200 | 19800 | 20500 | 21900 | 22600 | 23000 | 22500 | 23200 | 19800 | 21900 |
| GLADIOLUS DR | W OF US 41 | <u>46</u> | 40800 | 37600 | 38900 | 40600 | 42000 | 42700 | 41500 | 43200 | 39000 | 44900 |
| GRIFFIN DR | S OF SR 82 | 534 | | | | | | | | 8000 | | |
| GUNNERY RD | N OF IMMOKALEE RD | 290 | 20200 | 17600 | 18300 | 19100 | 21500 | 20400 | | | 26300 | 25800 |
| GUNNERY RD | N OF LEE BLVD (CR 884) | 289 | 15800 | 13600 | 13600 | 15100 | 14800 | 15500 | 15800 | 15700 | 16700 | |
| GUNNERY RD | S OF BUCKINGHAM RD | | | | | 7800 | | | | | | |
| HANCOCK BRIDGE PKWY | W OF BEAU DR | <u>17</u> | 17900 | 18400 | 20600 | 21500 | 22000 | 22200 | 23700 | 22900 | 19700 | 21100 |
| HANCOCK BRIDGE PKWY | E OF ORANGE GROVE BLVD | 116 | | | | | | | | | 15900 | |
| HANCOCK BRIDGE PKWY | W OF ORANGE GROVE BLVD | 292 | | 20900 | 20900 | 20900 | 23800 | 21300 | 23800 | 23700 | 21400 | 22700 |
| HART RD | N OF BAYSHORE RD (SR 78) | 298 | | 6000 | | 6500 | | 6800 | | | | |
| HOMESTEAD RD | @ WESTMINSTER RD | <u>6</u> | 26200 | 24000 | 24800 | 26200 | 27000 | 27100 | 27500 | 26100 | 20000 | 26400 |
| HOMESTEAD RD | S OF ARTHUR RD | 451 | 10900 | 10100 | 10400 | 11600 | 11800 | 11700 | | | | |
| HOMESTEAD RD | N OF IMMOKOLEE RD | 456 | | | | | | | | 1900 | | |
| IMMOKALEE RD (SR 82) | W OF COLONIAL BLVD | 90 | | | | 25900 | 28800 | | | 30700 | 29900 | |
| IMMOKALEE RD (SR 82) | E OF GUNNERY RD | <u>21</u> | 25200 | 23800 | 25100 | 26700 | 28000 | 26100 | | 28000 | 27600 | 36500 |
| IMPERIAL PKWY | N OF STRIKE LN | <u>63</u> | 9300 | 9900 | 11000 | 13200 | 13000 | 14200 | 14800 | 15000 | 11700 | 13500 |
| IMPERIAL PKWY | S OF BONITA BEACH RD | 492 | | | | | | 22200 | | 20200 | | |
| IONA RD | W OF McGREGOR BLVD | 303 | | 6800 | | 7100 | | 7200 | | 7000 | | |
| JOEL BLVD (CR 884) | E OF BELL BLVD | 306 | 14100 | 12700 | 13400 | 14100 | 14500 | 14100 | 13600 | 14800 | 13900 | |

**TRAFFIC DATA FROM FDOT'S
DISTRICT ONE LOS SPREADSHEET**

| Section No. | State Road No. | Local Road Name | From | From M.P. | To | To M.P. | Section Length | SIS | Existing Config at Class | Functional Classification | Posted Speed | Asse Type | Facility Type | FOOT LOS Std | Comm v LOS Std | Cov LOS Std | Year 2021 | | | | | | | | | | Peak Hour Peak Direction | | |
|-------------|----------------|-----------------------------|----------------------------------|-----------|----------------------------------|---------|----------------|-----|--------------------------|---------------------------|--------------|-----------|---------------|--------------|----------------|-------------|----------------|-------------------|-------------|----------------|-----------------|------------|--------------------|--------|-----|--|--------------------------|--|--|
| | | | | | | | | | | | | | | | | | Arterial Class | Divided/Undivided | One/Two Way | Left Turn Bays | Right Turn Bays | Thru Lanes | Peak Hour Capacity | Volume | LOS | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12000040 | SR 739 | HANSON ST | Fowler St | 1.130 | Old Metro Pkwy | 1.751 | 0.621 | | C3C | Principal Arterial-other | 30 | UA | A | D | D | E | 2 | U | 2W | WL | WR | 2 | 788 | 601 | D | | | | |
| 12001000 | US 41 | FOWLER ST/US 41 SB | SR 80 (Fier St) | 0.000 | N End of Edison Bridge | 1.029 | 1.029 | | C4 | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | U | 1W | OL | OR | 3 | 3,624 | 1,618 | - | | | | |
| 12001000 | US 41 | N TAMAMI TRUS 41 | N End of Edison Bridge | 1.029 | SR 78/Pine Island Rd/Bayshore Rd | 2.731 | 1.702 | | C4 | Principal Arterial-other | 40 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 1,715 | C | | | | |
| 12001000 | US 41 | N TAMAMI TRUS 41 | SR 78/Pine Island Rd/Bayshore Rd | 2.731 | Littleton Rd | 3.838 | 1.107 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2,100 | 994 | - | | | | |
| 12001000 | US 41 | N TAMAMI TRUS 41 | Littleton Rd | 3.838 | US 41 SB | 5.137 | 1.299 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2,100 | 596 | C | | | | |
| 12001000 | US 41 | N TAMAMI TRUS 41 | US 41 SB | 5.137 | SR 45/US 41 | 5.257 | 0.120 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | | 1 | U | 1W | OL | OR | 1 | 887 | 486 | C | | | | |
| 12001101 | US 41 | EVANS AVE/PARK AVE/US 41 NB | SR 82/MLK Blvd | 0.680 | N End of Edison Bridge | 2.290 | 1.600 | | C4 | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | U | 1W | OL | OR | 3 | 3,624 | 1,958 | C | | | | |
| 12004000 | SR 865 | SAN CARLOS BLVD | Estero Blvd | 0.000 | CR 869 (Summerlin Rd) | 3.118 | 3.118 | | C3C | Minor Arterial | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2,100 | 1,051 | C | | | | |
| 12004000 | SR 865 | SAN CARLOS BLVD | CR 869 (Summerlin Rd) | 3.118 | CR 867/Old McGregor Blvd | 4.778 | 1.660 | | C3C | Minor Arterial | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 2 | 370 | 722 | C | | | | |
| 12004000 | SR 865 | SIX MILE CYPRESS PKWY | SR 45/US 41 | 9.570 | SR 739 (Metro Pkwy) | 10.726 | 1.156 | | C3C | Minor Arterial | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2,100 | 1,941 | C | | | | |
| 12005000 | SR 894 | COLONIAL BLVD | SR 45/US 41 | 1.171 | SR 739 (Metro Pkwy) | 2.450 | 1.319 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,912 | C | | | | |
| 12005000 | SR 894 | COLONIAL BLVD | SR 739 (Metro Pkwy) | 2.450 | Winkler Ave | 4.612 | 2.122 | | C3C | Principal Arterial-other | 55 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,831 | C | | | | |
| 12005000 | SR 894 | COLONIAL BLVD | Winkler Ave | 4.612 | I-75 | 5.676 | 1.064 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 3,599 | F | | | | |
| 12005000 | SR 894 | COLONIAL BLVD | I-75 | 5.676 | 400 Ft E. of Dunas Dr | 6.460 | 0.784 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 3,584 | F | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | Collier County Line | 0.000 | Terry St/Bonita Bay Blvd | 2.125 | 2.125 | | C3C | Principal Arterial-other | 50 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 1,913 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | Terry St/Bonita Bay Blvd | 2.125 | CR 887/Old US 41 Rd/Pelican L | 4.420 | 2.291 | | C3C | Principal Arterial-other | 50 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,246 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | CR 887/Old US 41 Rd/Pelican L | 4.420 | CR 850 (Corkscrew Rd) | 7.929 | 3.509 | | C3C | Principal Arterial-other | 50 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,342 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | CR 850 (Corkscrew Rd) | 7.929 | Estero Pkwy | 9.292 | 1.363 | | C3C | Principal Arterial-other | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,294 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | Estero Pkwy | 9.292 | San Carlos Blvd | 10.403 | 1.111 | | C3C | Principal Arterial-other | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,318 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | San Carlos Blvd | 10.403 | Inland Park Rd | 13.807 | 3.404 | | C3C | Principal Arterial-other | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,576 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | Inland Park Rd | 13.807 | SR 865/CR 865 (Gladstone Dr) | 15.780 | 1.973 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 3,002 | C | | | | |
| 12010000 | US 41 | S TAMAMI TRAIL | SR 865/CR 865 (Gladstone Dr) | 15.780 | Daniels Pkwy/Cypress Lake Dr | 17.051 | 1.271 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,509 | C | | | | |
| 12010000 | US 41 | CLEVELAND AVE | Daniels Pkwy/Cypress Lake Dr | 17.051 | S Airport Rd | 19.162 | 2.111 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,598 | C | | | | |
| 12010000 | US 41 | CLEVELAND AVE | S Airport Rd | 19.162 | Winkler Ave | 21.047 | 1.885 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,418 | C | | | | |
| 12010000 | US 41 | CLEVELAND AVE | Winkler Ave | 21.047 | Hanson St | 22.298 | 1.251 | | C4 | Principal Arterial-other | 40 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3,171 | 2,082 | C | | | | |
| 12010000 | US 41 | CLEVELAND AVE | Hanson St | 22.298 | Johnson St | 23.391 | 1.093 | | C4 | Principal Arterial-other | 40 | UA | A | D | D | E | 1 | D | 2W | WL | OR | 6 | 3,020 | 1,872 | C | | | | |
| 12010000 | US 41 | CLEVELAND AVE | Johnson St | 23.391 | CR 78A/Pondella Rd | 25.681 | 2.290 | | C3C | Principal Arterial-other | 45 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 4 | 2,100 | 1,996 | C | | | | |
| 12010000 | US 41 | CLEVELAND AVE | CR 78A/Pondella Rd | 25.681 | Littleton Rd | 27.964 | 2.283 | | C3C | Principal Arterial-other | 55 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2,100 | 1,362 | C | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|----------|----------|--------------------------|--------------------------------|--------|--------------------------------|--------|-------|----|---------|--------------------------|----|-----|---|---|---|---|---|---|----|----|----|---|-------|-------|---|
| ** | 12040000 | US 41 | FOWLER ST | SR 739(Hanson St) | 2.235 | SR 82(MLK J Blvd) | 3.556 | 1.261 | | C4 | Principal Arterial-Other | 35 | UA | A | D | D | E | 2 | U | 2W | WL | WR | 4 | 1.548 | 1.051 | C |
| | 12014000 | US 41 | FOWLER ST | SR 82(MLK Blvd) | 3.556 | SR 80(Fire St) | 4.000 | 0.444 | | C4 | Principal Arterial-Other | 35 | UA | A | D | D | E | 2 | U | 2W | WL | WR | 3 | 3.175 | 2.204 | D |
| ** | 12015000 | SR 739 | EVANS AVE | Hanson St | 8.733 | SR 82(MLK J Blvd) | 10.000 | 1.267 | | NO DATA | Principal Arterial-Other | 40 | UA | A | D | D | E | 1 | U | 2W | WL | WR | 3 | 3.805 | | F |
| ** | 12017000 | SR 739 | EVANS AVE | Hanson St | 1.060 | SR 82(MLK J Blvd) | 2.330 | 1.270 | | C3C | Principal Arterial-Other | 40 | UA | A | D | D | E | 1 | U | 2W | WL | WR | 3 | 3.805 | | F |
| | 12020000 | SR 80 | MAIN ST | US 41(Cleveland Ave) | 0.000 | SR 82(Marion St) | 0.168 | 0.168 | | C5 | Principal Arterial-Other | 30 | UA | A | D | D | E | 2 | U | 2W | WL | WR | 3 | 1.207 | 387 | C |
| | 12020000 | SR 80 4E | 1ST ST | SR 739/US 41 Bus (Fowler St) | 0.658 | SR 80/Seaboard St | 1.666 | 1.008 | | C3C | Principal Arterial-Other | 35 | UA | A | D | D | E | 2 | U | 2W | WL | WR | 2 | 2.054 | 728 | C |
| | 12020000 | SR 80 | PALM BEACH BLVD | SR 80/Seaboard St | 1.666 | CR 808 (Orie Ave) | 4.364 | 2.698 | | C3C | Principal Arterial-Other | 45 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.038 | C |
| | 12020000 | SR 80 | PALM BEACH BLVD | CR 808 (Orie Ave) | 4.364 | L-75 | 5.546 | 1.982 | | C3C | Principal Arterial-Other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3.171 | 1.243 | C |
| | 12020000 | SR 80 | PALM BEACH BLVD | L-75 | 5.546 | SR 311(Arcadia Rd) | 8.249 | 2.703 | SS | C3C | Principal Arterial-Other | 55 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3.171 | 1.616 | C |
| | 12020000 | SR 80 | PALM BEACH BLVD | SR 311(Arcadia Rd) | 8.249 | CR 804(Buckingham Rd/Old Ogle) | 10.741 | 2.492 | SS | C3C | Principal Arterial-Other | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 2.043 | D |
| | 12020000 | SR 80 | PALM BEACH BLVD | CR 804(Buckingham Rd/Old Ogle) | 10.741 | Holmes Creek Rd | 13.308 | 2.567 | SS | C2 | Principal Arterial-Other | 55 | UA | H | D | D | | | D | 2W | WL | WR | 4 | 3.280 | 1.426 | B |
| | 12020000 | SR 80 | PALM BEACH BLVD | Holmes Creek Rd | 13.308 | CR 884 (Joel Blvd) | 18.227 | 4.919 | SS | C2 | Principal Arterial-Other | 55 | ROA | H | C | C | | | D | 2W | WL | WR | 4 | 2.210 | 1.179 | B |
| | 12020000 | SR 80 | PALM BEACH BLVD | CR 884 (Joel Blvd) | 18.227 | Hendry County Line | 20.340 | 2.113 | SS | C2 | Principal Arterial-Other | 60 | ROA | H | C | C | | | D | 2W | WL | WR | 4 | 2.210 | 1.053 | B |
| | 12020102 | SR 80 EE | SR 80/2ND ST/SEABOARD ST | SR 739 (Fowler St) | 0.337 | SR 80/Palm Beach Blvd | 1.560 | 1.163 | | C4 | Principal Arterial-Other | 35 | UA | A | D | D | E | 2 | U | 2W | WL | OR | 2 | 1.958 | 992 | D |
| | 12040000 | SR 867 | MCGREGOR BLVD | Old McGregor Blvd | 0.000 | A & W Blvd Rd | 1.993 | 1.993 | | C3C | Minor Arterial | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.465 | C |
| | 12040000 | SR 867 | MCGREGOR BLVD | A & W Blvd Rd | 1.993 | College Pkwy | 3.485 | 1.472 | | C3C | Minor Arterial | 45 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.874 | C |
| | 12040000 | SR 867 | MCGREGOR BLVD | College Pkwy | 3.485 | Winder Rd | 4.896 | 1.431 | | C3R | Minor Arterial | 40 | UA | A | D | D | | 1 | U | 2W | WL | WR | 2 | 924 | 726 | C |
| | 12040000 | SR 867 | MCGREGOR BLVD | Winder Rd | 4.896 | CR 884/Colonial Blvd | 6.485 | 1.589 | | C3R | Minor Arterial | 40 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 2 | 970 | 1.039 | F |
| | 12060000 | SR 78 | PINE ISLAND RD | CR 785/CR 884/Buena Vista Rd | 5.487 | Chiquita Blvd | 7.514 | 2.047 | | C3C | Principal Arterial-Other | 50 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.052 | C |
| | 12060000 | SR 78 | PINE ISLAND RD | Chiquita Blvd | 7.514 | Santa Barbara Blvd | 9.757 | 2.243 | | C3C | Principal Arterial-Other | 50 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.052 | C |
| | 12060000 | SR 78 | PINE ISLAND RD | Santa Barbara Blvd | 9.757 | Del Prado Blvd | 12.061 | 2.304 | | C3C | Principal Arterial-Other | 55 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.468 | C |
| | 12060000 | SR 78 | PINE ISLAND RD | Del Prado Blvd | 12.061 | Hancock Creek Blvd/NE 24th Ave | 13.248 | 1.987 | | C3C | Principal Arterial-Other | 55 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.468 | C |
| | 12060000 | SR 78 | PINE ISLAND RD | Hancock Creek Blvd/NE 24th Ave | 13.248 | SR 45/US 41(Cleveland Ave) | 14.741 | 1.493 | | C3C | Principal Arterial-Other | 55 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.821 | C |
| | 12060000 | SR 78 | PINE ISLAND RD | SR 45/US 41(Cleveland Ave) | 14.741 | SR 739/US 41 Bus | 15.958 | 1.117 | | C3C | Principal Arterial-Other | 40 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.975 | C |
| | 12060000 | SR 78 | BAYSHORE RD | SR 739/US 41 Bus | 15.958 | New Post Rd/Hart Rd | 17.015 | 1.157 | | C3R | Principal Arterial-Other | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.975 | C |
| | 12060000 | SR 78 | BAYSHORE RD | New Post Rd/Hart Rd | 17.015 | Cann Rd/Stacer Rd | 18.235 | 1.270 | | C3R | Principal Arterial-Other | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.971 | C |
| | 12060000 | SR 78 | BAYSHORE RD | Cann Rd/Stacer Rd | 18.235 | W of Pritchett Pkwy | 21.179 | 2.944 | | C2 | Principal Arterial-Other | 50 | UA | A | D | D | | 1 | D | 2W | WL | WR | 4 | 2.100 | 1.222 | C |
| | 12060000 | SR 78 | BAYSHORE RD | W of Pritchett Pkwy | 21.179 | SR 31 | 24.404 | 3.225 | | C3R | Minor Arterial | 50 | UA | A | D | D | | 1 | U | 2W | WL | WR | 2 | 924 | 741 | C |
| | 12070000 | SR 82 | DR M L KING JR BLVD | US 41/US 45 | 0.000 | SR 739 (Fowler St) | 0.845 | 0.845 | | C4 | Minor Arterial | 30 | UA | A | D | D | E | 2 | D | 2W | WL | WR | 2 | 827 | 421 | D |
| | 12070000 | SR 82 | DR M L KING JR BLVD | SR 739 (Fowler Ave) | 0.845 | Michigan Link Ave | 2.966 | 2.321 | | C4 | Principal Arterial-Other | 30 | UA | A | D | D | E | 2 | D | 2W | WL | WR | 4 | 1.712 | 1.888 | F |
| | 12070000 | SR 82 | DR M L KING JR BLVD | Michigan Link Ave | 2.966 | W of Teter Rd/75 NB On Ramp | 4.507 | 1.541 | | C3C | Principal Arterial-Other | 50 | UA | A | D | D | E | 1 | D | 2W | WL | WR | 6 | 3.171 | 2.194 | C |
| | 12070000 | SR 82 | IMMOKALEE ROAD | W of Teter Rd/75 NB On Ramp | 4.507 | Buckingham Rd | 6.154 | 1.647 | SS | C3C | Principal Arterial-Other | 50 | UA | A | D | D | D | 1 | D | 2W | WL | WR | 6 | 3.171 | 1.906 | C |
| | 12070000 | SR 82 | IMMOKALEE ROAD | Buckingham Rd | 6.154 | SR 45/US 41(Cleveland Ave) | 7.906 | 1.752 | SS | C2 | Principal Arterial-Other | 55 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3.171 | 1.882 | C |
| | 12070000 | SR 82 | IMMOKALEE ROAD | Gateway Blvd | 7.906 | Griffin Dr/Ray Ave S | 9.314 | 1.408 | SS | C3R | Principal Arterial-Other | 55 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3.171 | 1.362 | C |
| | 12070000 | SR 82 | IMMOKALEE ROAD | Griffin Dr/Ray Ave S | 9.314 | Daniels Pkwy/Gunnery Rd S | 11.123 | 1.809 | SS | C3R | Principal Arterial-Other | 60 | UA | A | D | D | | 1 | D | 2W | WL | WR | 6 | 3.171 | 1.290 | C |
| | 12070000 | SR 82 | IMMOKALEE ROAD | Daniels Pkwy/Gunnery Rd S | 11.123 | Alabama Rd | 14.709 | 3.586 | SS | C3R | Principal Arterial-Other | 60 | UA | H | D | D | | | D | 2W | WL | WR | 6 | 4.920 | 1.326 | B |
| | 12070000 | SR 82 | IMMOKALEE ROAD | Alabama Rd | 14.709 | Bell Blvd S | 18.929 | 4.220 | SS | C3R | Principal Arterial-Other | 60 | UA | H | D | D | | | D | 2W | WL | WR | 4 | 3.260 | 750 | R |
| | 12070000 | SR 82 | IMMOKALEE ROAD | Bell Blvd S | 18.929 | Hendry County Line | 21.551 | 2.622 | SS | C3R | Principal Arterial-Other | 60 | UA | H | D | D | | | D | 2W | WL | OR | 4 | 3.280 | 707 | B |

TRAFFIC DATA
FDOT FLORIDA TRAFFIC ONLINE
FOR US BUSINESS 41

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 5043 - SR 739/US BUS41, NORTH OF PONDELLA ROAD LC397

| YEAR | AADT | | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| | | | | | | | |
| 2021 | 30500 C | N | 16000 | S 14500 | 9.00 | 52.60 | 7.80 |
| 2020 | 25500 C | N | 13500 | S 12000 | 9.00 | 51.70 | 9.20 |
| 2019 | 32000 C | N | 16500 | S 15500 | 9.00 | 52.00 | 5.90 |
| 2018 | 31000 C | N | 16000 | S 15000 | 9.00 | 52.30 | 6.10 |
| 2017 | 27500 C | N | 14500 | S 13000 | 9.00 | 53.20 | 6.20 |
| 2016 | 31000 C | N | 16000 | S 15000 | 9.00 | 57.90 | 5.60 |
| 2015 | 28500 C | N | 14500 | S 14000 | 9.00 | 58.40 | 6.40 |
| 2014 | 29500 C | N | 15000 | S 14500 | 9.00 | 56.40 | 4.90 |
| 2013 | 23500 F | N | 13000 | S 10500 | 9.00 | 64.00 | 4.90 |
| 2012 | 23500 C | N | 13000 | S 10500 | 9.00 | 63.40 | 4.90 |
| 2011 | 23000 F | N | 12500 | S 10500 | 9.00 | 62.50 | 5.20 |
| 2010 | 23500 C | N | 13000 | S 10500 | 11.16 | 63.35 | 5.20 |
| 2009 | 23500 C | N | 13000 | S 10500 | 11.00 | 63.18 | 5.20 |
| 2008 | 23500 C | N | 13000 | S 10500 | 11.56 | 68.04 | 5.40 |
| 2007 | 27500 C | N | 14500 | S 13000 | 9.62 | 58.02 | 4.90 |
| 2006 | 33500 C | N | 18000 | S 15500 | 8.81 | 55.95 | 6.80 |

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

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

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
2021 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 5027 - SR 739/US BUS41, NORTH OF POWELL DRIVE LC394

| YEAR | AADT | | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| 2021 | 21000 C | N | 11000 | S 10000 | 9.00 | 52.60 | 11.20 |
| 2020 | 21500 C | N | 11000 | S 10500 | 9.00 | 51.70 | 7.00 |
| 2019 | 20500 C | N | 10500 | S 10000 | 9.00 | 52.00 | 7.30 |
| 2018 | 18800 C | N | 9600 | S 9200 | 9.00 | 52.30 | 7.50 |
| 2017 | 18400 C | N | 9400 | S 9000 | 9.00 | 53.20 | 9.00 |
| 2016 | 18900 C | N | 9700 | S 9200 | 9.00 | 57.90 | 6.30 |
| 2015 | 17200 C | N | 8800 | S 8400 | 9.00 | 58.40 | 6.00 |
| 2014 | 17300 F | N | 8800 | S 8500 | 9.00 | 56.40 | 5.50 |
| 2013 | 16300 C | N | 8300 | S 8000 | 9.00 | 64.00 | 5.50 |
| 2012 | 13900 C | N | 7100 | S 6800 | 9.00 | 63.40 | 6.10 |
| 2011 | 15400 F | N | 7800 | S 7600 | 9.00 | 62.50 | 4.90 |
| 2010 | 15800 C | N | 8000 | S 7800 | 11.16 | 63.35 | 4.90 |
| 2009 | 16400 C | N | 8300 | S 8100 | 11.00 | 63.18 | 6.00 |
| 2008 | 17100 C | N | 8600 | S 8500 | 11.56 | 68.04 | 7.10 |
| 2007 | 16800 C | N | 8500 | S 8300 | 9.62 | 58.02 | 5.70 |
| 2006 | 17800 C | N | 9000 | S 8800 | 8.81 | 55.95 | 9.80 |

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

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

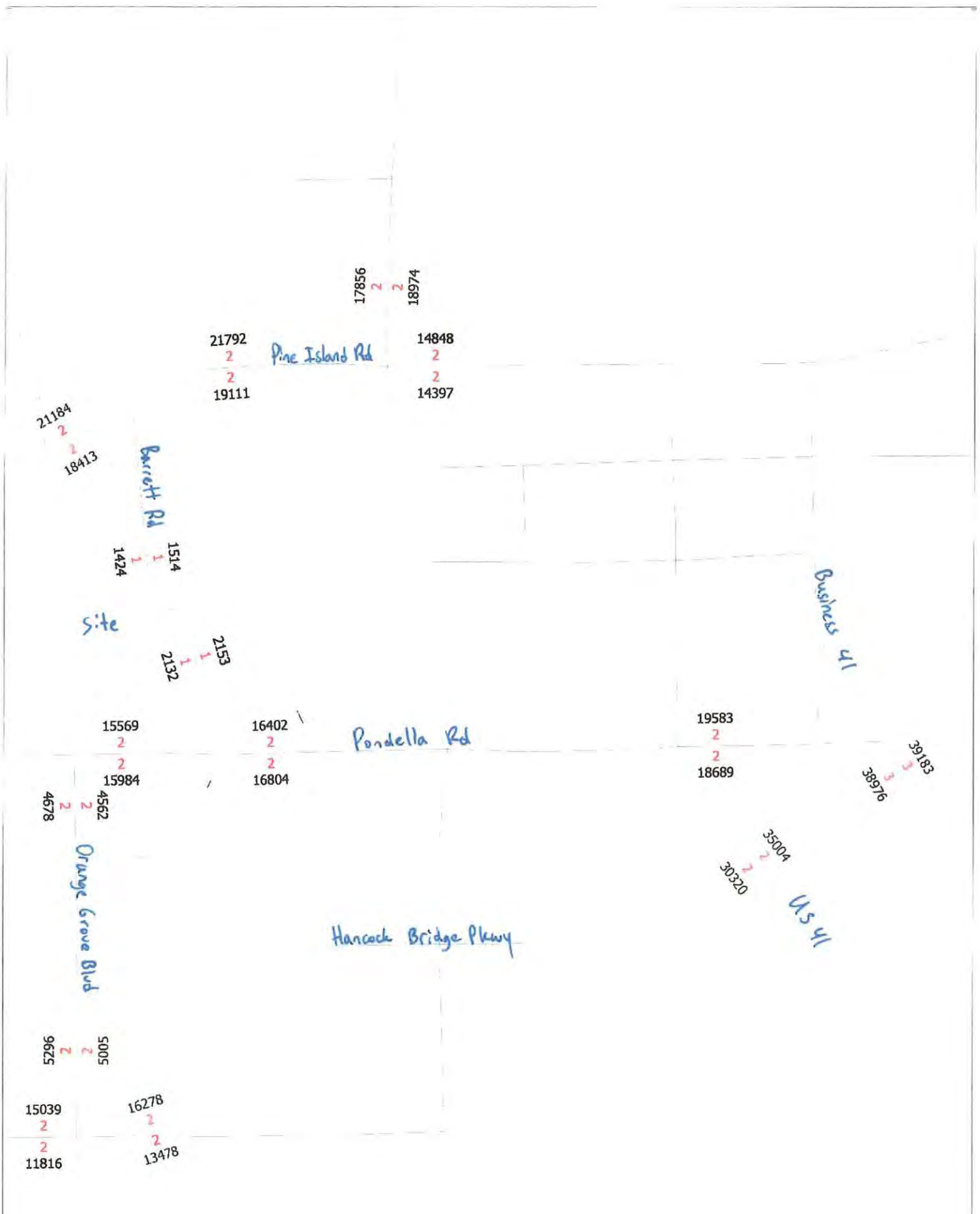
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

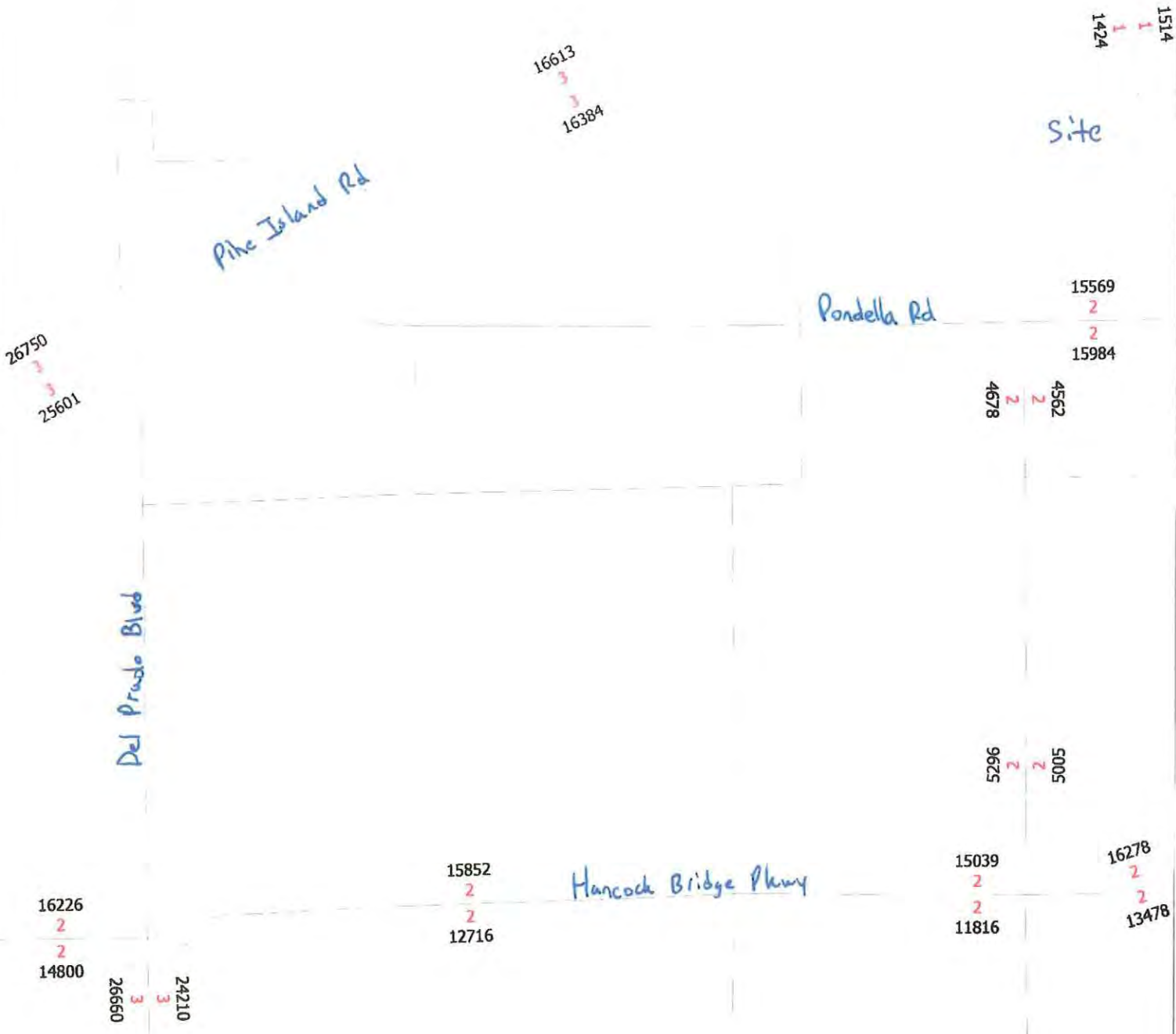
**TRAFFIC DATA FROM FDOT'S
DISTRICT ONE LOS SPREADSHEET
FOR US BUSINESS 41**

| State Road No. | Local Road Name | From | From M.P. | To | To M.P. | Section Length | SIS | Exhibit & Contact Class | Functional Classification | Posted Speed | Area Type | Facility Type | FDOT LOS | County LOS | City LOS | Year 2021 | | | | | | | | | |
|----------------------|------------------------------|----------------------------------|--------------|----------------------------------|------------|-------------------|-----|----------------------------------|------------------------------|-----------------|--------------|------------------|-------------|---------------|-------------|-------------------|-----------------------|----------------|----------------------|-----------------------|---------------|--------------------------|--------|-----|--|
| | | | | | | | | | | | | | | | | Arterial Class | Divided/ UnDivided | One/Two Way | Left Turn Bays | Right Turn Bays | Thru Lanes | Peak Hour Peak Direction | | | |
| | | | | | | | | | | | | | | | | | | | | | | Capacity | Volume | LOS | |
| SR 30 | HAUSCH ST | Fowler St | 1.150 | Old Mine Place | 1.171 | 0.021 | | C3C | Principal Arterial-Other | 30 | U/A | A | D | D | E | 1 | U | 2W | 1WL | 1VR | 1 | 755 | 82% | C | |
| USE 41 | FOWLER ST/USE 41 SE | SR 30 East St | 0.000 | N. End of Edison Bridge | 1.029 | 1.029 | | C4 | Principal Arterial-Other | 40 | U/A | A | D | D | E | 1 | U | 2W | 1WL | 1VR | 1 | 1,014 | 1,014 | C | |
| USE 41 | N. TAYLOR TR/USE 41 | N. End of Edison Bridge | 1.029 | SR 75/Pine Island Rd/Bayshore Rd | 2.731 | 1.702 | | C4 | Principal Arterial-Other | 40 | U/A | A | D | D | E | 1 | D | 2W | 1WL | 1VR | 1 | 1,014 | 1,014 | C | |
| USE 41 | SR 30/USE 41 | SR 75/Pine Island Rd/Bayshore Rd | 1.702 | Littleton Rd | 2.838 | 1.137 | | C3C | Principal Arterial-Other | 40 | U/A | A | D | D | E | 1 | D | 2W | 1WL | 1VR | 1 | 1,014 | 1,014 | C | |
| USE 41 | N. TAYLOR TR/USE 41 | Littleton Rd | 2.838 | USE 41 SE | 2.137 | 0.699 | | C3C | Principal Arterial-Other | 40 | U/A | A | D | D | E | 1 | D | 2W | 1WL | 1VR | 1 | 1,014 | 1,014 | C | |
| USE 41 | N. TAYLOR TR/USE 41 | USE 41 SE | 2.137 | SR 40/USE 41 | 2.237 | 0.100 | | C3C | Principal Arterial-Other | 40 | U/A | A | D | D | E | 1 | U | 2W | 1WL | 1VR | 1 | 557 | 45% | C | |
| USE 41 | EVANS AVE/PARK AVE/USE 41 NB | SR 82/MLK Blvd | 0.000 | N. End of Edison Bridge | 2.290 | 1.000 | | C4 | Principal Arterial-Other | 40 | U/A | A | D | D | E | 1 | U | 1W | 0L | 0R | 3 | 1,024 | 1,024 | C | |

2045 E+C NETWORK VOLUMES



2045 E+C FINANCIALLY FEASIBLE ROADWAY NETWORK LANES AND VOLUMES



**LEE COUNTY MPO 2045 COST
FEASIBLE HIGHWAY PLAN**



TRAFFIC COUNTS
BARRETT ROAD
@ WESTCREEK CIRCLE

Barrett Rd @ Westcreek Cir 11-3-22 AM

File Name: Barrett Rd @ Westcreek Cir 11-3-22 AM

Location:

Cars and Peds

Site Code:

Study Date: 11/03/2022

| Time | Barrett Rd Southbound | | | | | | Westbound | | | | | | Barrett Rd Northbound | | | | | | Westcreek Cir Eastbound | | | | | | Int Total |
|-------------|-----------------------|-------|-------|-------|--------|------------|-----------|-------|-------|-------|--------|------------|-----------------------|-------|-------|-------|--------|------------|-------------------------|-------|-------|-------|--------|------------|-----------|
| | Peds | Right | Thru | Left | U-Turn | Appr Total | Peds | Right | Thru | Left | U-Turn | Appr Total | Peds | Right | Thru | Left | U-Turn | Appr Total | Peds | Right | Thru | Left | U-Turn | Appr Total | |
| 07:00 | | 2 | 32 | 0 | 0 | 34 | | | | | | 0 | | 0 | 51 | 2 | 0 | 53 | | 3 | 0 | 1 | 0 | 4 | 91 |
| 07:15 | | 0 | 30 | 0 | 0 | 30 | | | | | | 0 | | 0 | 48 | 2 | 0 | 50 | | 2 | 0 | 2 | 0 | 4 | 84 |
| 07:30 | | 0 | 39 | 0 | 0 | 39 | | | | | | 0 | | 0 | 37 | 1 | 0 | 38 | | 1 | 0 | 4 | 0 | 5 | 82 |
| 07:45 | | 2 | 51 | 0 | 0 | 53 | | | | | | 0 | | 0 | 41 | 2 | 0 | 43 | | 3 | 0 | 2 | 0 | 5 | 101 |
| Total | 0 | 4 | 152 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 7 | 0 | 184 | 0 | 9 | 0 | 9 | 0 | 18 | 358 |
| 08:00 | | 1 | 31 | 0 | 0 | 32 | | | | | | 0 | | 0 | 26 | 2 | 0 | 28 | | 6 | 0 | 1 | 0 | 7 | 67 |
| 08:15 | | 2 | 31 | 0 | 0 | 33 | | | | | | 0 | | 0 | 29 | 2 | 0 | 31 | | 2 | 0 | 0 | 0 | 2 | 66 |
| 08:30 | | 0 | 33 | 0 | 0 | 33 | | | | | | 0 | | 0 | 30 | 2 | 0 | 32 | | 3 | 0 | 0 | 0 | 3 | 68 |
| 08:45 | | 3 | 37 | 0 | 0 | 40 | | | | | | 0 | | 0 | 34 | 1 | 0 | 35 | | 2 | 0 | 4 | 0 | 6 | 81 |
| Total | 0 | 6 | 132 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 7 | 0 | 126 | 0 | 13 | 0 | 5 | 0 | 18 | 282 |
| Grand Total | 0 | 10 | 284 | 0 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 14 | 0 | 310 | 0 | 22 | 0 | 14 | 0 | 36 | 640 |
| Appr % | | 3.4 | 96.6 | 0 | 0 | | | -2 | -2 | -2 | -2 | | | 0 | 95.5 | 4.5 | 0 | | | 61.1 | 0 | 38.9 | 0 | | |
| Total % | | 1.6 | 44.4 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 46.3 | 2.2 | 0 | | | 3.4 | 0 | 2.2 | 0 | | |
| AM Pk Hr | | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 |
| AM Pk Vol | | 4 | 152 | 0 | 0 | 156 | | 0 | 0 | 0 | 0 | 0 | | 0 | 177 | 7 | 0 | 184 | | 9 | 0 | 9 | 0 | 18 | 358 |
| AM PHF | | 0.500 | 0.745 | NaN | NaN | 0.736 | | NaN | NaN | NaN | NaN | NaN | | NaN | 0.868 | 0.875 | NaN | 0.868 | | 0.750 | NaN | 0.563 | NaN | 0.900 | 0.886 |

Barrett Rd @ Westcreek Cir 11-3-22 AM

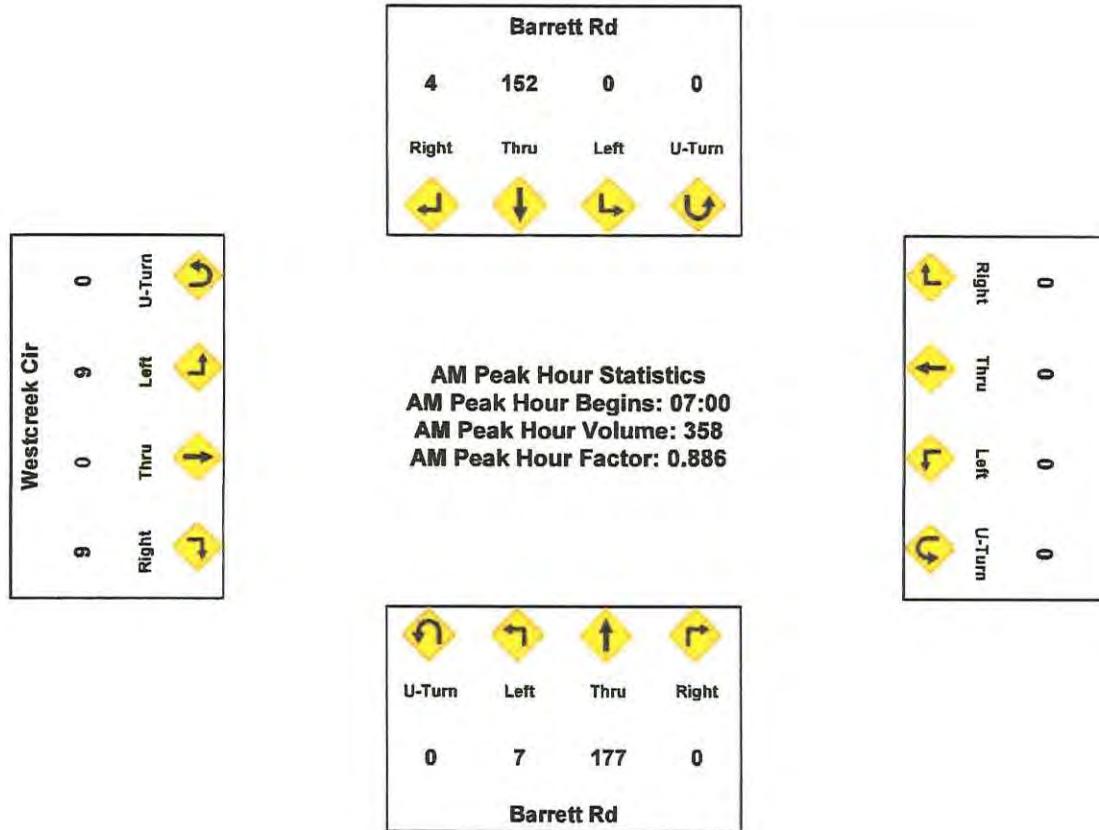
File Name: Barrett Rd @ Westcreek Cir 11-3-22 AM

Location:

All Vehicles

Site Code:

Study Date: 11/03/2022



Barrett Rd @ Westcreek Cir 11-3-22 PM

File Name: Barrett Rd @ Westcreek Cir 11-3-22 PM

Location:

Cars and Peds

Site Code:

Study Date: 11/03/2022

| Time | Barrett Rd Southbound | | | | | | Westbound | | | | | | Barrett Rd Northbound | | | | | | Westcreek Cir Eastbound | | | | | | Int Total |
|-------------|-----------------------|-------|-------|-------|--------|------------|-----------|-------|-------|-------|--------|------------|-----------------------|-------|-------|-------|--------|------------|-------------------------|-------|-------|-------|--------|------------|-----------|
| | Peds | Right | Thru | Left | U-Turn | Appr Total | Peds | Right | Thru | Left | U-Turn | Appr Total | Peds | Right | Thru | Left | U-Turn | Appr Total | Peds | Right | Thru | Left | U-Turn | Appr Total | |
| 16:00 | | 4 | 46 | 0 | | 50 | | | | | | 0 | | 0 | 34 | 4 | | 38 | | 1 | 0 | 1 | | 2 | 90 |
| 16:15 | | 2 | 40 | 0 | 0 | 42 | | | | | | 0 | | 0 | 43 | 7 | 0 | 50 | | 4 | 0 | 4 | 0 | 8 | 100 |
| 16:30 | | 1 | 48 | 0 | 0 | 49 | | | | | | 0 | | 0 | 33 | 5 | 0 | 38 | | 2 | 0 | 2 | 0 | 4 | 91 |
| 16:45 | | 2 | 33 | 0 | 0 | 35 | | | | | | 0 | | 0 | 27 | 6 | 0 | 33 | | 6 | 0 | 4 | 0 | 10 | 78 |
| Total | 0 | 9 | 167 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 22 | 0 | 159 | 0 | 13 | 0 | 11 | 0 | 24 | 359 |
| 17:00 | | 3 | 59 | 0 | 0 | 62 | | | | | | 0 | | 0 | 49 | 4 | 0 | 53 | | 3 | 0 | 3 | 0 | 6 | 121 |
| 17:15 | | 0 | 44 | 0 | 0 | 44 | | | | | | 0 | | 0 | 28 | 6 | 0 | 34 | | 6 | 0 | 1 | 0 | 7 | 85 |
| 17:30 | | 0 | 45 | 0 | 0 | 45 | | | | | | 0 | | 0 | 33 | 7 | 0 | 40 | | 2 | 0 | 0 | 0 | 2 | 87 |
| 17:45 | | 4 | 42 | 0 | 0 | 46 | | | | | | 0 | | 0 | 46 | 3 | 0 | 49 | | 1 | 0 | 1 | 0 | 2 | 97 |
| Total | 0 | 7 | 190 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 20 | 0 | 176 | 0 | 12 | 0 | 5 | 0 | 17 | 390 |
| Grand Total | 0 | 16 | 357 | 0 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 42 | 0 | 335 | 0 | 25 | 0 | 16 | 0 | 41 | 749 |
| Appr % | | 4.3 | 95.7 | 0 | 0 | | | -2 | -2 | -2 | -2 | | | 0 | 87.5 | 12.5 | 0 | | | 61 | 0 | 39 | 0 | | |
| Total % | | 2.1 | 47.7 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 39.1 | 5.6 | 0 | | | 3.3 | 0 | 2.1 | 0 | | |
| PM Pk Hr | | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 | 17:00 |
| PM Pk Vol | | 7 | 190 | 0 | 0 | 197 | | 0 | 0 | 0 | 0 | 0 | | 0 | 156 | 20 | 0 | 176 | | 12 | 0 | 5 | 0 | 17 | 390 |
| PM PHF | | 0.438 | 0.805 | NaN | NaN | 0.794 | | NaN | NaN | NaN | NaN | NaN | | NaN | 0.796 | 0.714 | NaN | 0.830 | | 0.500 | NaN | 0.417 | NaN | 0.607 | 0.806 |

Barrett Rd @ Westcreek Cir 11-3-22 PM





File Name: Barrett Rd @ Westcreek Cir 11-3-22 PM





Location:

All Vehicles


Site Code:





Study Date: 11/03/2022

| | | | | |
|---------------|--|---|---|---|
| Westcreek Cir | 12 | 0 | 5 | 0 |
| | Right | Thru | Left | U-Turn |
| |  |  |  |  |
| | | | | |

| Barrett Rd | | | |
|---|---|---|---|
| 7 | 190 | 0 | 0 |
| Right | Thru | Left | U-Turn |
|  |  |  |  |

PM Peak Hour Statistics
 PM Peak Hour Begins: 17:00
 PM Peak Hour Volume: 390
 PM Peak Hour Factor: 0.806

|  |  |  |  |
|---|---|--|---|
| U-Turn | Left | Thru | Right |
| 0 | 20 | 156 | 0 |
| Barrett Rd | | | |

| | | |
|---|--------|---|
|  | Right | 0 |
|  | Thru | 0 |
|  | Left | 0 |
|  | U-Turn | 0 |

**PEAK SEASON CORRECTION
FACTOR**

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
 CATEGORY: 1200 LEE COUNTYWIDE

| WEEK | DATES | SF | MOCF: 0.96 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2021 - 01/02/2021 | 0.96 | 1.00 |
| 2 | 01/03/2021 - 01/09/2021 | 1.00 | 1.04 |
| 3 | 01/10/2021 - 01/16/2021 | 1.04 | 1.08 |
| 4 | 01/17/2021 - 01/23/2021 | 1.02 | 1.06 |
| 5 | 01/24/2021 - 01/30/2021 | 1.01 | 1.05 |
| 6 | 01/31/2021 - 02/06/2021 | 0.99 | 1.03 |
| * 7 | 02/07/2021 - 02/13/2021 | 0.98 | 1.02 |
| * 8 | 02/14/2021 - 02/20/2021 | 0.97 | 1.01 |
| * 9 | 02/21/2021 - 02/27/2021 | 0.96 | 1.00 |
| *10 | 02/28/2021 - 03/06/2021 | 0.95 | 0.99 |
| *11 | 03/07/2021 - 03/13/2021 | 0.94 | 0.98 |
| *12 | 03/14/2021 - 03/20/2021 | 0.93 | 0.97 |
| *13 | 03/21/2021 - 03/27/2021 | 0.94 | 0.98 |
| *14 | 03/28/2021 - 04/03/2021 | 0.95 | 0.99 |
| *15 | 04/04/2021 - 04/10/2021 | 0.96 | 1.00 |
| *16 | 04/11/2021 - 04/17/2021 | 0.96 | 1.00 |
| *17 | 04/18/2021 - 04/24/2021 | 0.97 | 1.01 |
| *18 | 04/25/2021 - 05/01/2021 | 0.98 | 1.02 |
| *19 | 05/02/2021 - 05/08/2021 | 0.99 | 1.03 |
| 20 | 05/09/2021 - 05/15/2021 | 1.00 | 1.04 |
| 21 | 05/16/2021 - 05/22/2021 | 1.01 | 1.05 |
| 22 | 05/23/2021 - 05/29/2021 | 1.02 | 1.06 |
| 23 | 05/30/2021 - 06/05/2021 | 1.02 | 1.06 |
| 24 | 06/06/2021 - 06/12/2021 | 1.03 | 1.07 |
| 25 | 06/13/2021 - 06/19/2021 | 1.04 | 1.08 |
| 26 | 06/20/2021 - 06/26/2021 | 1.06 | 1.10 |
| 27 | 06/27/2021 - 07/03/2021 | 1.07 | 1.11 |
| 28 | 07/04/2021 - 07/10/2021 | 1.08 | 1.13 |
| 29 | 07/11/2021 - 07/17/2021 | 1.10 | 1.15 |
| 30 | 07/18/2021 - 07/24/2021 | 1.09 | 1.14 |
| 31 | 07/25/2021 - 07/31/2021 | 1.09 | 1.14 |
| 32 | 08/01/2021 - 08/07/2021 | 1.09 | 1.14 |
| 33 | 08/08/2021 - 08/14/2021 | 1.08 | 1.13 |
| 34 | 08/15/2021 - 08/21/2021 | 1.08 | 1.13 |
| 35 | 08/22/2021 - 08/28/2021 | 1.08 | 1.13 |
| 36 | 08/29/2021 - 09/04/2021 | 1.07 | 1.11 |
| 37 | 09/05/2021 - 09/11/2021 | 1.07 | 1.11 |
| 38 | 09/12/2021 - 09/18/2021 | 1.06 | 1.10 |
| 39 | 09/19/2021 - 09/25/2021 | 1.04 | 1.08 |
| 40 | 09/26/2021 - 10/02/2021 | 1.03 | 1.07 |
| 41 | 10/03/2021 - 10/09/2021 | 1.01 | 1.05 |
| 42 | 10/10/2021 - 10/16/2021 | 0.99 | 1.03 |
| 43 | 10/17/2021 - 10/23/2021 | 0.98 | 1.02 |
| 44 | 10/24/2021 - 10/30/2021 | 0.98 | 1.02 |
| 45 | 10/31/2021 - 11/06/2021 | 0.97 | 1.01 |
| 46 | 11/07/2021 - 11/13/2021 | 0.97 | 1.01 |
| 47 | 11/14/2021 - 11/20/2021 | 0.96 | 1.00 |
| 48 | 11/21/2021 - 11/27/2021 | 0.96 | 1.00 |
| 49 | 11/28/2021 - 12/04/2021 | 0.96 | 1.00 |
| 50 | 12/05/2021 - 12/11/2021 | 0.96 | 1.00 |
| 51 | 12/12/2021 - 12/18/2021 | 0.96 | 1.00 |
| 52 | 12/19/2021 - 12/25/2021 | 1.00 | 1.04 |
| 53 | 12/26/2021 - 12/31/2021 | 1.04 | 1.08 |

* PEAK SEASON

11-MAR-2022 14:24:13

830UPD

1_1200_PKSEASON.TXT

**DEVELOPMENT OF FUTURE YEAR
BACKGROUND TURNING VOLUMES
SPREADSHEET**

Development of Future Year Background Turning Volumes

Intersection
Count Date
Build-Out Year

Barrett Road @ Site Access
November 3, 2022
2027

| AM Peak Hour | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| RAW Turning Movement Counts | 0 | 177 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Current Peak Season Volumes | 0 | 179 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Rate | 0.00% | 2.00% | 0.00% | 0.00% | 2.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Years to Build-out | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 2027 Background Turning Volumes | 0 | 198 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Turning Volumes | 14 | | | | | 6 | 20 | | 45 | | | |
| 2027 Background + Project | 14 | 198 | 0 | 0 | 170 | 6 | 20 | 0 | 45 | 0 | 0 | 0 |

| PM Peak Hour | | | | | | | | | | | | |
|---------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| RAW Turning Movement Counts | 0 | 156 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Correction Factor | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 | 1.01 |
| Current Peak Season Volumes | 0 | 158 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Rate | 0.00% | 2.00% | 0.00% | 0.00% | 2.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Years to Build-out | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 2027 Background Turning Volumes | 0 | 174 | 0 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Turning Volumes | 47 | | | | | 20 | 12 | | 28 | | | |
| 2027 Background + Project | 47 | 174 | 0 | 0 | 212 | 20 | 12 | 0 | 28 | 0 | 0 | 0 |

HCS SUMMARY SHEETS

HCS Two-Way Stop-Control Report

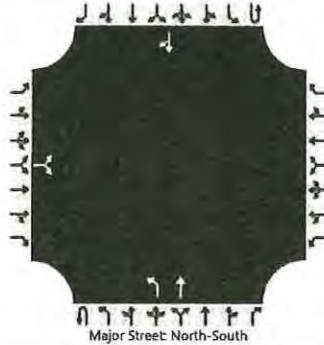
General Information

| | |
|--------------------------|-----------------------|
| Analyst | TR Transportation |
| Agency/Co. | |
| Date Performed | 11/17/2022 |
| Analysis Year | 2027 |
| Time Analyzed | AM Pk Hr With Project |
| Intersection Orientation | North-South |
| Project Description | F2210.03 |

Site Information

| | |
|----------------------------|---------------------------|
| Intersection | Barrett Rd/Site Access |
| Jurisdiction | Lee County |
| East/West Street | Site Access/Westcreek Cir |
| North/South Street | Barrett Rd |
| Peak Hour Factor | 0.89 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | L | T | | | | | TR |
| Volume (veh/h) | | 20 | | 45 | | | | | | 14 | 198 | | | | 170 | 6 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|------|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h) | | | 73 | | | | | | | 16 | | | | | | |
| Capacity, c (veh/h) | | | 730 | | | | | | | 1369 | | | | | | |
| v/c Ratio | | | 0.10 | | | | | | | 0.01 | | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.3 | | | | | | | 0.0 | | | | | | |
| Control Delay (s/veh) | | | 10.5 | | | | | | | 7.7 | | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | | | | | | |
| Approach Delay (s/veh) | 10.5 | | | | | | | | 0.5 | | | | | | | |
| Approach LOS | B | | | | | | | | A | | | | | | | |

HCS Two-Way Stop-Control Report

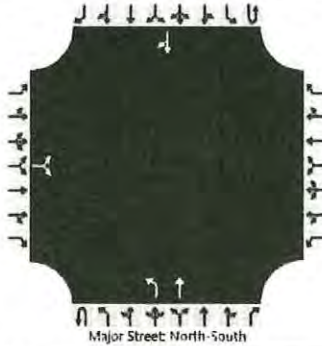
General Information

| | |
|--------------------------|-----------------------|
| Analyst | TR Transportation |
| Agency/Co. | |
| Date Performed | 11/17/2022 |
| Analysis Year | 2027 |
| Time Analyzed | PM Pk Hr With Project |
| Intersection Orientation | North-South |
| Project Description | F2210.03 |

Site Information

| | |
|----------------------------|---------------------------|
| Intersection | Barrett Rd/Site Access |
| Jurisdiction | Lee County |
| East/West Street | Site Access/Westcreek Cir |
| North/South Street | Barrett Rd |
| Peak Hour Factor | 0.81 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|-----|---|------------|---|-----|----|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration | | | LR | | | | | | | L | T | | | | | TR |
| Volume (veh/h) | | 12 | | 28 | | | | | | 47 | 174 | | | | 212 | 20 |
| Percent Heavy Vehicles (%) | | 3 | | 3 | | | | | | 3 | | | | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | 0 | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Undivided | | | | | | | | | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|------|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec) | | 7.1 | | 6.2 | | | | | | 4.1 | | | | | | |
| Critical Headway (sec) | | 6.43 | | 6.23 | | | | | | 4.13 | | | | | | |
| Base Follow-Up Headway (sec) | | 3.5 | | 3.3 | | | | | | 2.2 | | | | | | |
| Follow-Up Headway (sec) | | 3.53 | | 3.33 | | | | | | 2.23 | | | | | | |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|------|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h) | | | 49 | | | | | | | 58 | | | | | | |
| Capacity, c (veh/h) | | | 624 | | | | | | | 1270 | | | | | | |
| v/c Ratio | | | 0.08 | | | | | | | 0.05 | | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | | | 0.3 | | | | | | | 0.1 | | | | | | |
| Control Delay (s/veh) | | | 11.3 | | | | | | | 8.0 | | | | | | |
| Level of Service (LOS) | | | B | | | | | | | A | | | | | | |
| Approach Delay (s/veh) | 11.3 | | | | | | | | 1.7 | | | | | | | |
| Approach LOS | B | | | | | | | | A | | | | | | | |

TRIP GENERATION EQUATIONS

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

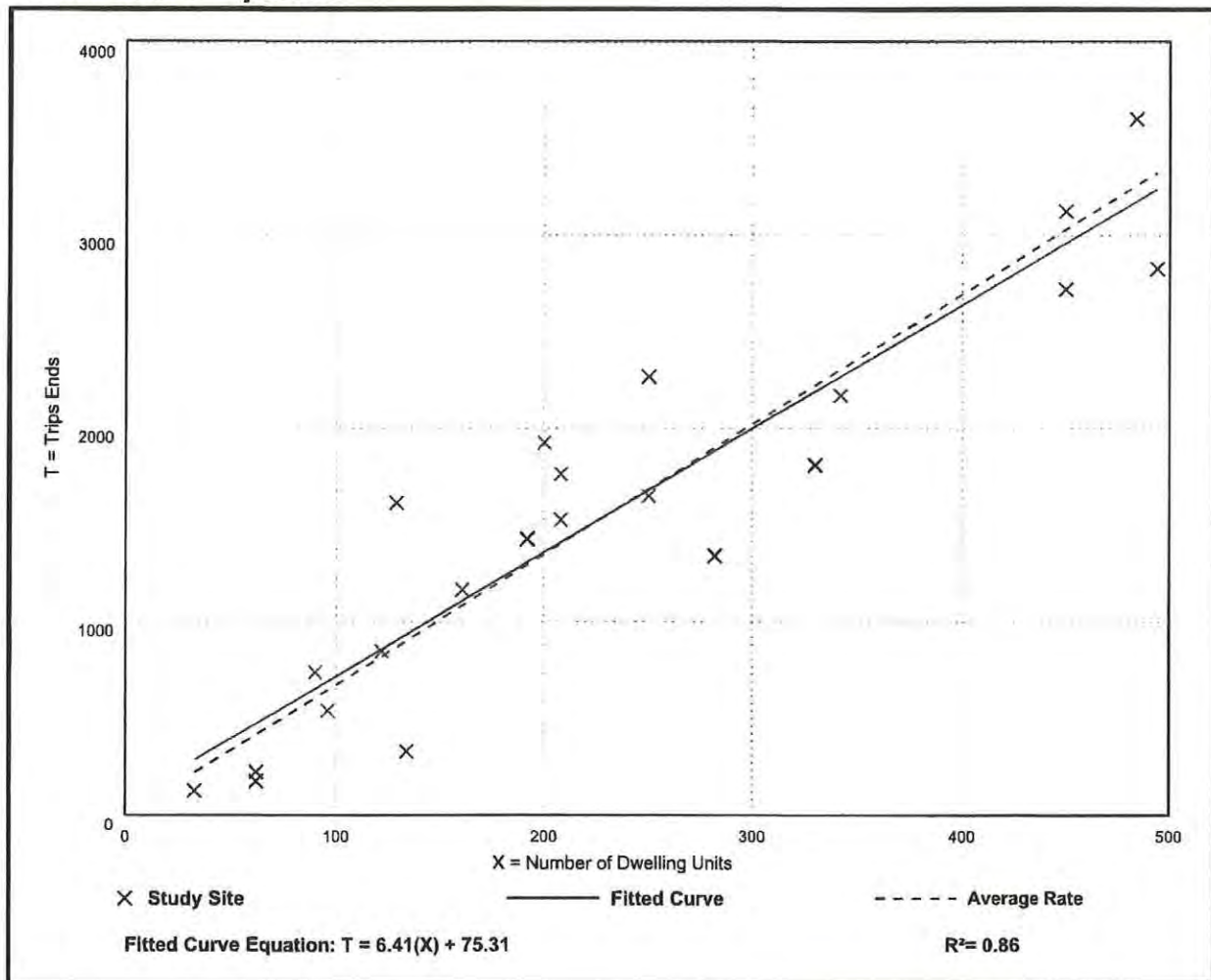
Avg. Num. of Dwelling Units: 229

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

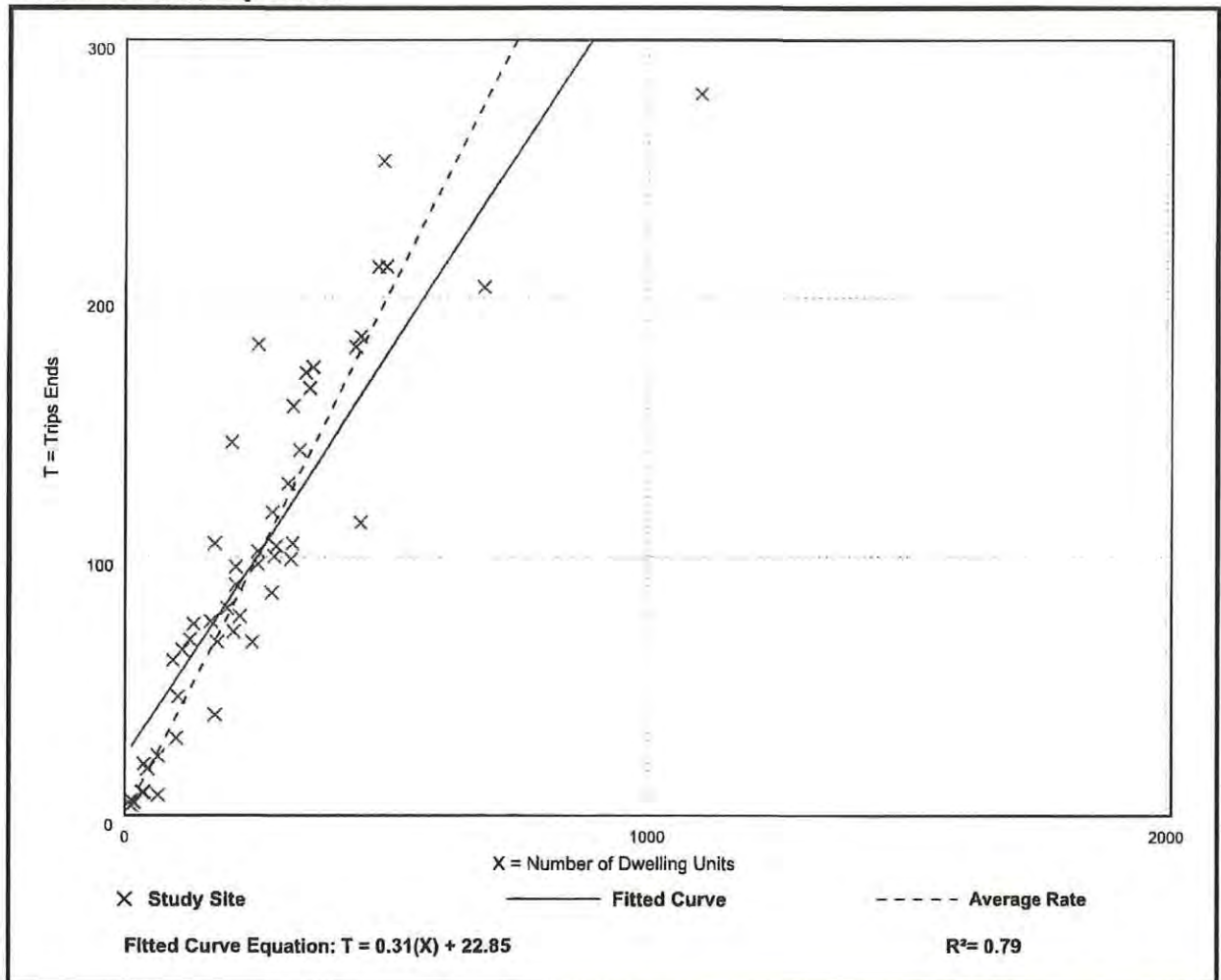
Avg. Num. of Dwelling Units: 249

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

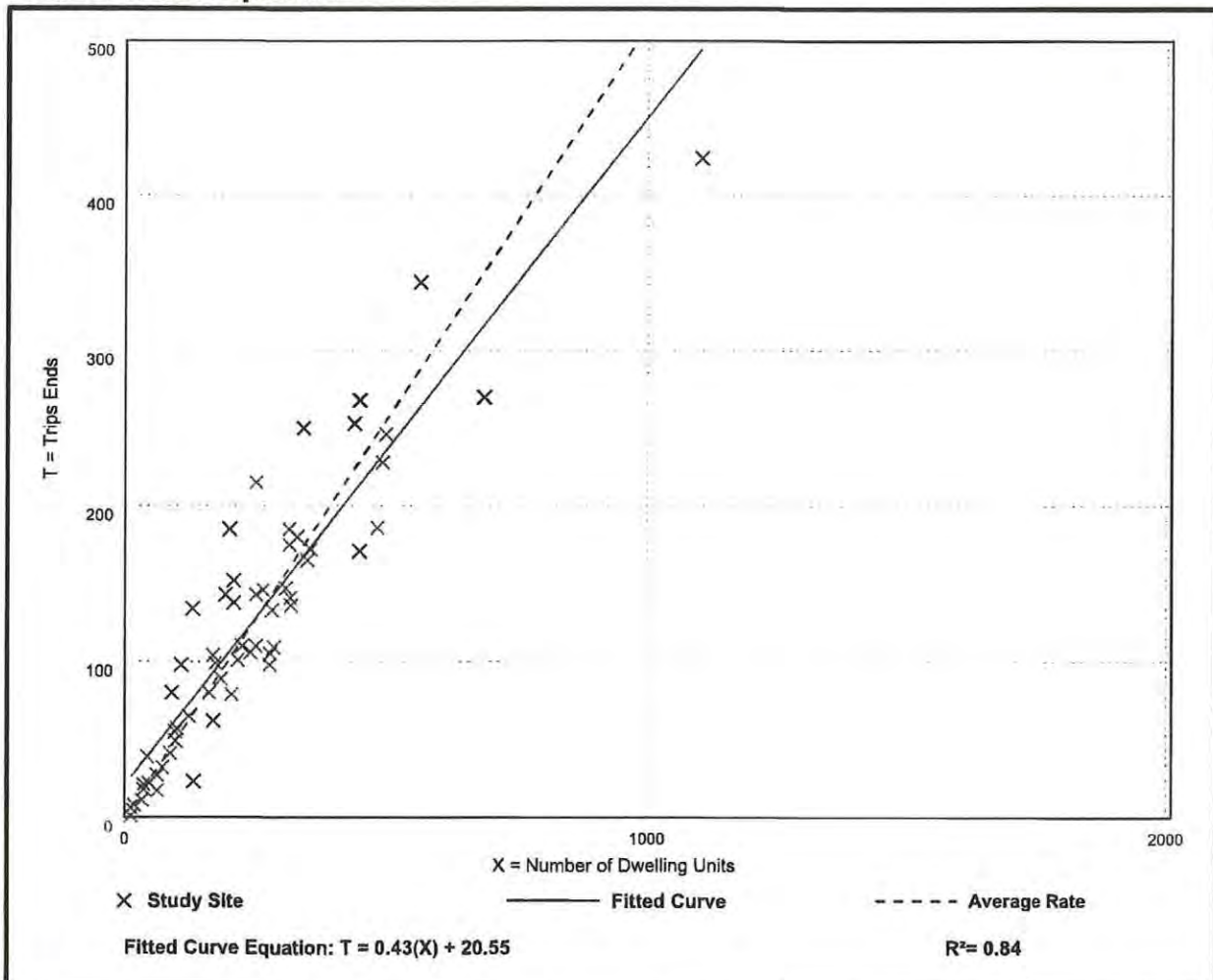
Avg. Num. of Dwelling Units: 241

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



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

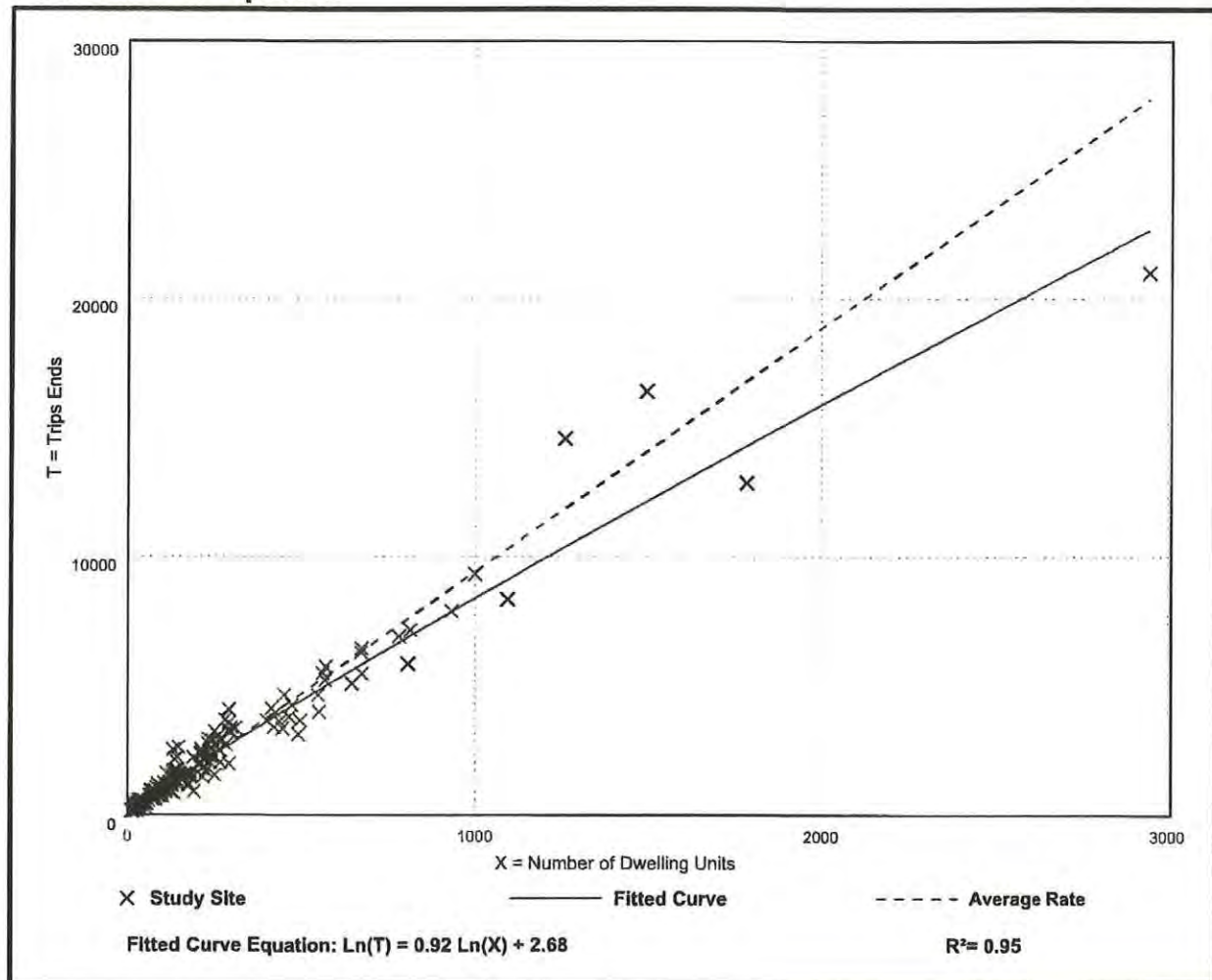
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 9.43 | 4.45 - 22.61 | 2.13 |

Data Plot and Equation



Single-Family Detached Housing (210)

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: 192

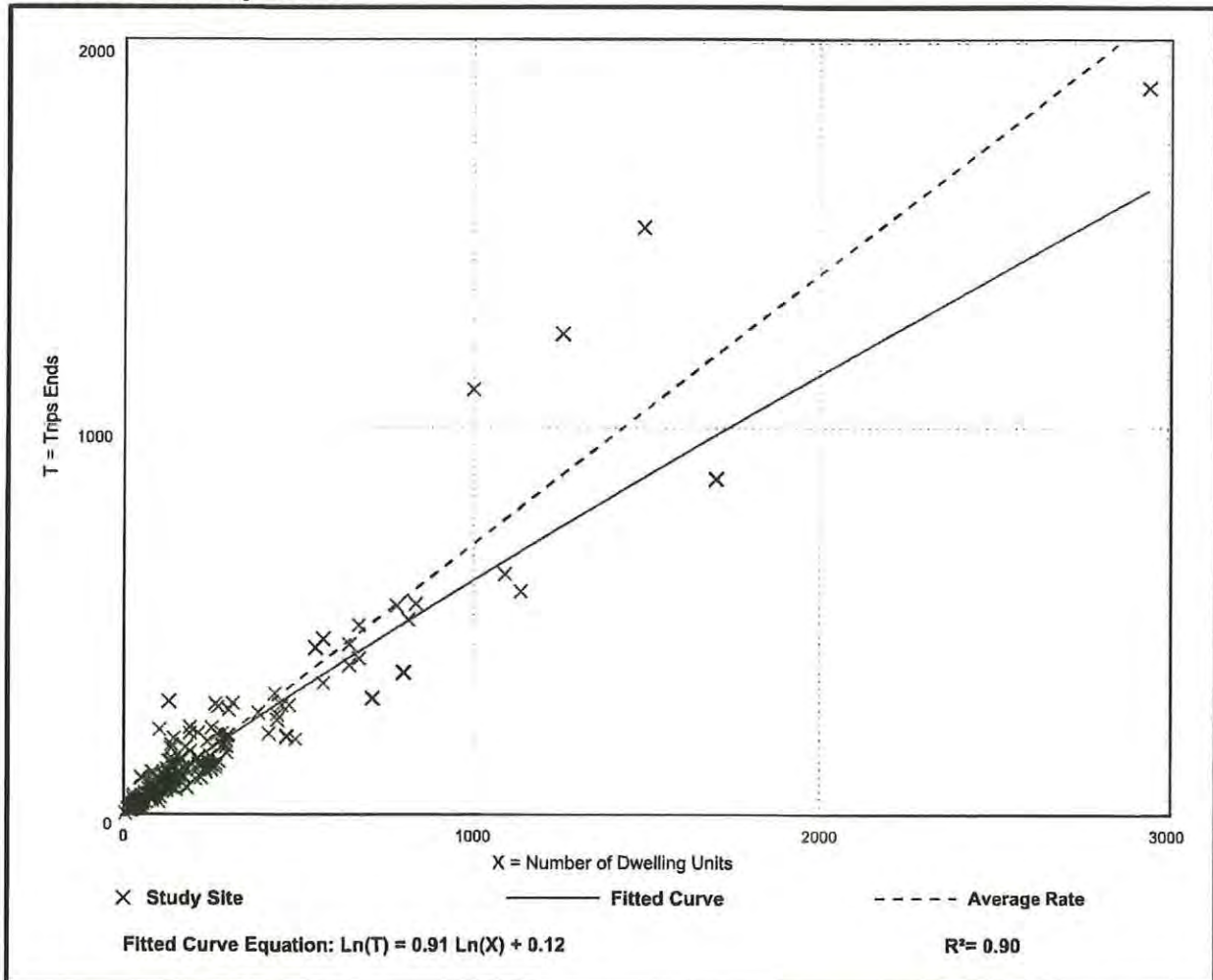
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.70 | 0.27 - 2.27 | 0.24 |

Data Plot and Equation



Single-Family Detached Housing (210)

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: 208

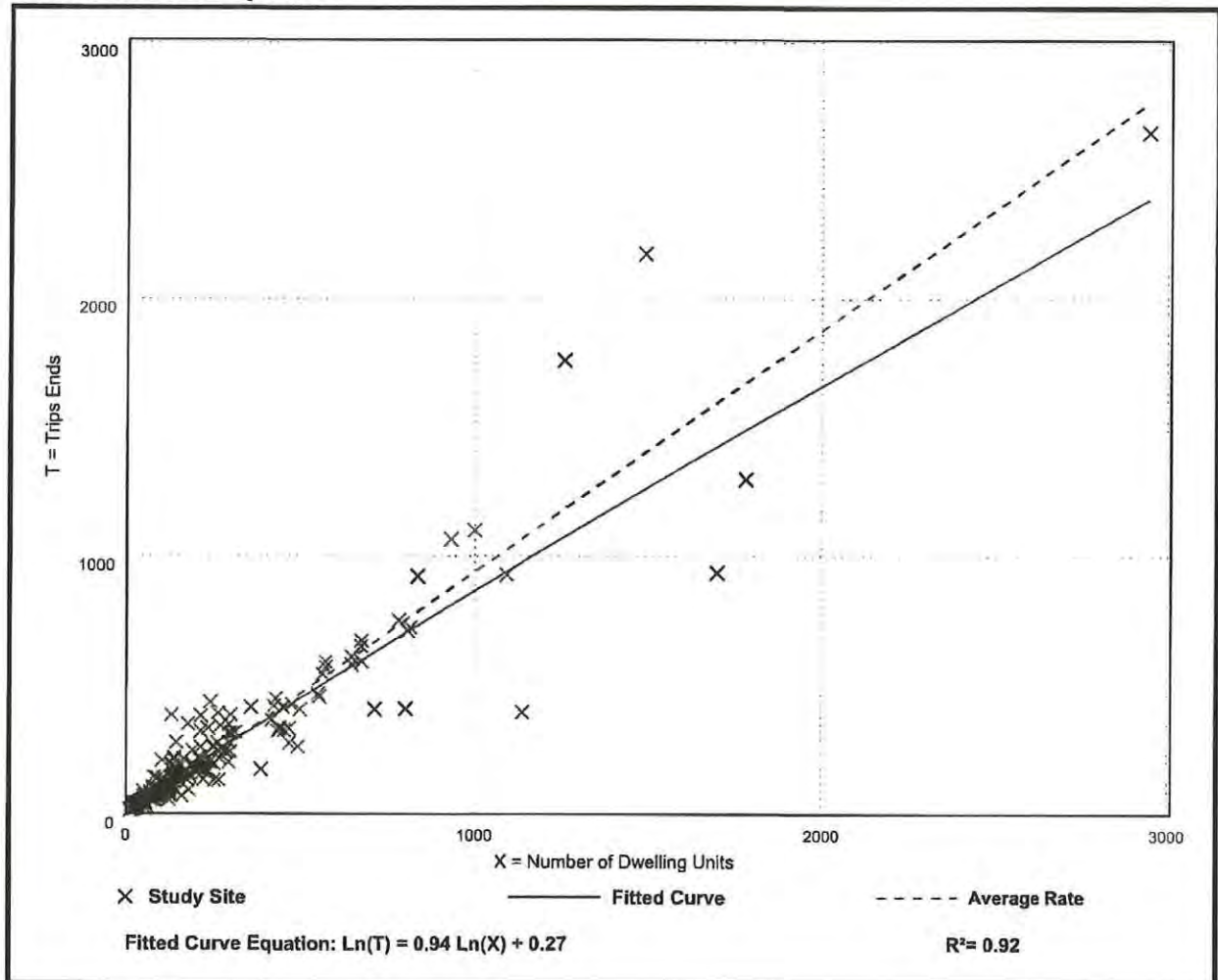
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.94 | 0.35 - 2.98 | 0.31 |

Data Plot and Equation



**2045 E+C NETWORK VOLUMES
FOR US BUSINESS 41**

Pine Island Rd

20198
3

20084
3

3
33613
BAYSHORE RD
BAYSHORE RD
32422
3

3
26643
TAMIAMI TR
TAMIAMI TR
27899
3

1
319
MARIANA
MARIANA
321
1

1
937
EVERGREEN
EVERGREEN
503
1

28179
3

27282
3

3
22878
25523
3

Pondella Rd

3
39183
TAMIAMI TR
TAMIAMI TR
38976
3

BARRETT PARK SURFACE WATER LEVEL OF SERVICE ANALYSIS:

I. Existing Facilities

The subject property consists of 20.14 acres, and exists as a single-family residential development located along the south side of a tributary of Hancock Creek. The general drainage pattern for the area is from west to east to the confluence of Yellow Fever Creek and Hancock Creek.

Existing stormwater facilities serving the residential development include two (2) dry detention areas constructed along the north property line and in the southeast corner of the development for water quality treatment and attenuation. These facilities were permitted through the South Florida Water Management District (SFWMD) (#36-01760-S) in September, 1990.

Surface water from the property discharges through two control structures, one from each detention basin. Discharges through the control structure are conveyed by the aforementioned tributary and an existing wetland to Hancock Creek.

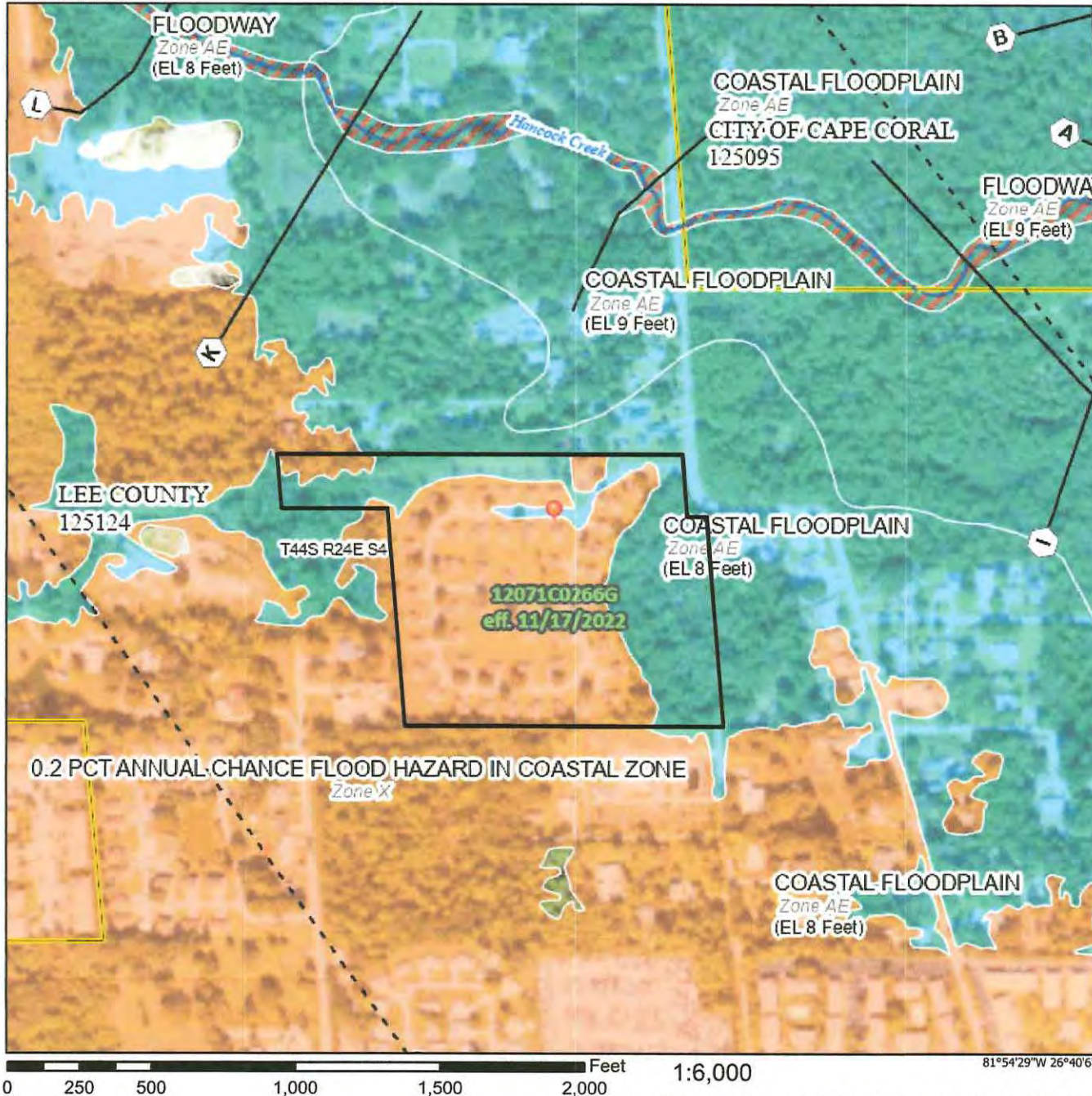
II. Proposed Facilities

Stormwater run-off from the proposed multi-family development will be directed to interconnected detention basins for water quality treatment and attenuation prior to discharging into the Hancock Creek tributary and the existing wetland preserve on east side of the property. The detention basins will be designed to limit discharge rates from the development to a 25-Year, 3-day storm peak discharge rate of 64 cubic-feet-per-square-mile (CSM), which is the required Lee County Level of Service standard for Hancock Creek. The control elevation for the water management facilities will be established to be consistent with the control elevation of the previously permitted system of the existing development.

National Flood Hazard Layer FIRMette



81°55'7"W 26°40'38"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

| | | |
|-----------------------------|--|---|
| SPECIAL FLOOD HAZARD AREAS | | Without Base Flood Elevation (BFE) Zone A, V, A99 |
| | | With BFE or Depth Zone AE, AO, AH, VE, AR |
| | | Regulatory Floodway |
| OTHER AREAS OF FLOOD HAZARD | | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X |
| | | Future Conditions 1% Annual Chance Flood Hazard Zone X |
| | | Area with Reduced Flood Risk due to Levee. See Notes, Zone X |
| | | Area with Flood Risk due to Levee Zone D |
| OTHER AREAS | | NO SCREEN Area of Minimal Flood Hazard Zone X |
| | | Effective LOMRs |
| | | Area of Undetermined Flood Hazard Zone O |
| GENERAL STRUCTURES | | Channel, Culvert, or Storm Sewer |
| | | Levee, Dike, or Floodwall |
| OTHER FEATURES | | Cross Sections with 1% Annual Chance Water Surface Elevation |
| | | Coastal Transect |
| | | Base Flood Elevation Line (BFE) |
| | | Limit of Study |
| | | Jurisdiction Boundary |
| | | Coastal Transect Baseline |
| MAP PANELS | | Digital Data Available |
| | | No Digital Data Available |
| | | Unmapped |
| | | The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location. |

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/16/2023 at 10:00 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

0 250 500 1,000 1,500 2,000 Feet 1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

81°54'29"W 26°40'6"N



Planning Justification Exhibits - M16 and M19

Location and Property Description

The subject property is located along the west side of Barrett Road approximately ½ mile south of Pine Island Road and approximately ¼ mile north of Pondella Road in North Fort Myers. The property is 20.14 acres in area located in the Sub-Outlying Suburban future land use category but is currently developed with more units than allowed within that future land use category. The current use of the property is for affordable housing. The proposed application will allow for a greater density to accommodate the County's growing needs for affordable units in a strategic location, close to urban infrastructure, transit service and within proximity to one of the County's central employment districts - downtown Fort Myers. The requested future land use map amendment is to change the land use category to Urban Community to allow for a multi-family redevelopment of the subject property.

Surrounding Uses/Compatibility

The property is located in an area of existing development on all sides. To the north of the subject property are a mix of scattered single-family units with two higher density multi-family projects south of Pine Island Road on the east side of Barrett Road within the City of Cape Coral limits. To the west of the subject property is a mix of single and multi-family uses, both within the City of Cape Coral limits and unincorporated Lee County. The Lee County Housing Authority has a single-family affordable housing development approximately 500 feet to the west off of McNeill Road. To the south, along Barrett Road are a mixture of single and multi-family developments on the east and west sides of Barrett Road, north of Pondella Road. To the east of the subject property, across Barrett Road, is a mix of single family and vacant properties.

Existing and Future Conditions Analysis

In accordance with Policy 95.1.3 below is an analysis on public facilities based on the existing development of the subject property as the baseline for the analysis. In addition, attached are analyses of the impacts on sanitary sewer, potable water and surface water by Andrew Fitzgerald, PE, DeLisi Fitzgerald and a Transportation Impact Study by TR Transportation. Letters of service availability for each County service provider are attached to this application as Exhibit M17.

The subject property is currently in the Outlying Suburban future land use category allowing for 42 residential units. However, the subject property is already developed with 50 single family units built and occupied on the property. The proposed amendment would allow for the development of 200 multi-family residential units. Therefore, the following analysis is based on a comparison between the 50 units that are in existence today with the proposed 200 units that are part of the proposed application.

Parks

The level of service for Parks is established in Policy 95.1.3.6 as follows:

NON-REGULATORY STANDARDS

6. Parks and Recreation Facilities: Minimum Level of Service:

(a) Regional Parks - 6 acres of developed regional park land open for public use per 1000 total seasonal county population.

(b) Community Parks - 0.8 acres of developed standard community parks open for public use per 1000 permanent population, unincorporated county only.

The proposed amendment would allow an increase of 150 residential units from what is existing to the proposed density. The addition of 150 units proposed would create the demand for an additional 1.8 acres of regional park, assuming 2 people per unit. In accordance with Lee County's 2022 Concurrency Report, available capacity exists to meet the increase in demand (Page 37).

The inventory indicates a total of 7,066 acres of existing regional parks operated by county, local, state, and federal governments. The capacity required to meet The Lee Plan non-regulatory LOS standard of 6 acres per 1,000 total seasonal county population (as illustrated in Table 3) is equal to 923,000 [seasonal county population] X (6 acres/1,000 population) = 5,538 acres.

The addition of 150 units proposed would create the demand for an additional .24 acres of Community Park, assuming 2 people per unit. In accordance with Lee County's 2022 Concurrency Report, available capacity exists to meet the increase in demand (Page 40). The current demand to meet the County's level of service is 307 acres. The County currently has 762 acres existing.

Lee County Schools

A letter from the Lee County School District has been requested and is forthcoming. The Lee County School Board projects student generation by dwelling unit. According to the School Board, the school children generation rate for single family homes is .297 students per unit and .116 students per unit for multi-family dwellings. This student

generation rate is further broken down by grade level. Assuming a current built density of 50 single family units, the following is what the current level of development generates based on school level.

| Student Generation Rates - Existing Development | | |
|--|-------------|--------------------|
| | Rate | Projected Students |
| Elementary | .149 | 7.5 |
| Middle | .071 | 3.6 |
| High | .077 | 3.9 |
| Total | .297 | 14 |

| Student Generation Rates - Proposed Development | | |
|--|-------------|--------------------|
| | Rate | Projected Students |
| Elementary | .058 | 11.6 |
| Middle | .028 | 5.6 |
| High | .03 | 6.0 |
| Total | .116 | 23 |

The proposed amendment would therefore produce an increase in 9 students. In accordance with the attached letter from the Lee County School Board, capacity exists within each school level to accommodate the increase in units.

Environmental Impacts

The proposed amendment will have no impact on environmentally sensitive resources in Lee County as demonstrated in Exhibit M12 of this application. The subject property has already been developed. The proposed redevelopment of the site will not impact the existing wetland on the east side of the property. The proposed development will need to comply with Lee County open space and indigenous preservation requirements.



THE SCHOOL DISTRICT OF LEE COUNTY

Jacqueline Heredia

District Planning Specialist

2855 Colonial Boulevard, Fort Myers, FL 33966 | O: 239.335.1494

December 6, 2022

Daniel DeLisi

RE: Barrett Road in North Fort Myers,

Dear Daniel DeLisi:

This letter is in response to your request for concurrency review dated November 21, 2022 for the subject property in Barrett Road in North Fort Myers, in regard to educational impact. This project is located in West choice Zone.

This development is a request for 200 Multi-Family housing units. With regard to the inter-local agreement for school concurrency the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family homes, the generation rate is .116 and further broken down by grade level into the following, .149 for elementary, .0071 for middle and .077 for high. A total of 23 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development.

The Concurrency Analysis attached, displays the impact of this development. Capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level, however, capacity is available in the adjacent CSA.

Thank you and if I may be of further assistance, please contact me at 239-335-1494

Sincerely,

Jacqueline Heredia, District Planning Specialist

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY Lee County School District
NAME/CASE NUMBER Barrett Road in North Fort Myers,
OWNER/AGENT Delisi
ITEM DESCRIPTION

LOCATION 04-44-24-06-00000.0010
ACRES 21.14
CURRENT FLU
CURRENT ZONING

PROPOSED DWELLING UNITS BY TYPE

| Single Family | Multi Family | Mobile Home |
|---------------|--------------|-------------|
| 0 | 200 | 0 |

STUDENT GENERATION

| Student Generation Rates | | | |
|--------------------------|-------|----|--------------------|
| SF | MF | MH | Projected Students |
| 0.149 | 0.058 | | 11.60 |
| 0.071 | 0.028 | | 5.60 |
| 0.077 | 0.03 | | 6.00 |

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 |
|----------------------|------------------|------------------------------|------------------------|-----------------------------|-----------------------------|--------------------------------|--|
| West CSA, Elementary | 14,234 | 14,026 | 208 | 12 | 196 | 99% | |
| West CSA, Middle | 7,293 | 6,912 | 381 | 6 | 375 | 95% | |
| West CSA, High | 9,536 | 8,492 | 1,044 | 6 | 1038 | 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, Planning Specialist



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

November 28, 2022

Daniel DeLisi, AICP
DeLisi, Inc.
15598 Bent Creek Rd.
Wellington, FL 33414

Re: Letter of Service Availability – Westcreek Cir.

Mr. DeLisi,

I am in receipt of your letter requesting a Letter of Service Availability for a community located on Westcreek Cir in North Fort Myers. The property is denoted by STRAP 04-44-24-06-00000.0010. The project is proposed to include 200 multi-family residential units.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the location you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

The primary ambulance for this location is Medic 7, located 2.2 miles east. There are two other locations within 5 miles of the existing development.

It is our opinion that the service availability for the proposed development of this property is adequate at this time. Should the plans change, a new analysis of this impact would be required.

Sincerely,

A handwritten signature in blue ink, appearing to read "Benjamin Abes", is written over a circular blue ink stamp.

Benjamin Abes
Director, Public Safety



Daniel DeLisi, AICP
DeLisi, Inc.

Re: Pine Echo II - STRAP #: 04-44-24-06-00000.0010
14170 Warner Circle
N. Ft. Myers, FL 33903

The property is 21.14 acres in size and is currently in the Sub-Outlying Suburban Land Use Category which allows for up to 2 dwelling units per acre. Currently, the property is already developed with 50 single family units. Your client is proposing a plan amendment to change the property to Urban Community so as to allow for up to 200 multi-family residential units.

If the amendment is approved, the North Fort Myers Fire District will be able to provide fire suppression and emergency medical services to the above proposed development, as well as fire prevention, and public education service. If you require additional information, please do not hesitate to contact my office at (239) 731-1931.

Respectfully,

Rick Jones
Fire Marshal

Carmine Marceno
Sheriff



"Proud to Serve"

State of Florida
County of Lee

November 22, 2022

Daniel DeLisi
DeLisi, Inc.
520 27th St.
West Palm Beach, FL 33407

Mr. DeLisi,

The Lee County Sheriff's Office has reviewed your Comprehensive Plan Amendment request for a 21.14-acre property on Barrett Road approximately ¼ mile north of Pondella Road and ½ mile south of Pine Island Road with the following STRAP #: 04-44-24-06-00000.0010.

The proposed amendment would change the current land designation from the Sub-Outlying Suburban Land Use Category to Urban Community and allow for up to 200 multi-family residential units currently planned for the site. This Agency evaluated your rezoning request solely on its ability to provide law enforcement service to the proposed development. Based on that criterion, we have no objections as it would not affect our ability to provide law enforcement services to the project and surrounding area.

Law enforcement services will be provided from our North District offices in North Fort Myers. As this development builds out, we will factor its impact into our annual manpower review and make adjustments accordingly. At the time of application for a Development Order or building permit, we request that the applicant provide a Crime Prevention Through Environmental Design (CPTED) report done by the applicant and given to the Lee County Sheriff's Office for review and comment. Please contact Community Response Unit Crime Prevention Practitioner Beth Schell at (239) 477-1677 with any questions regarding the CPTED study.

Respectfully,

A handwritten signature in blue ink, appearing to read "Chris Reeves", with a date "11/22/22" written to the right.

Chris Reeves
Major, Patrol Bureau



"The Lee County Sheriff's Office is an Equal Opportunity Employer"
14750 Six Mile Cypress Parkway • Fort Myers, Florida 33912-4406 • (239) 477-1000



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

November 22, 2022

Delisi, Inc.
Attn: Mr. Daniel DeLisi, Owner
520 27th St
West Palm Beach, FL 33407

RE: Letter of Availability Lee County Solid Waste Barrett Road Strap # 04-44-24-06-00000.0010

Dear Mr. DeLisi:

The Lee County Solid Waste Department is capable of providing solid waste collection service for the proposed comprehensive plan amendment for up to 200 multi-family residential units located along Barrett Road in North Fort Myers through the franchised hauling contractors. Disposal of the solid waste from this development will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

Please review Lee County Land Development Code, Chapter 10, Section 261, with requirements for on-site space for placement and servicing of solid waste containers. Please note that the property owner will be responsible for all future applicable solid waste assessments and fees.

If you have any questions, please call me at (239) 533-8007.

Sincerely,

Justin Lighthall

Justin Lighthall
Manager, Public Utilities
Lee County Solid Waste Department

Kevin Ruane
District One

January 19, 2023

Cecil L. Pendergrass
District Two

Ray Sandelli
District Three

Daniel DeLisi
DeLisi, Inc.

Brian Hamman
District Four

Barrett Road North Fort Myers
Request for Letter of Service Availability

District Five

Roger Desjarlais
County Manager

Mr. DeLisi,

Richard Wesch
County Attorney

LeeTran has reviewed your request for service availability in regard to a proposed Comprehensive Plan Amendment. After reviewing the site and comparing the location with our existing and planned route locations according to the 2020 Transit Development Plan (TDP), the following has been determined:

Donna Marie Collins
County Hearing Examiner

- Subject area is not within one-quarter mile of a fixed-route corridor
- Closest bus stop is not within one-quarter mile of a bus stop
- The 2020 TDP does not identify the need for enhanced or additional transit services in the area

The proposed future development does not currently meet the applicability outlined in Sec. 10-442 and Sec. 10-443. The developer will not be required to connect to and improve transit facilities because planning action does not trigger the relevant Lee County Land Development Code.

If transit services have been modified within one-quarter mile of the subject parcels at the time of a DO or LDO type D submittal, necessary improvements will be determined at that time.

If you have any questions or require further information, please do not hesitate to contact me at (239) 533-0340 or cmarinodiaz@leegov.com.

Sincerely,

Clarissa Marino Diaz

Clarissa Marino Diaz, Transit Service Planner

Lee County Transit

STRATEGIC REGIONAL POLICY PLAN ANALYSES AND STATE POLICY PLAN Exhibit M-18

Strategic Regional Policy Plan

The proposed Plan Amendment implements the Affordable Housing Element of the Strategic Regional Policy Plan. Specifically, the proposed amendment implements the following Goals, Strategies and Actions.

Goal 1: Supply a variety of housing types in various price ranges to ensure that all residents have access to decent and affordable housing.

Strategy: Increase the supply of affordable housing through public and private efforts.

Strategy: Reduce opposition to affordable housing.

Actions:

- 1. Promote the development of "quality" affordable housing projects.*
- 4. Promote the mix of affordable and non-affordable housing to create integrated communities.*

Strategy: Develop livable, integrated communities that offer residents a high quality of life.

Actions:

- 1. Encourage programs that promote infill development in urban areas to maximize the efficient use of existing infrastructure.*
- 5. Promote the mix of affordable and non-affordable housing to create integrated communities.*

State Policy Plan

The proposed Plan amendment also implements the following Goal from the State Policy Plan:

(4) *HOUSING.* –

(a) Goal. – The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.

3. *Increase the supply of safe, affordable, and sanitary housing for low-income and moderate-income persons and elderly persons by alleviating housing shortages, recycling older houses and redeveloping residential neighborhoods, identifying housing needs, providing incentives to the private sector to build affordable housing, encouraging public-private partnerships to maximize the creation of affordable housing, and encouraging research into low-cost housing construction techniques, considering life-cycle operating costs.*