JMB TRANSPORTATION ENGINEERING, INC.
TRAFFIC/TRANSPORTATION ENGINEERING & PLANNING SERVICES

TRAFFIC IMPACT STATEMENT

The Nest
(Lee County, Florida)

April 21, 2023
Revised May 7, 2023

Prepared by:

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CERTIFICATE OF AUTHORIZATION NO. 27830

(JMB PROJECT NO. 200513)

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Conclusions

Road Impact Mitigation Requirements

Based upon the findings of this report, it was determined that The Nest will not have a significant or negative impact upon the surrounding road network. It was verified that all roadways, within the project's area of influence, currently have a surplus of capacity and can accommodate the traffic associated with the proposed 62 multi-family dwelling units, 5,000 square feet of commercial retail/office space, 5,000 square feet of high-turnover restaurant land use and a small-scale public park, and the network will continue to operate at acceptable levels of service for project build-out traffic conditions. Furthermore, the report concludes that the project will not create any transportation deficiencies that need to be mitigated.

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

Concurrency Review

U.S. 41 (between San Carlos Boulevard and Alico Road) is classified as a six-lane divided arterial having an adopted maximum service capacity of 3,171 vph for the 100th highest hour peak direction. As concluded, that segment of U.S. 41 will have a project build-out traffic demand of 3,102 vphpd and a *v/c* ratio of 0.98. Therefore, this project will be consistent with the criteria of the Lee County Concurrency Management Policy.

Site Access

The project will have a direct right-in/out and left-in access to U.S. 41 which is under the jurisdiction of the Florida Department of Transportation (FDOT). Therefore, a FDOT driveway connection permit will need to be obtained prior to developing the site. The specifics of the site access improvements (e.g., ingress turn lanes, advisory signs, pavement markings, etc.) will be established with FDOT and Lee County Government as part of acquiring final development approval.

At the request of Lee County staff, an operational analysis of the site's right-in/out and left-in access on U.S. 41 was performed for the AM and PM peak hour traffic conditions for 2026 project build-out conditions. It was determined that the access will not cause any notable delay to north/south traffic flow along U.S. 41. Drivers entering the site via the left-in turn lane and exiting the site will incur delay, as is common and expected for projects accessing major arterials. *The operational analysis was performed based upon the methodologies established by the Highway Capacity Manual (HCS summary sheets are provided in the Appendix – refer to pages B1 and B2).*

Purpose of Report

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

Scope of Project

The Nest is a proposed mixed-use project that consists of 62 multi-family dwelling units, 10,000 square feet of commercial retail/office space and a small-scale (2 acre) public park. The site is located on the west side of U.S. 41 and south of Alico Road, within Lee County, Florida.

Access to the project will be provided via a right-in/out and left-in access on U.S. 41.

Table A
Proposed Land Use

Land Use	Size
Multi-Family Dwelling	62 units
Retail/Office	5,000 s.f.
High-Turnover Restaurant	5,000 s.f.
Public Park	2.0 +/- Acres

Project Generated Traffic

Traffic that can be expected to be generated by the project was estimated based upon the guidelines established by the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition. That is, historical traffic data collected at similar land uses was relied upon in estimating the project's traffic. In referencing the Trip Generation Manual, it was concluded that land use code Multi-Family (LUC 220), Public Park (LUC 411), Variety Store (LUC 814) and High-Turnover Restaurant (LUC 932) were the most appropriate uses for estimating the project traffic. Trips were adjusted to account for pass-by trips, as accepted by Lee County.

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

Table B
Trips Computations Summary
(Summation of Table 1)

New Daily Trips Generated (ADT)	New AM Peak Hour Trips Generated (vph)	New PM Peak Hour Trips Generated (vph)
1,176	**82**	**121**

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

Existing + Committed Roadway Conditions

U.S. 41 is a six-lane divided north/south arterial that is under the jurisdiction of the Florida Department of Transportation. Within proximity of the site, the road has a posted speed limit of 50 MPH. As set forth by the Lee County Concurrency Management Policy, U.S. 41 has an adopted performance standard of level of service LOS D and a maximum service volume capacity of 3,171 vph for the 100th highest hour peak direction.

Project Generated Traffic Distribution

The project's traffic was distributed to the surrounding roadway network based upon logical means of ingress/egress, current and future traffic patterns in the area, and proximity of supporting land uses, such as business, retail and medical uses. Table 2 and Figure 2 provide a detail of the traffic distributions based on a percentage basis. Table 2 also depicts the project traffic by volume.

Area of Significant Impact

The area of significant impact was determined based upon Lee County's 10% criteria (i.e., if the project's traffic is 10% or more of a roadway's adopted level of service LOS C capacity, then the project has a significant impact upon that link). Table 2 describes the project traffic distributions and the level of impact on the surrounding roadways. As shown, no roads will be impacted by 10% or greater than its adopted level of service. Therefore, U.S. 41 is the only road that is considered to be impacted by the project.

Project Build-Out Conditions

In order to establish project build-out traffic conditions, the project traffic was added to the forecasted 2026 background build-out traffic volumes. The annual growth rate for all roads within the project's area of impact was established based upon historical traffic counts, but no less than 2% per year was applied, which was used to forecast future traffic conditions. Table 3 provides a detail of the existing and 2026 background traffic conditions. Table 4 reflects the 2026 background plus project traffic conditions. Table 4 describes the traffic volumes based upon the 100th highest hour peak direction demand along U.S. 41, as well as the road's level of service. As determined, U.S. 41 will continue to operate at acceptable levels of service at project build-out conditions.

Concurrency Review

U.S. 41 (between San Carlos Boulevard and Alico Road) is classified as a six-lane divided arterial having an adopted maximum service capacity of 3,171 vph for the 100th highest hour peak direction. As concluded, that segment of U.S. 41 will have a project build-out traffic demand of 3,10 vphpd and a *v/c* ratio of 0.98. Therefore, this project will be consistent with the criteria of the Lee County Concurrency Management Policy.

Site Access Evaluation

The project will have a direct right-in/out and left-in access to U.S. 41 which is under the jurisdiction of the Florida Department of Transportation (FDOT). Therefore, a FDOT driveway connection permit will need to be obtained prior to developing the site. The specifics of the site access improvements (e.g., ingress turn lanes, advisory signs, pavement markings, etc.) will be established with FDOT and Lee County Government as part of acquiring final development approval.

At the request of Lee County staff, an operational analysis of the site's right-in/out and left-in access on U.S. 41 was performed for the AM and PM peak hour traffic conditions for 2026 project build-out conditions. It was determined that the access will not cause any notable delay to north/south traffic flow along U.S. 41. Drivers entering the site via the left-in turn lane and exiting the site will incur delay, as is common and expected for projects accessing major arterials. *The operational analysis was performed based upon the methodologies established by the Highway Capacity Manual (HCS summary sheets are provided in the Appendix – refer to pages B1 and B2).*

APPENDIX A

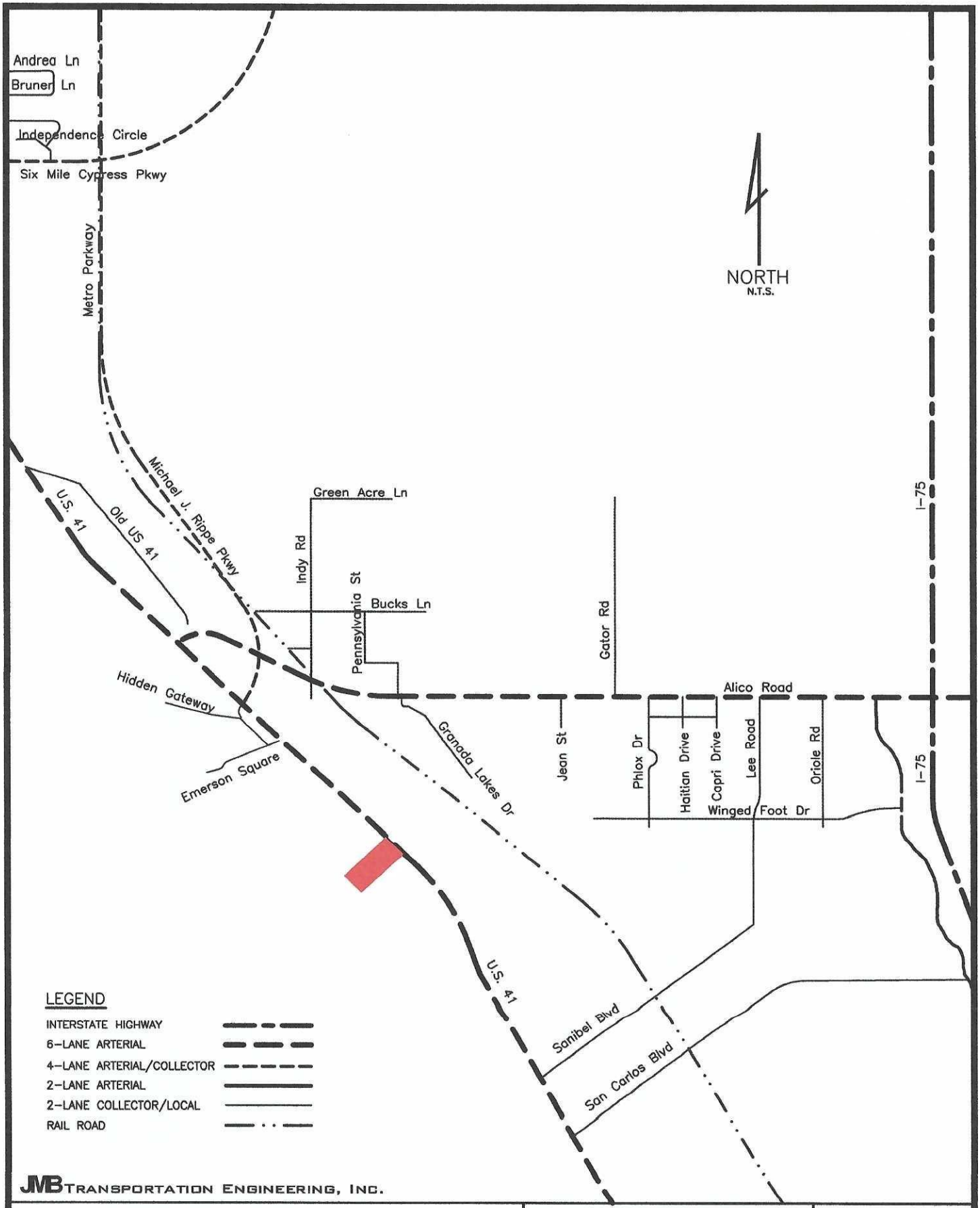
Tables 1 thru 4

Figures 1 thru 3

Support Documents

APPENDIX B

Highway Capacity Manual Operational Analysis (HCS worksheets and Results)



JMB TRANSPORTATION ENGINEERING, INC.

The Nest

April 21, 2023

Project Location & Roadway Classification

FIGURE 1

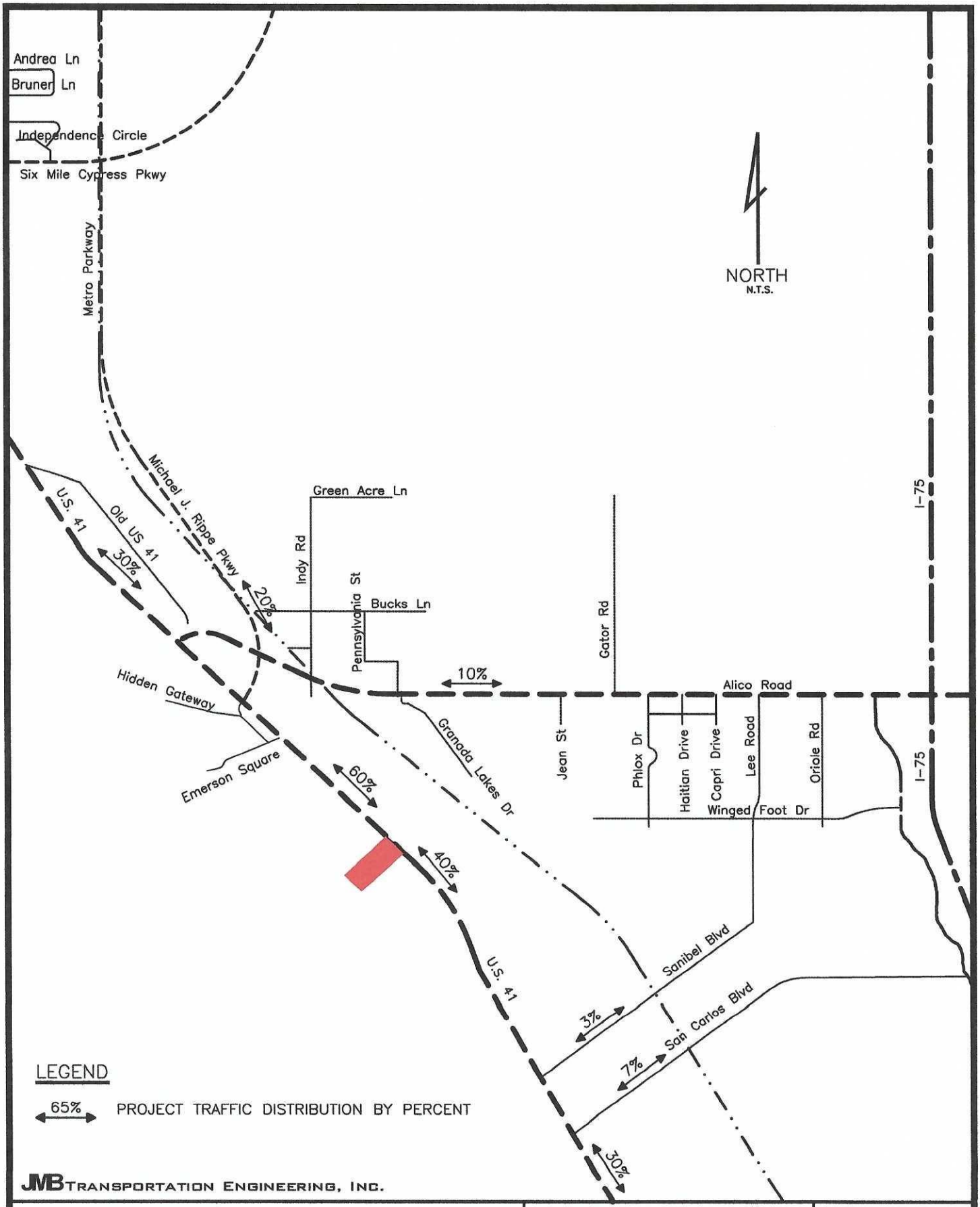
TABLE 1
(page 1 of 2)
TRIP GENERATION COMPUTATIONS
The Nest

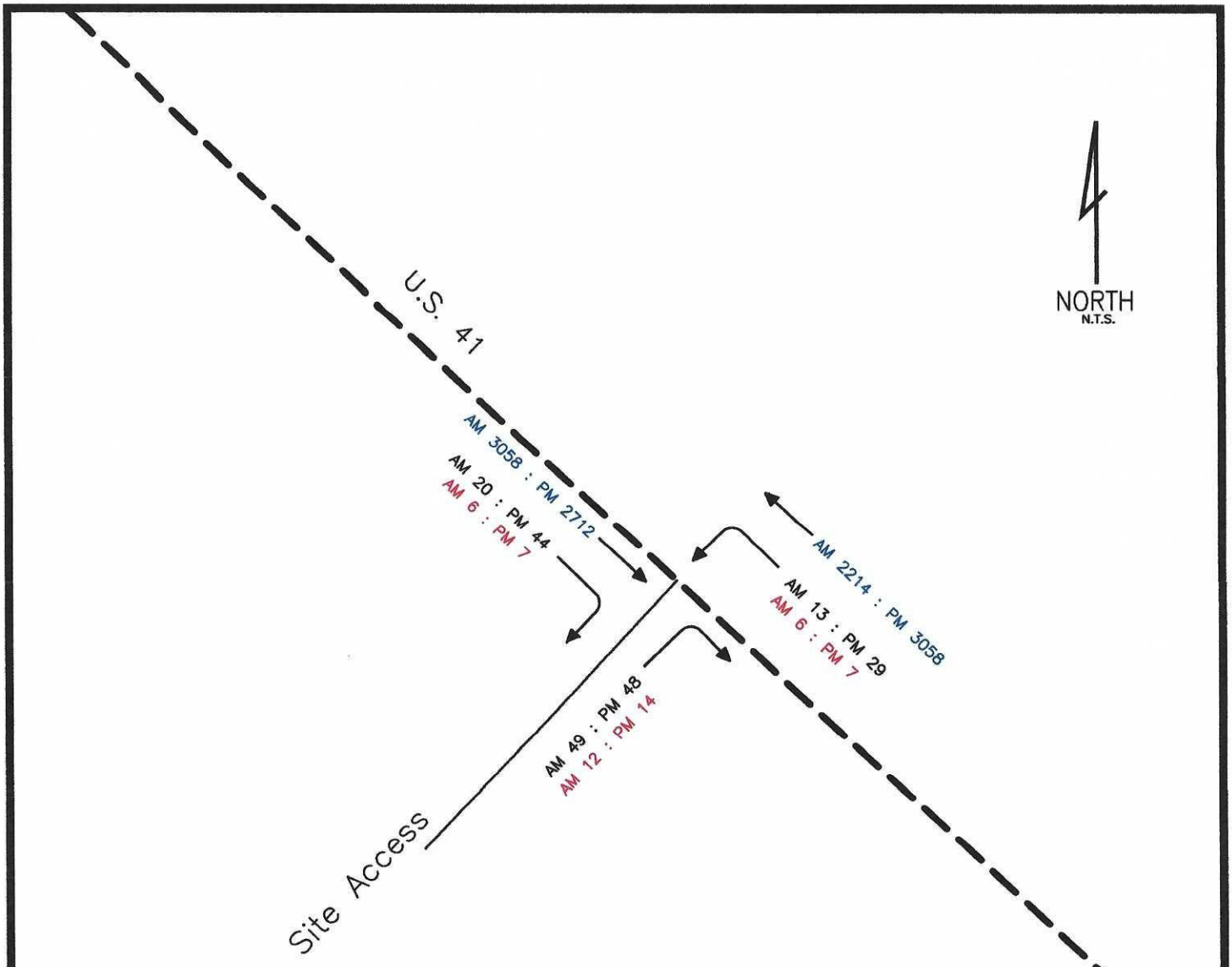
Land Use Code	Land Use Description	Build Schedule
220	**Multi-Family (Low Rise)**	62 Units
411	**Public Park**	2 Acres
814	**Variety Store**	5,000 s.f.
932	**High-Turnover Restaurant**	5,000 s.f.

Code	Trip Period	Trip Generation Equation	Total Trips	Trips Enter/Exit
LUC 220	Daily Traffic (ADT) =	T = 6.41(X) + 75.31 =	**473 ADT**	
	AM Peak Hour (vph) =	T = 0.31(X) + 22.85 =	**42 vph**	10 / 32 vph
		24% Enter/ 76% Exit =		
	PM Peak Hour (vph) =	T = 0.43(X) + 20.55 =	**47 vph**	30 / 17 vph
		63% Enter/ 37% Exit =		
**********				
LUC 411	Daily Traffic (ADT) =	T= 0.64(X) + 88.46=	**90 ADT**	
	AM Peak Hour (vph) =	T= 0.02(X) =	**0 vph**	0 / 0 vph
		59% Enter/ 41% Exit =		
	PM Peak Hour (vph) =	T= 0.06(X) + 22.60 =	**23 ADT**	13 / 10 vph
		55% Enter/ 45% Exit =		
**********				
LUC 814	Daily Traffic (ADT) =	T= 63.66(X) =	**318 ADT**	
	AM Adj. Peak Hour (vph) =	T= 3.04(X) =	**15 vph**	9 / 6 vph
		57% Enter/ 43% Exit =		
	PM Adj. Peak Hour (vph) =	T= 6.70(X) =	**34 vph**	17 / 17 vph
		51% Enter/ 49% Exit =		
Per Lee County ADT = Pass-by = 25% ADT and 30% AM & PM			**25% Daily Pass-by Rate**	
			30% AM & PM Pass-by Rate	
		Pass-by Daily Traffic (ADT) =	**80 ADT**	
		Pass-by AM Peak Hour (vph) =	**4 vph**	2 / 2 vph
		Pass-by PM Peak Hour (vph) =	**10 vph**	5 / 5 vph
		**********		
		New Daily Traffic (ADT) =	**239 ADT**	
		New AM Peak Hour (vph) =	**11 vph**	7 / 4 vph
		New PM Peak Hour (vph) =	**24 vph**	12 / 12 vph

TABLE 1
(page 2 of 2)
TRIP GENERATION COMPUTATIONS
The Nest

Code	Trip Period	Trip Generation Equation	Total Trips	Trips Enter/Exit
LUC 932	Daily Traffic (ADT) =	T= 107.2(X) =	**536 ADT**	
	AM Peak Hour (vph) =	T= 9.57(X) =	**48 vph**	26 / 22 vph
	7-9 AM	55% Enter/ 45% Exit =		
	PM Peak Hour (vph) =	T= 9.05(X) =	**45 vph**	27 / 18 vph
	4-6 PM	61% Enter/ 39% Exit =		
Pass-by Trips per ITE= 43%			**30% Daily Pass-by Rate**	
Per Lee County ADT = Pass-by = 30% ADT and 40% AM & PM			**40% AM & PM Pass-by Rate**	
		Pass-by Daily Traffic (ADT) =	**161 ADT**	
		Pass-by AM Peak Hour (vph) =	**19 vph**	10 / 9 vph
		Pass-by PM Peak Hour (vph) =	**18 vph**	9 / 9 vph
		**********		
		New Daily Traffic (ADT) =	**375 ADT**	
		New AM Peak Hour (vph) =	**29 vph**	16 / 13 vph
		New PM Peak Hour (vph) =	**27 vph**	18 / 9 vph
**********				
**********				
	TOTALS	Pass-by Daily Traffic (ADT) =	**240 ADT**	
		Pass-by AM Peak Hour (vph) =	**23 vph**	12 / 11 vph
		Pass-by PM Peak Hour (vph) =	**28 vph**	14 / 14 vph
		**********		
		New Daily Traffic (ADT) =	**1,176 ADT**	
		New AM Peak Hour (vph) =	**82 vph**	33 / 49 vph
		New PM Peak Hour (vph) =	**121 vph**	73 / 48 vph


Andrea Ln
Bruner Ln
Independence Circle
Six Mile Cypress Pkwy
Metro Parkway
Michael J. Rippe Pkwy
U.S. 41
Old US 41
30%
20%
Green Acre Ln
Indy Rd
Pennsylvania St
Bucks Ln
Gator Rd
10%
Alico Road
I-75
Hidden Gateway
Emerson Square
Granada Lakes Dr
Jean St
Phlox Dr
Haitian Drive
Capri Drive
Lee Road
Oriole Rd
Winged Foot Dr
60%
40%
U.S. 41
Sanibel Blvd
San Carlos Blvd
3%
7%
30%
NORTH
N.T.S.
LEGEND
65% PROJECT TRAFFIC DISTRIBUTION BY PERCENT
JMB TRANSPORTATION ENGINEERING, INC.
The Nest
April 21, 2023
Project Generated Traffic Distribution
FIGURE 2



Site–Generated Traffic		
New AM Peak Hour =	33 Enter/	49 Exit
New PM Peak Hour =	73 Enter/	48 Exit
Pass–by AM Peak Hour =	12 Enter/	11 Exit
Pass–by PM Peak Hour =	14 Enter/	14 Exit

LEGEND

- ← AM : PM — New Project Traffic AM Pk Hr : PM Pk Hr
- ← AM : PM — Pass–by Project Traffic AM Pk Hr : PM Pk Hr
- ← AM : PM — Background Traffic AM Pk Hr : PM Pk Hr

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The Nest

May 7, 2023

Project Generated Traffic Assignment

FIGURE 3

AS

TABLE 2
PROJECT'S AREA OF IMPACT

Project Traffic Peak Hour Peak Direction (vphpd) = **73**

		Road Class	Project Traffic % Distribution	Project Traffic PK Direction Volume (vph)	LOS "C" Service Volume Pk Direction (vphpd)	Project's Percentage Impact	Significant Impact	Adopted Service Volume Pk Direction (vphpd)
Alico Road	U.S. 41 to Dusty Road	4LD	10%	7	1980	0.4%	NO	1980
Michael J. Rippe Pkwy	N. of Alico Rd	4LD	20%	15	1950	0.7%	NO	2040
U.S. 41	Sanibel Blvd to Site	6LD	40%	29	2940	1.0%	NO	3171
	Site to Alico Rd	6LD	60%	44	2940	1.5%	NO	3171

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TABLE 3
ROADWAY LINK VOLUMES

		Base Year Traffic Count (ADT)	2021 Traffic Count (ADT)	Years of Growth	Growth Rate	Min. Growth Rate	2022 Peak Hour PK Direction (VPHPD)	2023 Peak Hour PK Direction (VPHPD)	2026 Peak Hour PK Direction (VPHPD)
U.S. 41	Sanibel Blvd to Site	33100	42800	6	4.38%	4.38%	2576	2689	3058
	Site to Alico Rd	33100	42800	6	4.38%	4.38%	2576	2689	3058

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TABLE 4
CONCURRENCY ROADWAY LINK VOLUME & CAPACITY ANALYSIS

		2023 Peak Hour PK Direction (vphpd)	2023 Peak Hour PK Direction LOS	2026 Peak Hour PK Direction (vphpd)	2026 Peak Hour PK Direction LOS	Project Peak Hour PK Direction (vphpd)	2026 Total Pk Hr Peak Season PK Direction (vphpd)	LOS E Service Vol. Peak Hour PK Direction (vphpd)	v/c Ratio	2026 Build-Out Peak Hour PK Direction LOS
U.S. 41	Sanibel Blvd to Site	2689	C	3058	D	29	3087	3171	0.97	D
	Site to Alico Rd	2689	C	3058	D	44	3102	3171	0.98	D

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Table 21 b): Link-Level Service Volumes and LOS Table

Table 21 b) 6 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)														
Link No.	NAME	ROADWAY LINK		F. Class	ROAD TYPE	PERFORMANCE STANDARD		2021 100TH HIGHEST HOUR			FUTURE FORECAST (2026)			Notes
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL	V/C	LOS	VOL	V/C	
24300	SR 31 (ARCADIA RD)	SR 78	COUNTY LINE	State	2LN	C	820	C	655	0.80	B	889	0.40	Future Capacity 2210 (for V/C as well)
24400	STALEY RD	TICE	ORANGE RIVER BLVD	Maj. Col	2LN	E	860	C	197	0.23	C	207	0.24	*
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	M. Art	2LN	E	1,060	B	315	0.30	C	445	0.42	Constrained
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	M. Art	2LN	E	1,060	B	315	0.30	C	448	0.42	Constrained
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	M. Art	2LN	E	1,060	D	730	0.69	E	831	0.78	Constrained
24800	STRINGFELLOW RD	PINELAND RD	MAIN ST	M. Art	2LN	E	1,060	D	730	0.69	E	827	0.78	
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	Controlled xs	4LD	E	1,980	A	1,243	0.63	A	1,306	0.66	Unincorporated Lee county
25000	SUMMERLIN RD	KELLY COVE RD	SAN CARLOS BLVD	Controlled xs	4LD	E	1,980	A	1,243	0.63	A	1,306	0.66	Unincorporated Lee county
25100	SUMMERLIN RD	SAN CARLOS BLVD	PINE RIDGE RD	Controlled xs	6LD	E	3,000	A	1,928	0.64	A	2,158	0.72	Unincorporated Lee county
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	Controlled xs	6LD	E	3,000	A	1,928	0.64	A	2,026	0.68	Unincorporated Lee county
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	Controlled xs	6LD	E	3,000	A	1,928	0.64	A	2,026	0.68	Unincorporated Lee county
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	Controlled xs	4LD	E	1,900	C	1,530	0.81	C	1,631	0.86	Unincorporated Lee county
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	Controlled xs	6LD	E	2,880	B	1,808	0.63	B	1,900	0.66	Unincorporated Lee county
25600	SUMMERLIN RD	COLLEGE PKWY	PARK MEADOW DR	Controlled xs	6LD	E	2,880	B	1,802	0.63	B	1,894	0.66	Unincorporated Lee county
25700	SUMMERLIN RD	PARK MEADOW DR	BOY SCOUT	Controlled xs	6LD	E	2,880	B	1,802	0.63	B	1,894	0.66	Unincorporated Lee county
25800	SUMMERLIN RD	BOY SCOUT	MATHEWS DR	P. Art	4LD	E	1,820	D	1,135	0.62	D	1,193	0.66	
25900	SUMMERLIN RD	MATHEWS DR	COLONIAL BLVD	P. Art	4LD	E	1,820	D	1,135	0.62	D	1,193	0.66	
26000	SUNRISE BLVD	BELL BLVD	COLUMBUS BLVD	Min. Col	2LN	E	860	C	42	0.05	C	53	0.06	Old Count
26100	SUNSHINE BLVD	SR 82	23RD ST SW	P. Art	2LN	E	1,010	C	395	0.39	C	416	0.41	*
26150	SUNSHINE BLVD	23RD ST SW	LEE BLVD	P. Art	2LN	E	1,010	C	395	0.39	C	416	0.41	*
26200	SUNSHINE BLVD	LEE BLVD	W 12TH ST	P. Art	2LN	E	1,010	D	651	0.64	D	684	0.68	*
26300	SUNSHINE BLVD	W 12TH ST	W 75TH ST	Maj. Col	2LN	E	860	D	602	0.70	D	633	0.74	
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	P. Art	4LD	E	1,940	B	1,560	0.80	B	1,743	0.90	
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	P. Art	4LD	E	1,940	B	707	0.36	B	816	0.42	
26700	THREE OAKS PKWY	SAN CARLOS BLVD	ALICO RD	P. Art	4LD	E	1,940	B	707	0.36	B	743	0.38	
26800	TICE ST	SR 80	ORTIZ AVE	Maj. Col	2LN	E	860	C	199	0.23	C	209	0.24	
26900	TICE ST	ORTIZ AVE	STALEY RD	Maj. Col	2LN	E	860	C	207	0.24	C	243	0.28	Elementry U.
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	Controlled xs	4LD	E	1,980	A	1,050	0.53	A	1,288	0.65	Harley Davidson
27030	TREELINE AVE	DANIELS PKWY	AMBERWOOD RD	P. Art	4LD	E	1,980	A	782	0.39	A	822	0.42	
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	P. Art	4LD	E	1,980	A	782	0.39	A	822	0.42	
30500	US 41 (CLEVELAND AVE)	DANIELS PKWY	COLLEGE PKWY	State	6LD	D	3,171	C	2,598	0.82	C	2,904	0.92	SR 739 6 ln DES & ROW Progrmd
30600	US 41 (CLEVELAND AVE)	COLLEGE PKWY	SOUTH RD	State	6LD	D	3,171	C	2,598	0.82	C	2,904	0.92	SR 739 6 ln DES & ROW Progrmd
30700	US 41 (CLEVELAND AVE)	SOUTH RD	BOY SCOUT RD	State	6LD	D	3,171	C	2,598	0.82	C	2,904	0.92	SR 739 6 ln DES & ROW Progrmd
30800	US 41 (CLEVELAND AVE)	BOY SCOUT RD	NORTH AIRPORT RD	State	6LD	D	3,171	C	2,598	0.82	C	2,904	0.92	SR 739 6 ln DES & ROW Progrmd
30810	US 41 (CLEVELAND AVE)	NORTH AIRPORT RD	COLONIAL BLVD	State	6LD	D	3,171	C	2,418	0.76	C	2,704	0.85	
30900	US 41 (CLEVELAND AVE)	CITY LIMITS	N. KEY DR	State	4LD	D	2,100	C	1,996	0.95	F	2,240	1.07	
31000	US 41 (CLEVELAND AVE)	N. KEY DR	HANCOCK B. PKWY	State	4LD	D	2,100	C	1,996	0.95	F	2,240	1.07	
31100	US 41 (CLEVELAND AVE)	HANCOCK B. PKWY	PONDELLA RD	State	4LD	D	2,100	C	1,996	0.95	F	2,240	1.07	
31200	US 41 (CLEVELAND AVE)	PONDELLA RD	SR 78	State	4LD	D	2,100	C	1,362	0.65	C	1,523	0.73	
31300	US 41 (CLEVELAND AVE)	SR 78	LITTLETON RD	State	4LD	D	2,100	C	1,362	0.65	C	1,523	0.73	
31400	US 41 (N TAMIAMI TR)	LITTLETON RD	BUS 41	State	4LD	D	2,100	C	1,087	0.52	C	1,263	0.60	
31500	US 41 (N TAMIAMI TR)	BUS 41	DEL PRADO BLVD	State	4LD	D	2,100	C	1,087	0.52	C	1,263	0.60	
31600	US 41 (N TAMIAMI TR)	DEL PRADO BLVD	CHARLOTTE CO. LINE	State	4LD	D	2,100	C	1,577	0.75	C	1,885	0.90	
29800	US 41 (S TAMIAMI TR)	OLD 41	CORKSCREW RD	State	6LD	D	3,171	C	2,342	0.74	C	2,616	0.82	
29900	US 41 (S TAMIAMI TR)	CORKSCREW RD	SANIBEL BLVD	State	6LD	D	3,171	C	2,294	0.72	C	2,767	0.87	
30000	US 41 (S TAMIAMI TR)	SANIBEL BLVD	ALICO RD	State	6LD	D	3,171	C	2,576	0.81	C	3,011	0.95	
30100	US 41 (S TAMIAMI TR)	ALICO RD	ISLAND PARK RD	State	6LD	D	3,171	C	2,576	0.81	C	3,011	0.95	
30200	US 41 (S TAMIAMI TR)	ISLAND PARK RD	BRIARCLIFF RD	State	6LD	D	3,171	C	3,002	0.95	F	3,356	1.06	

County-Maintained Collector Roadway - Unincorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County Maintained Controlled Access Aterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

Updated 3/31/22			Daily Traffic Volume (AADT)									
STREET	LOCATION	Station #	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
SUNSHINE BLVD	S OF LEE BLVD	406		6100	7100		7500		7500		8500	
SUNSHINE BLVD	N OF LEE BLVD (CR 884)	412		10300	8300		10100		12100		14000	
TERMINAL ACCESS RD	E OF TREELINE AVE	59	23300	23500	26400				27100	28500	18400	28700
THREE OAKS PKWY	S OF CORKSCREW RD	525	18700	18800		20900	21800	25100	20800	23900		30000
THREE OAKS PKWY	N OF CORKSCREW RD	415	20200	19900								
THREE OAKS PKWY	S OF ESTERO PKWY	72		16000	16600	16500	16800	17900		21700	18000	20000
THREE OAKS PKWY	S OF ALICO RD	414	12700	13700	11800	12300	13100	14100	12300		13600	
TICE ST	W OF I 75	416			3000		3500		3800		3400	
TREELINE AVE	S OF PELICAN COLONY BLVD	62	8200	8900	9700	10800	11600	11800	13100	13700	11600	13200
TREELINE AVE	N OF AIRPORT TERMINAL	61	23800	24500	25500	23800	25000	23800	23400	22700	14600	
12 ST W	E OF GUNNERY RD	472				4100				5200		
23RD ST SW	E OF GUNNERY RD	469		10200	11000		11800	12700	13200		16400	
US 41 (SR 45)	N OF COLLIER CO LINE	23	32700	33000	33900	34800	36100	36900	32600	37200	31800	36600
US 41 (SR 45)	N OF BONITA BEACH RD	92				42600	57100		46600	49000	41500	
US 41 (SR 45)	S OF COCONUT RD	93				46100	45000	49900	48800	49400	44900	51600
US 41 (SR 45)	S OF COKSCREW RD	128									40500	
US 41 (SR 45)	S OF HICKORY DR	25		36600	37700	42500	45100	48000	50100	52100	46700	53100
US 41 (SR 45)	N OF CONSTITUTION BLVD	94				33100	34900	35400	43600	35400	39000	42800
US 41 (SR 45)	N OF ALICO RD	110									44900	
US 41 (SR 45)	S OF JAMAICA BAY BLVD	109									43000	
US 41 (SR 45)	N OF ANDREA LN	95				40000	40400		42900	44600	40600	44800
US 41 (SR 45)	N OF BRANTLEY RD	9	50700	49100	50500	52300	51800	51600	52100		49200	51600
US 41 (SR 45)	N OF BOY SCOUT DR	96				41100	44300	43600	38700	36600	33600	39900

PCS 94 - US 41 north of Constitution Blvd

2021 AADT = 42,800 VPD

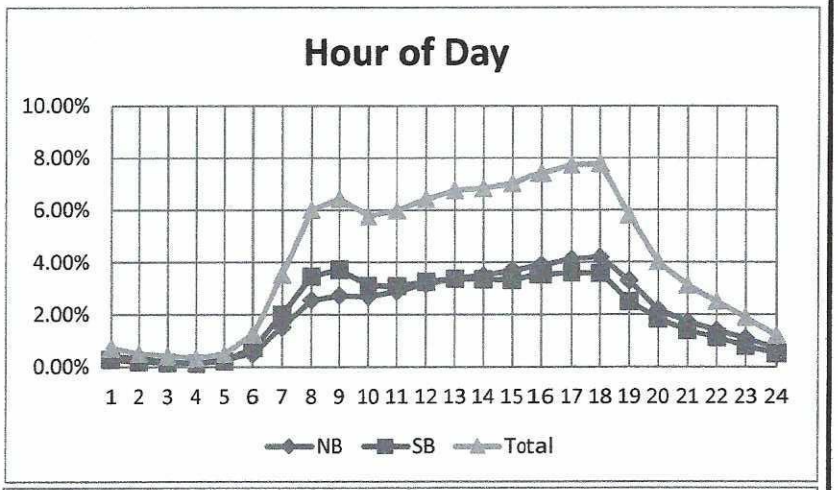
Hour	NB	SB	Total
0	0.42%	0.30%	0.72%
1	0.31%	0.20%	0.51%
2	0.25%	0.16%	0.41%
3	0.21%	0.14%	0.34%
4	0.27%	0.22%	0.49%
5	0.51%	0.73%	1.24%
6	1.52%	2.00%	3.52%
7	2.55%	3.46%	6.01%
8	2.73%	3.72%	6.45%
9	2.68%	3.10%	5.78%
10	2.90%	3.09%	5.99%
11	3.16%	3.25%	6.42%
12	3.39%	3.38%	6.77%
13	3.49%	3.35%	6.84%
14	3.69%	3.33%	7.02%
15	3.88%	3.53%	7.41%
16	4.14%	3.61%	7.74%
17	4.20%	3.58%	7.78%
18	3.31%	2.50%	5.81%
19	2.19%	1.84%	4.03%
20	1.74%	1.39%	3.13%
21	1.38%	1.12%	2.51%
22	1.09%	0.79%	1.89%
23	0.70%	0.50%	1.20%

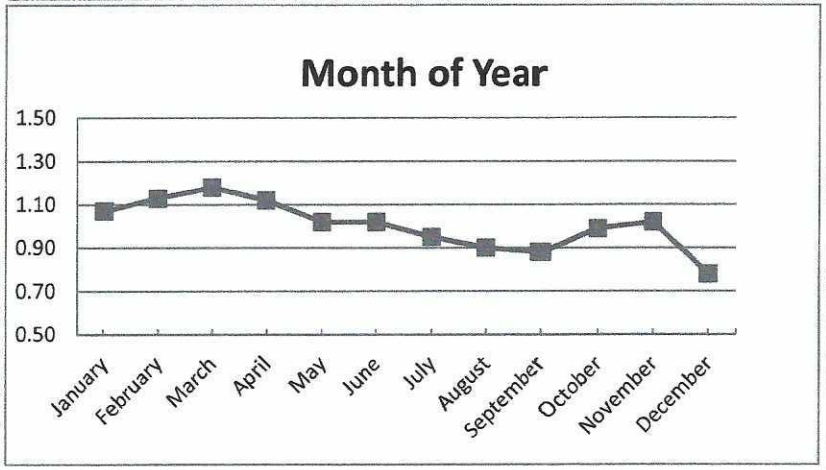
Month of Year	Fraction
January	1.07
February	1.13
March	1.18
April	1.12
May	1.02
June	1.02
July	0.95
August	0.90
September	0.88
October	0.99
November	1.02
December	0.78

Day of Week	Fraction
Sunday	0.68
Monday	1.04
Tuesday	1.09
Wednesday	1.08
Thursday	1.11
Friday	1.13
Saturday	0.87

Directional Factor		
AM	0.58	SB
PM	0.53	NB

Design Hour Volume		
#	Volume	Factor
5	4658	0.109
10	4592	0.107
20	4516	0.106
30	4488	0.105
50	4432	0.104
100	4284	0.100
150	4210	0.098
200	4143	0.097



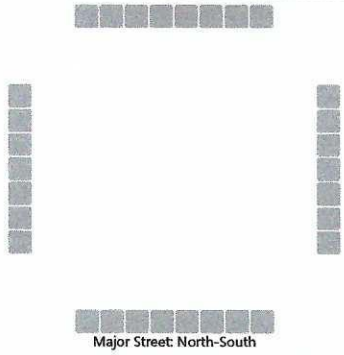


AII

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JMB Transportation Eng	Intersection	Site Access
Agency/Co.		Jurisdiction	
Date Performed	5/7/2023	East/West Street	Site Access
Analysis Year	2026	North/South Street	U.S. 41
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

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	0	1		0	0	0	0	1	3	0	0	0	3	1
Configuration				R						L	T				T	R
Volume (veh/h)				61					0	19	2214				3058	26
Percent Heavy Vehicles (%)				0					0	0						
Proportion Time Blocked				0.000						0.000						
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1						5.3						
Critical Headway (sec)				7.10						5.30						
Base Follow-Up Headway (sec)				3.9						3.1						
Follow-Up Headway (sec)				3.90						3.10						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				64						20						
Capacity, c (veh/h)				82						29						
v/c Ratio				0.79						0.69						
95% Queue Length, Q_{95} (veh)				3.9						2.2						
Control Delay (s/veh)				135.1						266.9						
Level of Service (LOS)				F						F						
Approach Delay (s/veh)	135.1								2.3							
Approach LOS	F															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JMB Transportation Eng	Intersection	Site Access
Agency/Co.		Jurisdiction	
Date Performed	5/7/2023	East/West Street	Site Access
Analysis Year	2026	North/South Street	U.S. 41
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

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	0	1		0	0	0	0	1	3	0	0	0	3	1
Configuration				R						L	T				T	R
Volume (veh/h)				62					0	36	3058				2712	51
Percent Heavy Vehicles (%)				0					0	0						
Proportion Time Blocked				0.000						0.000						
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1						5.3						
Critical Headway (sec)				7.10						5.30						
Base Follow-Up Headway (sec)				3.9						3.1						
Follow-Up Headway (sec)				3.90						3.10						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				65						38						
Capacity, c (veh/h)				109						44						
v/c Ratio				0.60						0.87						
95% Queue Length, Q_{95} (veh)				2.9						3.4						
Control Delay (s/veh)				78.8						238.7						
Level of Service (LOS)				F						F						
Approach Delay (s/veh)		78.8								2.8						
Approach LOS		F														